Keep Traffic Moving: Safeguarding Traffic Accessibility during Temporary Roadworks

A Microsimulation-based Case Study Complemented with Expert Validation

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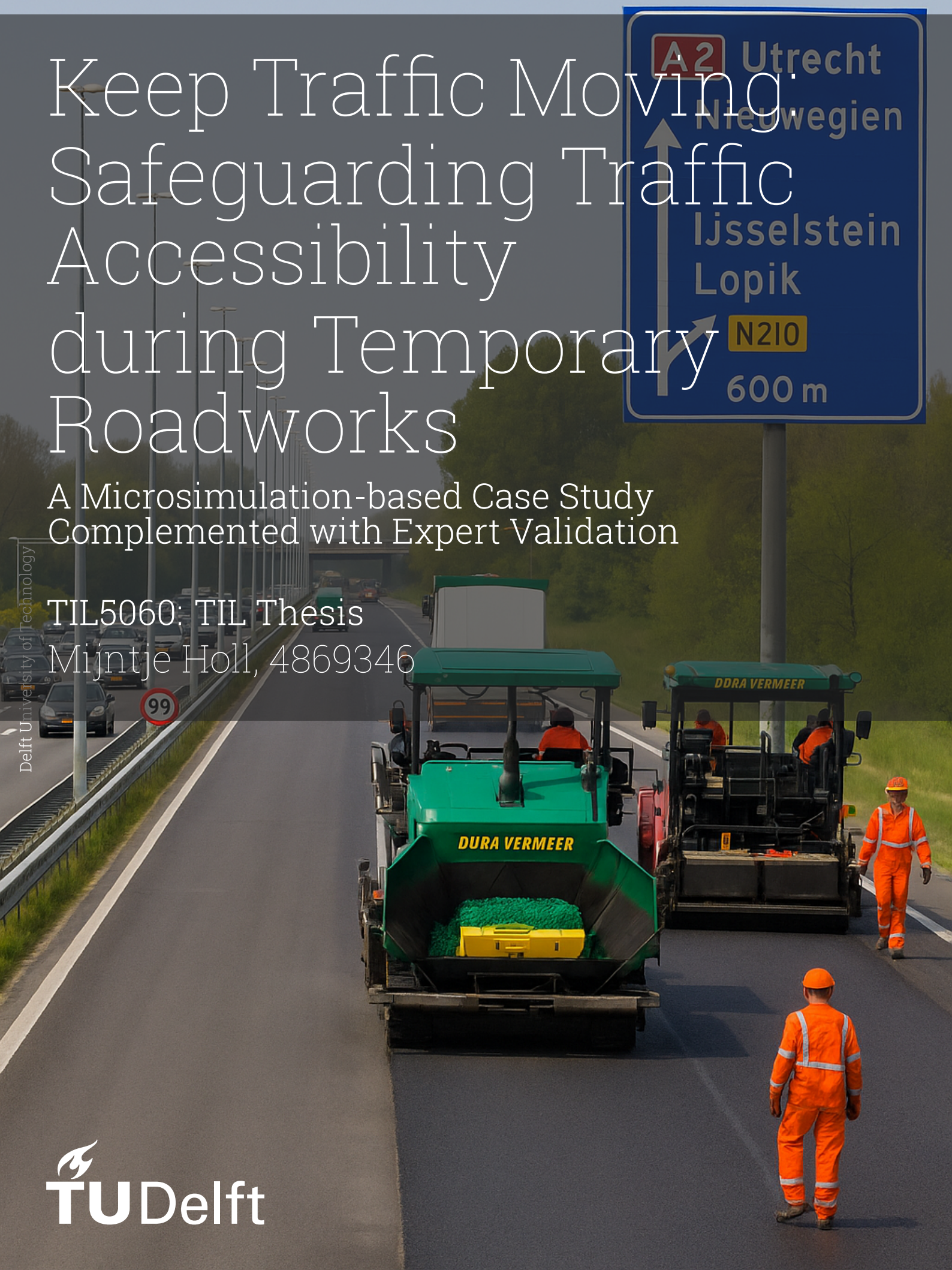
Delft University of Technology



TU Delft

Keep Traffic Moving: Safeguarding Traffic Accessibility during Temporary Roadworks

A Microsimulation-based Case Study Complemented with Expert Validation

by

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to obtain the degree of Master of Science

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Preface

Living in the Netherlands means living in a country that is constantly growing and improving its infrastructure. This development is essential and positive, yet it also comes with inconveniences for residents and road users. Having lived in Amsterdam nearly my whole life, I have always experienced how roadworks are part of everyday life and how frustrating their consequences can be. With this thesis, I hope to contribute to reducing the negative impacts of temporary roadworks on both local residents and road users, by exploring how microsimulation can support better planning and decision-making and therefore help to minimise the negative effects for everyone, so that roadworks are no longer seen as a nuisance but as a step towards improvement.

The completion of this thesis marks the conclusion of my Master's in Transport, Infrastructure and Logistics at Delft University of Technology. This research has been both challenging and rewarding, as I stepped into the unfamiliar world of the microsimulation tool VISSIM. Having never worked with this tool before, I truly challenged myself to learn and apply it in the final stage of my studies. It has been a valuable experience that allowed me to grow both academically and personally.

I would like to express my deepest gratitude to my TU Delft supervisors. Dr. Jan Anne Annema has guided me not only throughout this thesis, but also during my entire time at TU Delft. Having had him as a supervisor during my bachelor thesis as well, it feels special to conclude my studies under his supervision once again. His guidance, encouragement and continuous support throughout the process have been of great importance to me. Dr.ir. Maria Salomons provided me with invaluable technical knowledge on microsimulation and VISSIM, which greatly improved the quality and depth of this thesis. Her expertise and constructive feedback have helped me to navigate the technical challenges of this research, which were all new to me.

My sincere thanks also go to Dura Vermeer, where I had the privilege of conducting this research. I am especially grateful to my supervisors Mattieu Nuijten and Matthijs Klein for their constructive feedback, practical insights and continuous support. Beyond that, I would like to thank all my colleagues at Dura Vermeer for being so welcoming and supportive. From the very beginning, I felt not only included but also valued as part of the team. The willingness of everyone to share their time and expertise made me feel at home and contributed greatly to this positive experience.

Lastly, I want to thank my family and friends for their unconditional support throughout my studies. Their patience and encouragement have been a great source of strength in completing this journey.

Dear reader, I hope this thesis provides both valuable insights for future research and practical inspiration for addressing accessibility challenges during temporary roadworks.

Mijntje Holl, 4869346
Delft, September 2025

Summary

Building and maintaining road infrastructure is essential for safety, quality and future mobility. Yet such works inevitably disrupt traffic in the short term. Temporary closures or lane reductions reduce accessibility by overloading detours, leading to longer travel times, congestion, lower speeds and safety concerns. As detours often rely on secondary roads with limited capacity, these effects are especially problematic for dense regional networks.

Decision-makers need reliable tools to anticipate traffic impacts and evaluate mitigation during temporary construction. Microsimulation can analyse traffic dynamics in detail and test alternative phasing strategies, but its usefulness depends on more than model accuracy. Practical factors such as long development times, lack of expertise and missing data are also critical as they can raise costs or undermine validity. This thesis therefore examines if microsimulation can be a suitable and practical tool for analyzing and safeguarding accessibility impacts during temporary roadworks, given constraints such as modelling time, data availability and required expertise, with specific attention to expert validation.

This research uses the reconstruction of the Nelson Mandelaplein as a case study, where major accessibility challenges are expected for both through and local traffic. The study follows four steps: (1) literature review and expert interviews to identify the research gap, accessibility challenges and KPIs, (2) collection and preparation of model data, (3) development of a VISSIM microsimulation model including scenarios and (4) expert validation to assess the realism and practical value of the results.

The literature review shows that microsimulation can effectively model temporary construction by capturing individual driver behaviour and providing insights into traffic patterns, congestion, delays and detours. Yet outcomes depend heavily on data availability and calibration, while validation is difficult due to scarce empirical data for temporary construction projects. Previous studies note these challenges but offer few solutions. This research therefore introduces expert validation, where practitioners assess the realism and usefulness of results. This provides a practical way to evaluate model performance when empirical validation is not feasible.

A VISSIM microsimulation model was developed using Origin-Destination (OD), infrastructure and behavioural data to represent typical peak-hour conditions. Data covered six weeks of weekday traffic during the morning (06:00-10:00) and evening (15:00-19:00) peaks. The network included the main detour and cut-through routes, enabling analysis of accessibility impacts of a full road closure. Building on this model, a scenario analysis evaluated two strategies to mitigate impacts of a full closure of the Nelson Mandelaplein: adding a temporary bypass and reducing demand by 10%, 20% and 30%. The bypass aimed to ease pressure on the main detour, while demand reductions reflected different levels of traffic management or behavioural change. In practice only modest reductions (≈10%) are realistic through measures such as communication campaigns or modal shift, so the higher demand reductions mainly served as arbitrary choices to test the model.

Results show that neither the bypass nor demand reductions restore accessibility to reference levels. The bypass provides some short-term relief in the early peak hours, but quickly shifts congestion to downstream bottlenecks. Demand reductions deliver more consistent improvements across the peak period, yet even a 30% cut in demand fails to prevent severe congestion.

Expert validation was a key part of the research. Five Dura Vermeer specialists evaluated the realism and usefulness of the model outputs based on decades of project experience. They confirmed that the simulated travel time increases, lower speeds and congestion in the first peak hour, such as delays of several minutes and queues of many cars at the A2 interchange, were realistic and informative. Beyond this initial hour, results became unrealistic, showing gridlock conditions that would not persist in reality due to mid-trip rerouting and adaptive behaviour. The experts noted that while these later-hour outputs were clearly wrong in magnitude, they could not determine whether real-life effects would be less severe or worse, as the experts emphasized that this is strongly project-specific.

Despite these limitations, the experts agreed the model offers valuable insights into where bottlenecks first occur and that scenario comparisons help explore mitigation options. They emphasized that microsimulation should be used mainly to assess relative effects and support dialogue with authorities, not to deliver exact forecasts. The study also showed the need to balance modelling effort and data availability against decision-making benefits. In practice, model development and calibration took four months and required high-quality traffic data that were not always available. Specialist expertise in traffic engineering and simulation software is also essential, raising costs when in-house capacity is lacking.

Within these practical boundaries, the study also yields several broader contributions. Practically, the study shows that no single intervention can restore acceptable performance under a full closure in this specific case study. The most effective approach seems to be a combination of moderate demand reduction with targeted operational measures, such as optimised signal timings and clear driver guidance to the bypass. Early-peak-hour results are the most credible for identifying bottlenecks and guiding phasing decisions, while later-hour outputs should be seen as tests rather than forecasts. Scientifically, the research advances the debate on validating microsimulations in temporary contexts by integrating expert validation as a structured alternative when empirical data is lacking. The methodological framework including the modelling set-up, scenario analysis and expert assessment, is transferable to similar projects, though outcomes remain context-specific.

The study has several limitations. The model covered only the project area, excluding regional rerouting, long-term dynamics and adaptive behaviour, likely overstating later-hour congestion. Data availability was another constraint, as demand relied on existing OD matrices and some signal programs had to be reconstructed with standard values. Validation depended mainly on expert judgement, valuable but potentially biased and lacking quantitative error metrics. Reporting artefacts such as capped queues and aggregated KPIs may also have limited precision. Despite these uncertainties, scenario rankings were consistent and reinforced by expert validation, making the findings robust for comparative analysis and early-hour decision support, even if absolute values should be interpreted with caution.

In conclusion, microsimulation can be a valuable tool for analyzing accessibility during temporary roadworks, for firms like Dura Vermeer. It is most useful for diagnosing when and where bottlenecks emerge, comparing mitigation measures and supporting dialogue with road authorities. Its decision value lies mainly in the early peak hours, when scenario differences are credible and align with practice, helping prioritise mitigation measures and strengthen negotiations. Later-hour results tend to overstate congestion due to model scope and behavioural simplifications, making them less suitable as forecasts. The model's value therefore depends on balancing effort against decision-making benefits, which remain highly project-specific. Given the substantial time investment, reliance on high-quality data and required expertise, microsimulation is most suitable for complex, high-value projects where accessibility is contractually critical.

Future work should test combined interventions of the bypass and realistic demand reductions and include adaptive traffic management such as coordinated dynamic signals to delay congestion and handle fluctuating demand. Incorporating mid-trip rerouting with calibrated driver behaviour and using empirical monitoring data for validation could improve accuracy. Finally, larger-scale models are needed to strengthen robustness and decision-making value by assessing rerouting effects beyond the study area, including wider detours, departure time shifts and potential modal changes. These aspects were beyond the scope of this study but remain essential for future research.

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Nomenclature

Abbreviations

Abbreviation	Definition
A2	National Motorway A2 (Amsterdam - Maastricht)
A27	National Motorway A27 (Breda - Utrecht - Almere)
AADT	Annual Average Daily Traffic
AM	Morning Peak (06:00 - 10:00)
AS -10%	Evening-peak with 10% demand reduction scenario
AS -20%	Evening-peak with 20% demand reduction scenario
AS -30%	Evening-peak with 30% demand reduction scenario
AS-BYPASS	Evening-peak with bypass scenario
AS-CLOS	Evening-peak with full Nelson Mandelaplein closure scenario
AS-REF	Evening-peak reference scenario (no closure)
CAV	Connected and Autonomous Vehicles
DRAC	Deceleration Rate to Avoid Crash
FCD	Floating Car Data
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
HGV	Heavy Goods Vehicles (synonym for FV)
KPI	Key Performance Indicator
MAPE	Mean Absolute Percentage Error
N210	Provincial Road N210 (Weg der Verenigde Naties)
OD	Origin-Destination
OS -10%	Morning-peak with 10% demand reduction scenario
OS -20%	Morning-peak with 20% demand reduction scenario
OS -30%	Morning-peak with 30% demand reduction scenario
OS-BYPASS	Morning-peak with bypass scenario
OS-CLOS	Morning-peak with full Nelson Mandelaplein closure scenario
OS-REF	Morning-peak reference (no closure) scenario
PA	Personen Auto (Dutch) - Passenger Cars (English)
PAE	Passenger Car Equivalent
PM	Evening Peak (15:00 - 19:00)
PT	Public Transport
PTV	Planung Transport Verkehr
RSA	Reduced Speed Area
SSAM	Surrogate Safety Assessment Model
TTC	Time To Collision
TTM	Travel Time Measurement
VISSIM	Verkehr In Städten – SIMulationsmodell
VISVAP	VISSIM Vehicle Actuated Programming
VR	Vracht Vervoer (Dutch) - Freight Vehicles (English)
VRI	VerkeersRegelInstallatie (Dutch) - Traffic Signal Installation (English)

1

Introduction

1.1. Context and Background

Temporary roadworks are essential for infrastructure maintenance and development but often disrupt traffic flow and accessibility. Temporary roadworks include any construction that alters normal traffic conditions for a limited period, from short interventions to multi-month projects. Closures and detours can cause delays and congestion and in saturated urban networks effective planning is crucial to safeguard accessibility.

This thesis examines whether microsimulation can support the analysis of temporary traffic management during roadworks. By modelling individual vehicles and interactions, microsimulation enables detailed assessment of travel times, congestion and speed under different configurations, helping planners anticipate and mitigate issues before implementation. Although effort- and resource-intensive, it offers insights that are otherwise difficult to obtain. To assess its practical value, this research evaluates whether a construction scenario disrupts accessibility the least. Since real-world testing is often impossible or too costly, expert feedback is introduced as an alternative for judging the realism and reliability of outcomes. The study therefore explores microsimulation's potential as a decision-support tool in planning temporary roadworks.

1.2. Problem Statement

Temporary roadworks are a major cause of accessibility problems in urban and regional networks. Road closures and limited detours often cause delays, congestion and reduced access to residential areas and essential services, as noted in Chapter 3. During major closures, full accessibility can rarely be maintained, making the key challenge to minimize disruption while ensuring essential access for emergency services, residents and businesses.

Because of the temporary and dynamic nature of construction works, it is difficult to predict whether a traffic management plan will safeguard accessibility. Microsimulation can therfore provide valuable support, but it is resource-intensive, requiring significant time and effort. This raises the broader question of whether the substantial effort required for microsimulation is justified in temporary settings, making it essential to assess not only the technical capability of the model but also its practical usefulness as a decision-support tool. At the same time, a major limitation in current practice is the inability to validate outputs before construction, since empirical data are unavailable in early stages. Most studies rely on post-hoc validation using observations gathered only after works are completed. The high resource demand combined with the lack of early validation creates uncertainty for planners and contractors, who must choose traffic management strategies without reliable insight into their effectiveness.

1.3. Literature Gap

As will be demonstrated in Chapter 3, microsimulation shows considerable potential for analyzing accessibility during temporary roadworks. The reviewed literature highlights its ability to capture complex

traffic behaviour, test alternative traffic management strategies before construction and provide both visual and quantitative insights into travel times, congestion and speed variations. This makes it a powerful tool for modelling traffic during periods of disruption.

A key limitation in the literature is not microsimulation's technical capability, but the difficulty of validating outcomes in temporary traffic contexts. Because these situations exist only during construction, real-world data for calibration and validation are generally unavailable beforehand, making reliability hard to assess. However, studies on permanent traffic show that microsimulation can produce robust results when validated with post-construction data, but such empirical validation is absent in planning temporary works.

This gap highlights the need for alternative ways to assess microsimulation outcomes when real-world data is lacking. This study introduces expert validation as a practical method to evaluate credibility in early project stages. By doing so, it contributes to both academic knowledge and practical planning, showing how microsimulation can support early-stage decisions on detour strategies when traditional validation is not yet possible.

1.4. Selected Microsimulation Model

VISSIM was chosen as the microsimulation tool because it is the most widely used software in Dutch traffic engineering, ensuring practitioner familiarity, broad academic acceptance and easing communication with stakeholders. Another advantage was the availability of a simplified VISSIM network, which provided a basis for further development, reduced set-up time and allowed the research to focus on scenario testing rather than building a model from scratch within the project's time scope.

Beyond practical considerations, VISSIM offers advanced capabilities for modelling individual vehicle behaviour and temporary traffic conditions, such as speed limits, that make it well suited for analyzing temporary roadworks and their effects on traffic flow, accessibility and congestion. While other tools such as SUMO, AIMSUN and Paramics provide similar functions, VISSIM's flexibility, possibility of modelling large complex networks, ease of data entry, visual interface and wide-spread adoption make it the most appropriate choice for this study. Comparative studies further support this, consistently identifying VISSIM as the most flexible and balanced tool for modelling temporary traffic situations (see Section 3.3.2).

1.5. Relevance and Contribution

From a scientific perspective, this study addresses a key gap in current practice: the difficulty of validating microsimulation models in temporary construction scenarios. While VISSIM is widely used and validated in permanent traffic conditions, its reliability in dynamic and uncertain work zone settings remains a challenge. By introducing expert validation as a complementary method, this study contributes to the methodological advancement of traffic simulation in early-stage infrastructure planning.

From a practical standpoint, the study offers actionable insights for traffic engineers, planners and contractors involved in temporary roadworks. This research demonstrates how microsimulation can be used not only to evaluate different construction scenarios but also to engage expert judgment in strengthening model credibility and in assessing whether the required modelling effort is justified by the insights it provides.

A case study approach suits this research as it enables a detailed, context-specific investigation of microsimulation in a real planning process. Using an actual project captures the full complexity of temporary traffic management, including stakeholder involvement, data limits and early-stage uncertainty. Although grounded in one case, the methodological implications extend further. Challenges such as data uncertainty and the need for validation, discussed in Chapter 3, are common to many microsimulation studies on roadworks. By systematically applying and evaluating microsimulation here, the study provides transferable insights for similar projects and contributes to the broader debate on simulation in transport planning, especially where empirical validation is not yet feasible.

In conclusion, the findings of the microsimulation model are directly applicable to Dura Vermeer, supporting evidence-based decision-making in the preparatory phase of their major reconstruction project.

More broadly, the research offers practitioners guidance on handling comparable accessibility challenges in temporary roadworks and on evaluating the potential role of microsimulation.

1.6. Research Objective

This study evaluates whether microsimulation is a suitable and practical tool to analyse the impact of temporary road closures on traffic flow and accessibility. This question is crucial, as construction companies and road authorities must weigh the significant investment of time, data and expertise against the value of the insights. If microsimulation can reliably identify bottlenecks and compare mitigation strategies while remaining feasible in terms of resources, it is a valuable decision-support instrument; if not, simpler approaches may be more appropriate.

To do so, a microsimulation model is developed using traffic volumes, intersection geometry, signal controls and other inputs to simulate the impacts of temporary road closures. Outcomes of interest are travel times, congestion and speeds, serving as key accessibility indicators (KPIs) for benchmarking and systematic comparison of scenarios. The model approach will also test measures to safeguard accessibility, such as diverting traffic or allowing partial access through the construction area to relieve main road pressure. By comparing the KPIs across a baseline and alternative testing scenarios, microsimulation benchmarks the relative effectiveness of construction measures in minimizing disruption.

To achieve this, the research is guided by the following specific objectives:

- To identify the most critical accessibility issues that arise during temporary roadworks, based on insights from academic literature and expert interviews and to derive the corresponding key performance indicators (KPIs).
- To evaluate whether VISSIM, as the selected microsimulation model, is capable of realistically simulating the KPIs associated with temporary roadworks.
- To identify the required data inputs and model configuration to ensure it accurately models the effects of temporary road closures, such as increased travel time, congestion and variations in vehicle speeds, which are the KPIs.
- To explore what measures lead to the least disruptive accessibility conditions, such as reducing traffic volumes through diversion or allowing partial limited access through the construction area.
- To assess the credibility of the simulation results through expert validation and to explore how expert input can enhance the use of microsimulation in future temporary traffic projects.
- To reflect on the level of time, effort and data requirements needed to develop a validated microsimulation model and to evaluate the impact of model assumptions.

By meeting these objectives, the study aims to bridge the gap between the theoretical potential of microsimulation and its practical application in temporary construction planning. The findings could contribute to methodological improvements and provide guidance for practitioners working on similar urban infrastructure projects.

1.7. Research Question(s)

These objectives are examined through the following main research question, using a real-world case study:

Main research question: *"Can microsimulation, supported by expert validation, be used as a suitable and practical tool to analyse and safeguard accessibility impacts during temporary roadworks, given constraints such as time, data availability and expertise?"*

In this context, suitable refers to the ability of microsimulation to realistically represent the impacts of temporary traffic interventions on key accessibility indicators, such as travel times, congestion patterns and variations in vehicle speed, while practical refers to its ability to support informed decision-making during the planning phase in a way that balances the value of the insights against the required investment in effort such as time, data and expertise. A suitable and practical microsimulation model not only generates accurate and plausible outputs based on available data and assumptions, but also delivers

results that are considered credible, interpretable and useful by practitioners, while remaining feasible within reasonable limits of time, effort and data availability.

To answer this question, the research is guided by the following sub-questions:

1. What are the key accessibility challenges that arise during temporary roadworks?
2. Which microsimulation outputs are suitable to be used as key performance indicators (KPIs) when evaluating the accessibility in temporary traffic management scenarios?
3. What data and processing steps are required to develop a model that accurately simulates these KPIs and their impacts?
4. What types of scenarios can be explored using microsimulation to gain insight into how accessibility is affected during temporary roadworks under different measures?
5. How can experts contribute to the validation of microsimulation models for temporary roadworks and how does their feedback provide insights into the broader applicability of microsimulation in traffic management?

1.8. Scope and Limitations

The research focuses on one case study: the reconstruction of the Nelson Mandelaplein roundabout in Utrecht. Chapter 4 explains the case and its relevance in detail. As shown in figure 1.1, the roundabout (red dot) is a key junction where major regional roads converge, so its reconstruction is expected to significantly affect surrounding traffic flow. The project, led by Dura Vermeer and the Municipality of Utrecht, starts in 2026 and currently has no predefined traffic management plan, offering an opportunity to assess scenarios with microsimulation from the earliest stage.

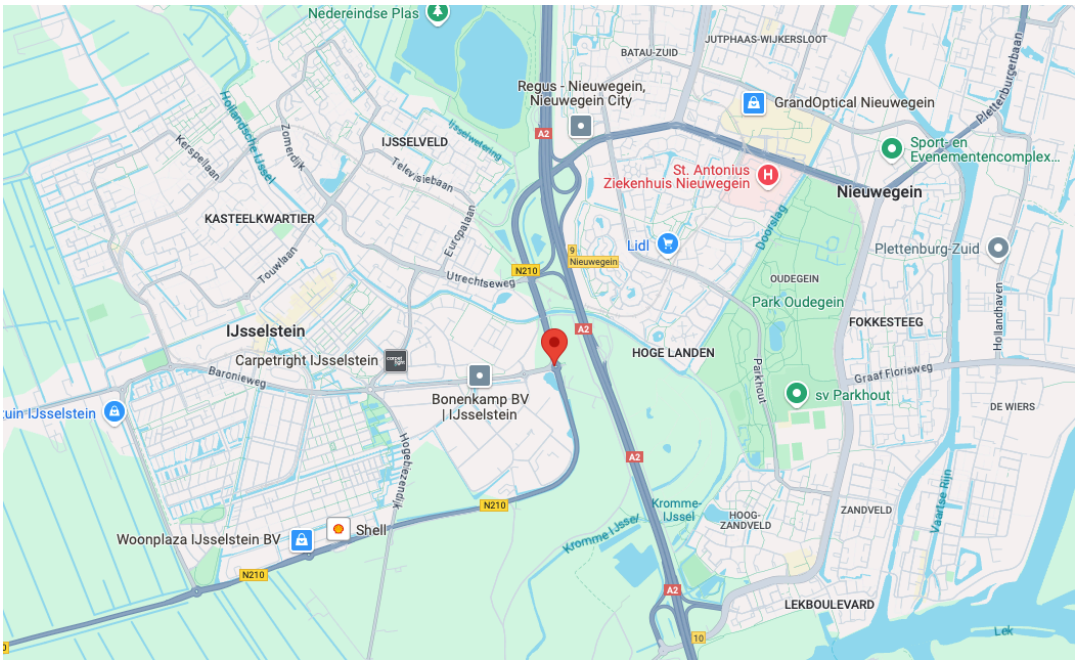


Figure 1.1: The Nelson Mandelaplein roundabout, indicated by the red dot.

The analysis covers only motorized traffic: passenger cars, trucks and buses. The simulation represents typical weekday traffic based on available volume data and driver behaviour assumptions, focusing on peak periods: morning (06:00-10:00) and evening (15:00-19:00). A full case description with scope constraints is in Chapter 4 and all model assumptions are listed in Appendix H.

Due to time and data constraints and Dura Vermeer's advice to complete the reconstruction of the roundabout quickly, the study first models one realistic scenario: a full roundabout closure to assess

accessibility challenges. Alternative scenarios are then tested to identify measures that could safeguard accessibility conditions. The model accuracy depends on the quality of available data and the representativeness of the assumptions used. Data-related assumptions are detailed in Chapter 5, while model assumptions, configuration choices and full-closure results are in Chapter 6.

1.9. Research Approach

This thesis uses a mixed-methods approach combining a literature review, traffic microsimulation with scenario analysis and qualitative expert input. The mix of quantitative analysis and qualitative validation ensures results are both technically reliable and practically relevant, providing a comprehensive framework to evaluate microsimulation as an analytical and decision-support tool during temporary roadworks.

First, a literature review identified five recurring accessibility challenges in temporary roadworks: longer travel times, congestion, speed reduction, insufficient detour capacity and reduced safety. Interviews with Dura Vermeer specialists validated and enriched these findings, leading to key performance indicators (travel time, congestion, speed) later used to evaluate simulation outcomes. In parallel, academic studies were reviewed to assess the advantages and limitations of microsimulation tools, particularly VISSIM and to outline expert validation as a complementary method.

Second, a microsimulation model of the case study was developed to examine how temporary road closures affect traffic flow and accessibility. The model was built using a wide range of traffic and infrastructure data, reconstructed signal timings and realistic behavioural settings. In addition to the baseline scenario, multiple alternative scenarios were simulated to explore which measures resulted in the least disruption to accessibility during the roadworks.

Finally, expert involvement played a key role in ensuring practical relevance and strengthening the credibility of the findings. After simulation, a joint validation session was conducted in which experts assessed the plausibility and applicability of the simulation results. In addition, the study includes a reflection on the modelling effort itself, considering whether the time, data availability and expertise required to build the model were justified in light of the research context.

1.10. Thesis Structure

The thesis follows a logical progression from theory to practice to address the main research question and its five sub-questions. Research sub-questions 1 and 2 are answered in Chapter 3, which presents the literature review. Sub-question 3 is addressed in Chapters 5 and sub-question 4 is addressed in Chapters 7. Sub-question 5 is answered in Chapter 8, where expert validation is performed. Chapter 9 reflects on all research questions and synthesizes the answers and draws final conclusions. Table 1.1 provides an overview of the chapters.

Table 1.1: Overview of thesis structure

Chapter	Content Description
1. Introduction	Introduces the topic, outlines the research problem, literature gap, objectives, questions, scope, approach and the relevance and contribution.
2. Methodology	Describes the research methods, including the literature review, a microsimulation setup, scenario analysis and expert involvement.
3. Literature Review	Discusses accessibility challenges during roadworks, the advantages and limitations of microsimulation in temporary settings, how to overcome these limitations based on permanent settings and the role of expert validation as complementary approach.
4. Case Study: Nelson Mandelaplein	Introduces the case location, its traffic significance and explains why it was selected as the focus of this research.
5. Data Collection, Preparation and Implementation	Details the data sources and preprocessing steps used to build the simulation model.
6. Simulation Model	Describes the setup and configuration of the VISSIM model for the case study, including the full closure results.
7. Scenario Analysis	Explores how different model scenarios impact the key accessibility indicators during the construction phase, including the scenario results.
8. Expert Validation and Reflection	Presents the expert validation approach, including the validation method and the assessment of simulation outcomes and reflects on modelling effort in terms of time, data availability and expertise.
9. Conclusion and Discussion	Reflects on the research findings in the context of the research questions and discusses the contributions, broader implications, limitations and recommendations for future research.

2

Methodology

This chapter outlines the methodological approach used to address the primary research question and its associated sub-questions, as outlined in chapter 1. Table 2.1 provides an overview of the sub-questions along with the applied methods. A combination of qualitative and quantitative methods is employed to ensure a comprehensive approach, combining both theoretical insights and practical validation. Each method is further detailed in the following subsections to explain its role in answering the research questions.

Table 2.1: Sub-questions and corresponding methods

Sub-question	**Method**
1. What are the key accessibility challenges that arise during temporary roadworks?	Literature review; Expert interviews
2. Which microsimulation outputs are suitable to be used as key performance indicators when evaluating the accessibility in temporary traffic management scenarios?	Literature review; Expert Interviews; Microsimulation analysis (VISSIM)
3. What data and processing steps are required to develop a model that accurately simulates these KPIs and their impacts?	Data collection; Data processing; Microsimulation model development (VISSIM)
4. What types of scenarios can be explored using microsimulation to gain insight into how accessibility is affected during temporary roadworks under different measures?	Scenario development; Result analysis
5. How can experts contribute to the validation of microsimulation models for temporary roadworks and how does their feedback provide insights into the broader applicability of microsimulation in traffic management?	Expert validation; Reflection on applicability

2.1. Literature review

An extensive review of existing literature was conducted to address the first two sub-questions. Following Snyder [64], a literature review is a valid research method that provides a structured approach to understanding the current state of knowledge. This thesis adopts an integrative approach. This approach not only summarizes existing research, but also develops new insights into the key accessibility challenges and the use of microsimulation, particularly VISSIM, for analysing these challenges during temporary roadworks, as outlined by Torraco [70].

The search terms used in this review were derived from the key concepts of the research questions and structured thematically. All sources and search terms used for identifying key accessibility challenges

can be reviewed in table 2.2. As an example, one of the queries used for identifying literature on 'travel time increase' was:

> "travel time increase in construction zones" OR "temporary roadworks travel time" OR "delay in road network during construction work" OR "detour travel time increase".

This Boolean query was applied in Google Scholar and Scopus. The same thematic approach was used for the other challenge categories (Table 2.2) and other literature themes (Table 2.3), with similar combinations of keywords and synonyms. This ensured each category was explored systematically and consistently.

The literature review focused on English-language peer-reviewed articles for relevance and accuracy, supplemented with high-quality reports and theses for practical insights. The research mainly relies on literature from 2010-2025, with a few earlier key sources for foundational relevance. To address possible biases from outdated data, small samples or narrow geographical scope, the literature was thoroughly assessed for quality and relevance. Articles were selected for methodological soundness, empirical case studies and focus on accessibility during roadworks, microsimulation (especially VISSIM) or expert validation. Purely theoretical publications without real-world application were mainly excluded to maintain practical relevance.

The search process concluded once recurring themes and consistent findings emerged across high-quality sources and no new perspectives appeared. A perspective was considered new if it introduced an additional accessibility challenge, a different approach or a distinct example of an earlier theme. When multiple papers covered the same perspective, priority was given to the source with the strongest methodology, most recent date or closest relevance to temporary roadworks. This ensured both conceptual saturation and methodological thoroughness. This saturation point was reached after reviewing over 100 full-text articles. Initial Scopus and Google Scholar searches yielded hundreds of results. After removing duplicates, screening abstracts and applying backwards snowballing, over 100 articles remained for review. Following detailed quality and relevance assessment, 44 articles were selected for in-depth analysis. This approach aligns with established literature review practices, which stress methodological quality, relevance and recurring themes [58].

To deepen the review, a backwards snowballing technique was applied, examining reference lists of key publications to identify additional sources. This refined the conceptual framework, broadened the contextual basis and strengthened the study's core themes. As more literature was analysed, gaps in existing knowledge became evident. To address these, expert interviews were conducted, as discussed later in this chapter.

2.1.1. Literature review on Accessibility Challenges

A structured literature review was conducted on the effects of temporary roadworks on accessibility. The literature was analysed thematically, identifying five recurring challenges: increased travel times, congestion, speed reduction, insufficient detour capacity and reduced safety. These themes were selected for their frequency across sources. The findings are summarized in Table 3.1 and supported by flowcharts in Chapter 3 to show cause-and-effect relationships. The challenges, with corresponding sources and search terms, are simplified in Table 2.2.

Table 2.2: Search terms and sources used for identifying key accessibility challenges

Challenge Category	Main Search Terms	Sources
Travel Time Increase	”travel time increase in construction zones”, ”temporary roadworks travel time”, ”delay in road network during construction work”, ”detour travel time increase”	Jamous and Balijepalli [38], Choi [15], Cardwell, Delamater, and Konrad [12], Koomen, Jacobs-Crisioni, and König [43]
Traffic Congestion	”traffic congestion in temporary roadworks”, ”work zone congestion”, ”temporary road closure congestion effects”, ”congestion impact of roadworks”	Choi [15], Cardwell, Delamater, and Konrad [12], Behrens and Kane [8], Noland and Quddus [53]
Speed Reduction	”construction zone speed reduction”, ”temporary lane closure speed effects”, ”driver behaviour in work zones”	Benekohal et al. [9], Bashar, Hossain, and Istiaque [6], Kalaee [41]
Insufficient Detour Capacity	”insufficient detour design during temporary roadworks”, ”detour design roadworks”, ”capacity detour routes construction work”, ”detour efficiency during road closures”	Koomen, Jacobs-Crisioni, and König [43], Pereboom and Kiers [55], Verkeer en Waterstaat [72], Seilabi et al. [61], Essen et al. [24]
Reduced Traffic Safety	”roadwork traffic safety”, ”accidents work zones”, ”safety temporary traffic conditions”	Huebschman et al. [36], Steele and Vavrik [66], Lian and Loo [48], Domenichini et al. [22]

2.1.2. Literature Review on Characteristics of Microsimulation

Additionally, an integrative literature review was conducted to identify the key characteristics that make microsimulation, particularly VISSIM, an effective tool for analyzing accessibility challenges during temporary construction activities. This review included an in-depth examination of scientific studies on the application of microsimulation models in both temporary and permanent traffic scenarios, as well as critically evaluating the advantages and limitations of particularly VISSIM. In addition, the effectiveness of expert validation was addressed as a potential solution for overcoming the key limitations. The findings were synthesized thematically and are discussed in detail in Chapter 3. The research topics, along with the corresponding sources and the search terms used to identify them, are presented in Table 2.3.

In conclusion, the literature review provided a solid theoretical foundation for this research by systematically identifying key accessibility challenges during temporary roadworks and evaluating the suitability of microsimulation as an analytical tool. The structured and integrative approach, supported by thematic analysis, ensures academic depth and relevance in addressing two sub-questions.

Table 2.3: Overview of literature themes, search terms and sources

Theme	Main Search Terms	Sources
Microsimulation in General in Temporary Construction Zones	“microsimulation temporary construction zones”, “work zone traffic simulation”, “temporary roadworks traffic modelling”	Algers et al. [2], Venter, Vermeulen, and Barceló [71], Mahmud et al. [50], Adnan et al. [1], Kuin [44], Ding, Zhang, and Yan [21]
Advantages of VISSIM in Specific in Temporary Construction Zones	“VISSIM temporary roadworks simulation”, ”advantages of VISSIM microsimulation”, “VISSIM modelling benefits for construction traffic”	Saidallah, Fergougui, and Elalaoui [60], Jiahui et al. [39], Prakash et al. [56], Singh et al. [62], Lin, Yang, and Gao [49], Yulianto [75]
Limitations of VISSIM in Specific in Temporary Construction Zones	“VISSIM temporary roadworks simulation”, ”limitations of VISSIM microsimulation”, “temporary traffic modelling issues”, “VISSIM validation and calibration challenges”	Chawla and Khare [14], Chy and Sisiopiku [16], Edara et al. [23], Kan, Ramezani, and Benekohal [42], Prakash et al. [56]
VISSIM in Permanent Traffic Scenarios	“VISSIM permanent infrastructure modelling”, “VISSIM benefits permanent network modelling”, ”VISSIM successes in permanent traffic situations”, “VISSIM microsimulation for complex traffic systems”	Fellendorf and Vortisch [28], Bandi and George [5], Kumar and Aggarwal [45], Manjunatha, Vortisch, and Mathew [51], Siwek [63], Berthaume et al. [10]
Effectiveness of Expert Validation	“methods traffic modelling validation”, “expert validation microsimulation models”, “validation without field data”, ”expert validation method”	Washington State Department of Transportation [73], Hill, Pittenger, and Ceifetz [34], Castillo-Martínez and Ramírez Montoya [13], Laupichler, Aster, and Raupach [47], Colson and Cooke [17], Sornette et al. [65]

2.2. Microsimulation

To address the third and fourth research question, a microsimulation model was developed for the case study. As explained in Chapter 1, the case study approach was chosen for its context-rich and realistic setting to test microsimulation. The project provides a timely opportunity to simulate temporary roadworks in the early planning phase, when no traffic management strategy has yet been defined and thus to assess their effects on travel time and accessibility.

The simulation process involved collecting and preparing input data, setting up and calibrating the model to ensure reliability and performing a scenario analysis. The following subsections describe each component in more detail.

2.2.1. Data Collection, Preparation and Implementation

Thorough data collection is essential for building a robust microsimulation model that accurately replicates traffic conditions. Without high-quality, context-specific data, the model cannot produce reliable results [52]. Detailed and representative inputs ensure the model captures the factors influencing traffic flow and accessibility during temporary roadworks or closures.

To obtain the necessary input data for the model, a structured, multi-source approach was applied. For each data category shown in Table 2.4, the relevant sources are outlined. A more detailed discussion of the data sources, processing steps and underlying assumptions is provided in Chapter 5.

Table 2.4: Required data and sources per category for VISSIM microsimulation

Category	Data Required	Data Sources
Traffic Flow Data	• Private transport traffic volumes (Passenger cars/ Freight vehicles per 15 min) • Public transport traffic volumes (Bus departure times, dwell times and stops)	SWECO model files, TOMTOM traffic data, Syntus Utrecht [67]
Infrastructure Data	• Road dimensions and lane configurations • Number of lanes per direction, on/off-ramps • Maximum speeds per lane • Intersection geometry and connections • Stop lines and signs • Bus stop location and bay designs	Google Maps, OpenStreetMap
Traffic Signal Systems	• Traffic flow of demand estimation • Control variant definition • Phase diagram calculation	COCON, CROW ([20], [19])
Traffic behaviour and Disruptions	• Car-following behaviour (driving, acceleration, following, deceleration) • Lane changing and merging behaviour • Driver response to traffic signals • Priority rule behaviour and conflict areas	Sweco's standard behaviour settings, VISSIM internal settings
Traffic Composition Data	• Vehicle type proportions (passenger cars, freight vehicles and buses) • Vehicle characteristics	SWECO model files and TOMTOM traffic data, VISSIM internal settings

Traffic flow data was primarily obtained from TOMTOM datasets for the wider network, complemented by the SWECO microsimulation model of the Nelson Mandelaplein. Since the TOMTOM data was aggregated at hourly resolution and lacked vehicle-type detail, it was processed using scaling factors and modal splits from the SWECO model. The data was then converted into 15-minute intervals, consistent with VISSIM input requirements. Assumptions and adjustments were validated with Dura Vermeer experts to ensure realistic traffic conditions. Bus departure times, dwell times and stop locations were defined using various sources, including Syntus Utrecht [67]. A detailed discussion of data collection and processing is provided in Chapter 5.

The model was built using road network data from Google Maps and OpenStreetMap. Lane configurations, geometry, intersections and speed limits were manually verified to match real-world conditions. This infrastructure layer forms the geometric foundation of the simulation and enables realistic modelling of traffic flow and interactions. A detailed analysis of the modelled roads and corrections is provided in Chapter 5.

Data on traffic signal systems such as signal groups, clearance times and phase diagrams, was reconstructed with the COCON platform, since exact programs were unavailable. This tool generated realistic timings and phasing schemes based on Dutch control logic and intersection geometry. Default values (e.g. yellow time, minimum red time, startup loss) were applied to simulate representative VRI behaviour. Reconstructions were reviewed with Dura Vermeer engineers to validate realism and consistency with local practice. A detailed explanation, including the specific intersections modelled, is provided in Chapter 5.

Behavioural parameters, such as car following behaviour, lane changing behaviour, signal approach behaviour and priority rules behaviour were configured directly within the VISSIM environment using its

internal behaviour settings, calibrated by Sweco. A full justification of the selected behavioural settings and underlying assumptions is provided in Chapter 5.

Vehicle type distributions were derived from the SWECO model and applied to the TOMTOM matrices based on passenger car (PA) and freight (VR) ratios. Buses were modelled separately with predefined routes and schedules. Standard VISSIM vehicle characteristics, such as car types and dimensions, were used without modification, since the analysis focuses on network-level impacts rather than detailed vehicle behaviour. A full justification is provided in Chapter 5.

Despite extensive data collection from multiple reliable sources, some limitations remain. Where detailed inputs were unavailable, assumptions were made using standardized values, expert judgement and case studies. These introduce uncertainties, so the model reflects traffic conditions as realistically as possible, though not perfectly. Although exceptional conditions were excluded, the simulation remains well-suited to represent typical traffic. Overall, this structured and transparent approach delivers a model that is both technically robust and practically useful for traffic management decisions at Nelson Mandelaplein.

2.2.2. Model Development

The simulation was conducted in June-July 2025 using PTV VISSIM 2025.1. The model represented a simplified but representative network of the Nelson Mandelaplein and surrounding infrastructure, including intersections, lane configurations and signalised junctions. Simplifications and assumptions are documented in Appendix H. The simulation assessed the impact of closure scenarios on the KPIs (Chapter 3) and explored to what extent traffic management measures, such as demand reduction or a bypass, could safeguard accessibility during construction.

The simulated network is shown in Figure 2.1. In the full closure scenario, the red-marked section is inaccessible due to reconstruction at the Nelson Mandelaplein. Traffic is rerouted via the green-marked roads, the designated detour through the surrounding neighbourhoods, involving the Weg der Verenigde Naties, Baronieweg, Beneluxweg and Utrechtseweg. The full case study is outlined in Chapter 4. The network includes all main roads, intersections and in addition to the main detour, four alternative routes were modelled. Since the simulation includes the designated detour route and it cut-through routes, dynamic route assignment was applied to allow traffic to also take alternative paths based on delay and travel time. This allows the model to capture potential unwanted cut-through movements through the city, which is highly relevant for policy and mitigation planning. This setup allows analysis of congestion on the official detour as well as traffic pressure on adjacent roads and neighbourhoods attracting rerouted traffic.

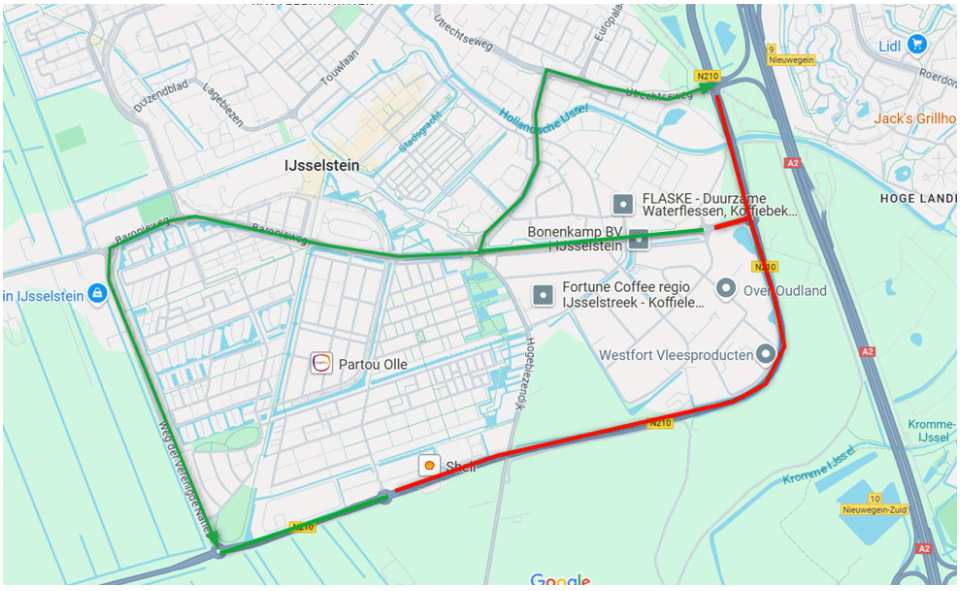


Figure 2.1: Simulated network area: red = closed section (road towards the Nelson Mandelaplein); green = detour route

The model comprises two scenarios: a reference (no construction) and a construction scenario (full roundabout closure). Both were simulated separately for the morning (06:00-10:00) and evening (15:00-19:00) peaks, resulting in four core runs. In the closure scenario, a 10% demand reduction was assumed, as full one-to-one rerouting was unrealistic since in practice, fewer people travel once aware of the added congestion. This choice is further explained in Chapter 6.

Performance (KPIs) was measured with queue counters and travel time detectors across the network. Queue counters were installed at 10 intersections and 4 major roundabout approaches, with sensors on all legs. Travel time detectors were placed on both the start and end of the detour. Each KPI was measured in both directions (south–north and north–south) and in four one-hour slots, capturing congestion build-up and directional peak differences.

Three KPIs were used to assess scenario effectiveness:

- Travel time on the detour corridor (in seconds);
- Speed on the detour corridor (in km/h);
- Queue length at key intersections and roundabouts (in vehicles)

The following list outlines the execution settings of the VISSIM simulation. These settings define how the model was run in practice to generate the output metrics. This configuration enabled a reliable assessment of the three defined KPI's:

- **Structure:** Four simulation runs were conducted: morning and evening peak periods for both the reference and construction scenarios.
- **Simulation period:** Each run lasted 14,400 seconds (4 hours), covering 06:00-10:00 and 15:00-19:00.
- **Time resolution:** Set to 10 steps per second to capture detailed vehicle interactions.
- **Random seeds:** Each scenario-period combination was simulated 12 times using seeds 42-53 to account for stochastic variability.
- **Warm-up period:** A 600-second warm-up ensured realistic initial traffic conditions before measurements began.
- **Dynamic assignment:** Vehicles selected routes based on current conditions, reflecting realistic traffic behaviour.
- **Simulation speed:** All runs executed at maximum speed using multi-core processing.

The simulation set-up, including the network development, simulation parameters, performance measurement and its results, including visual comparisons of all KPIs are described and represented in detail in Chapter 6. By evaluating how traffic redistributes itself across the network during closure, the model provides insights that can be used to inform mitigation strategies such as demand management, route signage and temporary traffic restrictions.

2.2.3. Scenario Analysis

To examine how accessibility issues can be limited during roadworks, a scenario analysis was conducted with the model of the Nelson Mandelaplein. Four alternative scenarios were tested to assess how specific interventions could mitigate the disruptions caused by the full closure. These were:

- The addition of a temporary right-turn bypass at the Nelson Mandelaplein for southbound traffic;
- An additional 10% reduction in peak-hour traffic demand during closure;
- An additional 20% reduction in peak-hour traffic demand during closure;
- An additional 30% reduction in peak-hour traffic demand during closure.

All scenarios used the same network configuration and behavioural parameters as the reference and full-closure simulations to ensure comparability. Demand reduction was applied by proportionally scaling all OD-pairs, while the bypass scenario restored a previously disabled right turn movement onto the Baronieweg.

The scenario simulations used the same setup as the base model: 12 runs per scenario-period, dynamic traffic assignment, identical time resolution, warm-up time and detector placement. The same three KPIs were measured per direction and hourly slot, ensuring full comparability with the baseline. Each scenario's performance was benchmarked against the reference to assess which interventions disrupts accessibility the least.

The scenarios were developed in consultation with Dura Vermeer. While the demand reductions could theretically represent behavioural policy-driven strategies (e.g., promoting alternative transport modes), the bypass scenario reflects an infrastructural intervention. An overview of the scenario setup, including feasibility and intended impact, is shown in Chapter 7, Table 7.1. Visual comparisons of all KPIs are provided in Chapter 7, Figures 7.2, 7.3 and 7.4.

2.3. Expert Involvement

Experts from Dura Vermeer were involved throughout the research to enhance methodological robustness and practical relevance. Their input focused on two stages: identifying and refining accessibility challenges and KPIs and later validating microsimulation outcomes and assessing usability. With experience in traffic planning projects using microsimulation, their feedback was both context-specific and technically informed. This structured involvement ensured the findings are scientifically grounded and aligned with real-world practice.

2.3.1. Expert Interviews

Expert interviews are a well-established method for gathering qualitative insights into complex challenges. In this study, experts critically assessed and supplemented the accessibility challenges from the literature and helped identify the most relevant ones as KPIs. The interviews presented these challenges to Dura Vermeer experts to evaluate their agreement and identify additional issues, perspectives or practical considerations not captured in academic sources. This method is well suited for capturing real-world complexities by incorporating input from professionals with hands-on experience [31]. The interviews were semi-structured to ensure consistency across sessions, following a fixed format built around five key topics from the literature: travel time increase, traffic congestion, speed reduction, insufficient detour capacity and traffic safety.

These interviews involve five traffic experts from Dura Vermeer, all of whom have substantial experience in managing traffic-related challenges in large infrastructure projects. All interviews were conducted in March 2025 for about 30-45 minutes. They were held in person at Dura Vermeer's project office or online via Microsoft Teams. All sessions were recorded, transcribed and summarized for thematic analysis. Each interview began with a brief introduction and a summary of the literature findings, after which experts reflected based on their own experience. This format ensured consistency while allowing open discussion. Full summaries of responses are provided in Appendix A, structured per expert and topic, with a concluding section synthesising the main insights.

While expert interviews provide valuable insights, the method has limitations. As Kvale and Brinkmann [46] note, responses are shaped by social context and prior experience, which may introduce bias. Moreover, while the sample size is suitable for in-depth exploration within a relatively homogenous expert group, it may not capture all regional or project-specific variations in roadwork settings [30]. The interviews yielded subjective opinions, practical experiences and real-world insights into traffic management. While this approach supports pattern recognition, the subjective nature of expert input may limit standardization and allow varying interpretations. Nonetheless, the interviews provided essential validation of the literature and enriched the study with nuanced, experience-based perspectives difficult to capture through quantitative methods.

2.3.2. Expert Validation

Expert validation was conducted through a structured group session with the same Dura Vermeer professionals who participated in the earlier interviews (Appendix A). Held at the DVIC office in Utrecht on 13 August 2025 (≈1.5 hours), the workshop presented the key model assumptions and simulation results for the different scenarios. Experts then assessed whether the outcomes matched their expectations and experience, focusing on the KPIs in an open discussion format. The session was recorded and summary notes were made. These were analysed to identify common themes and differences. A

full summary is provided in Appendix J.

The aim was not to evaluate validation as a method, to redesign the construction phasing or take over the experts' work, but to use expert insights to assess realism and practical usefulness, which ensures the results are practically meaningful and support real-world decision-making. When certain results deviated from practical experience, experts reflected on possible reasons for these discrepancies and indicated whether the findings remained useful for decision-making. Their feedback helped determine the model's validity and strengthened its applicability for similar projects.

The approach and relevance of expert validation are further discussed in Chapter 3. A key question is whether this approach is transferable to other roadwork situations. As Cook and Campbell [18] note, generalizability in field settings is often constrained by contextual factors, affecting external validity. Since all experts consulted work at Dura Vermeer, their insights may reflect practices specific to that organisation and feedback can vary with individual experience, introducing bias. The quality of feedback also depends on the accuracy and completeness of simulation data. Nonetheless, Dura Vermeer's broad project experience provides a well-rounded knowledge base, supporting both the model's credibility and its broader applicability in traffic management.

3

Literature review

3.1. Introduction

This chapter presents a structured review of scientific literature to analyse accessibility challenges during temporary roadworks and evaluate microsimulation models, particularly VISSIM, as planning and decision-support tools. Scientific sources show that temporary roadworks can significantly disrupt accessibility and traffic flow, especially in urban areas with limited alternatives and already pressured capacity. To assess and manage these impacts effectively, a solid understanding of the challenges and suitable analytical methods is essential.

This chapter is structured into four main sections. Each section begins with a brief introduction, presents new insights found in literature, builds upon the insights of the preceding sections and concludes with a synthesis that connects the findings to the broader research context.

The first section categorizes key accessibility challenges during temporary construction, outlining causes and effects such as longer travel times, congestion, speed reductions, detour limits and safety concerns. The second reviews microsimulation as a method to analyse and manage these disruptions, explains why VISSIM was selected, as well as discussing its strengths and limitations. The third show how its limitations in temporary scenarios can be addressed using insights from permanent traffic settings. The final section introduces structured expert validation as a complementary strategy to enhance simulation reliability.

3.2. Key challenges related to maintaining accessibility during temporary roadworks

As shown in the reviewed literature (Table 3.1), temporary roadworks can disrupt traffic flow and reduce accessibility, especially in saturated urban networks with limited alternative routes. These disruptions affect commutes, businesses, public services and emergency access.

This section identifies five key challenges: insufficient detour capacity, increased travel times, congestion, speed reduction and safety concerns. Understanding these issues is essential for effective planning and traffic management during construction phases. The operational definitions of key concepts used in this study are outlined below. For this research:

- Insufficient detour capacity occurs when alternative routes are unable to accommodate the diverted traffic due to poor design, pre-existing congestion or driver behaviour such as path loyalty, often leading to additional congestion, safety risks and driver confusion.
- Travel time increase refers to the prolonged and less predictable duration of journeys caused by road closures, longer detours, reduced capacity or signal delays, often resulting in higher user costs and decreased reliability of the transport system.
- Traffic congestion is a network-level phenomenon that arises when traffic demand exceeds ca-

pacity, often due to lane closures, detour overload or high peak-hour volumes, resulting in vehicle queuing, reduced flow efficiency and obstructed access to key destinations.

- Speed reduction describes a decrease in driving speed caused by temporary traffic measures including a lower speed limit near construction zones, narrowed lanes, lack of signage, diversions or work zone uncertainty, as well as by increased traffic volumes on busier roads. It disrupts flow efficiency, increases delays and contributes to network instability.
- Reduced traffic safety refers to elevated risk for both drivers and road workers in and around construction zones, typically caused by narrowed lanes, shifting traffic conditions, inadequate control measures and the presence of construction equipment, which increase the likelihood of accidents and network disruptions.

Temporary roadworks alter normal traffic conditions and in combination with limited detour capacity, create multiple accessibility challenges. Although these often occur simultaneously and reinforce each other, they are distinct phenomena with specific causes and impacts. Recognizing these differences is essential for understanding accessibility during disruptions and applying targeted management strategies. Table 3.1 provides an overview of the key challenges, their causes and practical impacts on traffic flow.

Table 3.1: Overview of key insights from the literature in key accessibility challenges during temporary roadworks

Challenge Category	Sources	Causes (from literature)	Impact on Accessibility
Insufficient Detour Capacity	Koomen, Jacobs-Crisioni, and König [43]; Pereboom and Kiers [55]; Verkeer en Waterstaat [72]; Seilabi et al. [61]; Essen et al. [24]	Poor detour design; Pre-existing congestion on alternative routes; Path loyalty; Insufficient capacity to accommodate diverted traffic	Congestion on detours; Longer travel times and delays; Reduced traffic safety; Ineffective traffic diversion; Driver confusion
Travel Time Increase	Jamous and Balijepalli [38]; Choi [15]; Cardwell, Delamater, and Konrad [12]; Koomen, Jacobs-Crisioni, and König [43]	Road closures; Reduced capacity; Longer detours; Lack of suitable alternative routes; Peak-hour traffic volumes; Signal delays; Network-wide diversion effects	Higher delays; Increased travel time unreliability; Higher user costs (fuel, time); Broader network congestion; Lower network throughput
Traffic Congestion	Choi [15]; Cardwell, Delamater, and Konrad [12]; Behrens and Kane [8]; Noland and Quddus [53]	Lane or road closures; Limited space for alternative routes; Overloaded detour routes; High traffic volumes (AADT); Traffic pattern shifts (induced and suppressed traffic)	Slower traffic flow; Reduced network efficiency; Access issues for essential services; Reduced road safety
Speed Reduction	Benekohal et al. [9]; Bashar, Hossain, and Istiaque [6]; Kalaee [41]	Roadwork uncertainty; Temporary traffic control devices; Lane narrowing; Diversions; Lack of traffic signals at intersections; Moving lane closures; Driver behaviour variability	Disrupted traffic flow efficiency; Longer travel times; Delays at intersections; Increased traffic load on main roads
Reduced Traffic Safety	Huebschman et al. [36]; Steele and Vavrik [66]; Lian and Loo [48]; Domenichini et al. [22]	Narrow lanes; Shifting traffic conditions; Altered driver behaviour; Presence of construction equipment; Insufficient traffic control measures	Higher accident risk; Travel delays and reduced speeds; Queuing due to accidents; Reduced network reliability

Figure 3.1 provides an integrated overview of the main elements defining reduced accessibility during temporary roadworks. The diagram highlights the key challenges and their interactions. The core problem is the combination of roadworks and insufficient detour capacity, leading to longer travel times, congestion, speed reduction and reduced safety. Speed reduction is often enforced by congestion and safety issues and in turn increases congestion and delays. Congestion, driven by speed reduction and safety issues, further amplifies delays and journey-time unpredictability. Reduced safety lowers speed, adds delays and creates congestion through accidents or driver uncertainty. Travel times are influenced by the most factors, making them the most comprehensive indicator of reduced accessibility. This framework synthesizes literature and expert insights (Appendix A) and forms the conceptual basis for the following analysis.

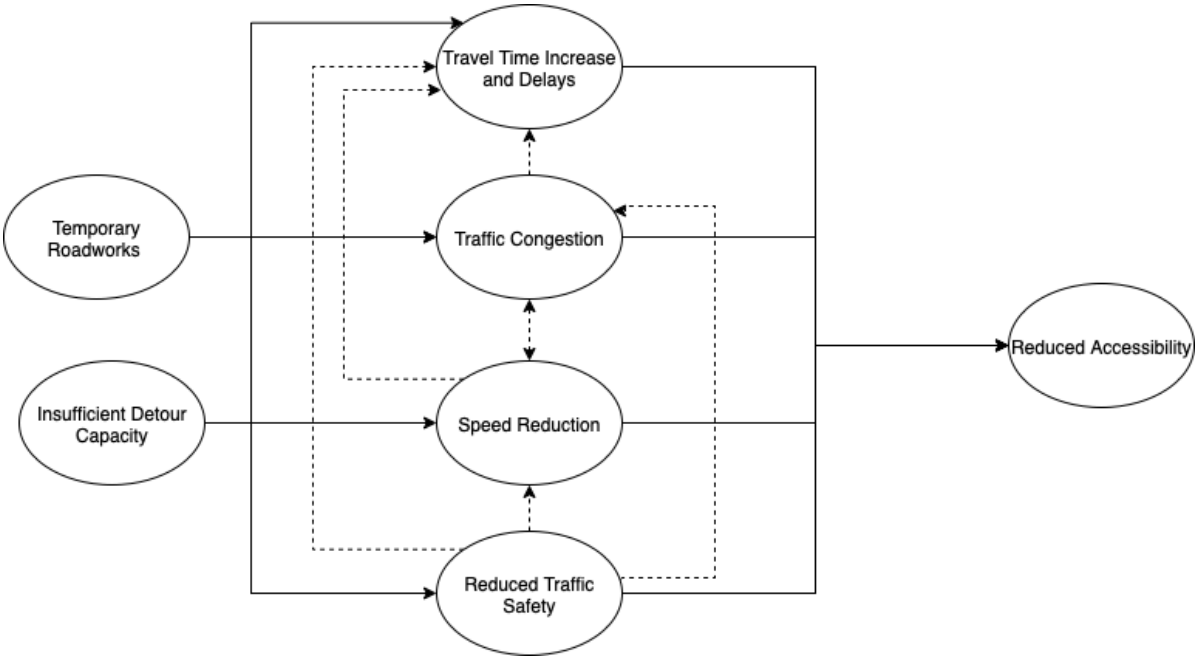


Figure 3.1: Simplified flowchart showing the causes of reduced accessibility during temporary roadworks.

In the following sections, each factor is examined in more detail. For every challenge, the underlying causes and consequences are outlined using dedicated diagrams that break the factors down into its specific elements. It is important to note, however, that all challenges will be evaluated with the different KPIs, as will be explained in further detail in de concluding part of this section.

3.2.1. Insufficient Detour Capacity

Insufficient detour capacity is a core cause of reduced accessibility when alternative routes cannot absorb diverted traffic. This section reviews the causes and impacts of limited detour functionality during roadworks found in the literature. Temporary closures often require detours, which must be clearly and properly designed. When traffic shifts from main to secondary roads, poorly designed detours increase variability and inefficiency in flow [43].

In congested areas, detours may lack capacity to handle added volumes, further reducing accessibility. Proper detour design is therefore essential to mitigate disruptions. Verkeer en Waterstaat [72] note that detours often cannot absorb the full volume of additional diverted traffic, resulting in congestion and delays. Additionally, Pereboom and Kiers [55] stress that inadequate detour planning can cause major disruptions, including congestion, longer travel times and reduced accessibility, especially when routes lack sufficient capacity. It can also increase accident risk and driver confusion, particularly in dense or construction-prone areas. The report underscores the need to consider detour capacity, clarity and safety.

In practice, detour effectiveness is further limited by path loyalty, which is drivers' tendency to stick to familiar routes despite disruptions. Seilabi et al. [61] distinguish between rational travelers, who minimize travel time and path-loyal travelers, who continue to use their pre-construction routes even when alternatives exist. A higher share of path-loyal travelers can lead to increased congestion and emissions during partial closures. Also, Essen et al. [24] show that travelers often prioritise their own travel time over socially optimal routes, which can reduce the effectiveness of measures aimed at improving overall network accessibility.

It should be noted that driver confusion does not stem from limited detour capacity alone but also from poor design, especially when signage is lacking or instructions are unclear. Capacity issues may add confusion when congestion forces drivers to improvise or backs up into complex intersections. However, clear communication and familiarity with routes can prevent this. This highlights the need to address both infrastructure and user-oriented aspects of detour planning.

Figure 3.2 provides a visual summary of the key causes and consequences of insufficient detour capacity. The diagram shows how factors like path loyalty, pre-existing congestion on alternative routes and poor detour design, among other factors, contribute to insufficient capacity. These effects are not directly measurable and therefore not directly quantifiable, as will be explained later in this chapter. Insufficient detour capacity has consequences like congestion on detours, longer travel times and reduced traffic safety, among others. Ultimately, these consequences indicate reduced accessibility within the network.

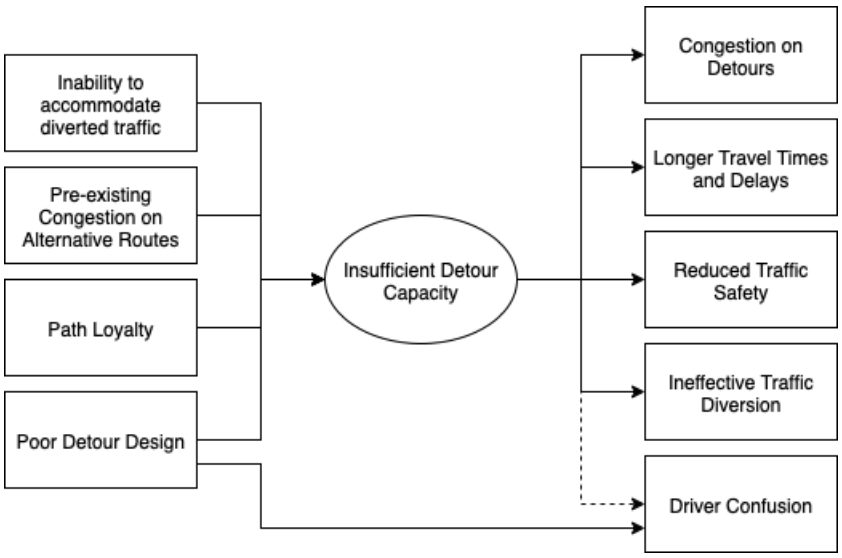


Figure 3.2: Flowchart showing the relationship between the causes and consequences of insufficient detour capacity.

3.2.2. Travel Time Increase

As defined earlier, travel time increase is the prolonged and less predictable duration of journeys caused by closures, detours and other disruptions. This section reviews factors in the literature that drive travel time variability during roadworks and their effects on accessibility. Temporary closures reduce road availability and force vehicles onto longer or less efficient detours, causing significantly longer and less predictable travel times [38]. These delays extend beyond the closure area, as diverted traffic pressures adjacent routes, especially during peak hours, further increasing unreliability and congestion.

Choi [15] supports this by showing that lane closures during highway construction reduce road capacity, resulting in longer journeys and higher road-user costs. Even projects with moderate traffic volumes (AADT) in rural areas can generate substantial delay costs. These findings underscore the financial and logistical impact of travel time unreliability caused by roadworks.

Cardwell, Delamater, and Konrad [12] adds that delays are particularly severe when no suitable alternative routes are available. During major disruptions, such as weather-related road closures, detour times can collectively add up to millions of lost minutes per day. Even smaller incidents result in longer and less optimal travel routes, compounding the delay effects.

Koomen, Jacobs-Crisioni, and König [43] emphasizes that closures in urban areas are especially problematic due to already congested networks and limited detour capacity. In such cases, additional delays arise from signal waiting times and reduced flow at bottlenecks. The combined effect of reduced capacity, inefficient detours and signal delays significantly extends overall travel times.

Figure 3.3 provides a visual summary of the key causes and consequences of longer travel times during roadworks. The diagram shows how closures, detours and reduced capacity, among other factors, directly lead to longer and less reliable journeys. These effects can be measured through the average travel time in seconds. Longer travel times during trips have consequences like higher users costs, increased travel time unreliability and broader network congestion among others. Ultimately, these consequences indicate reduced accessibility within the network.

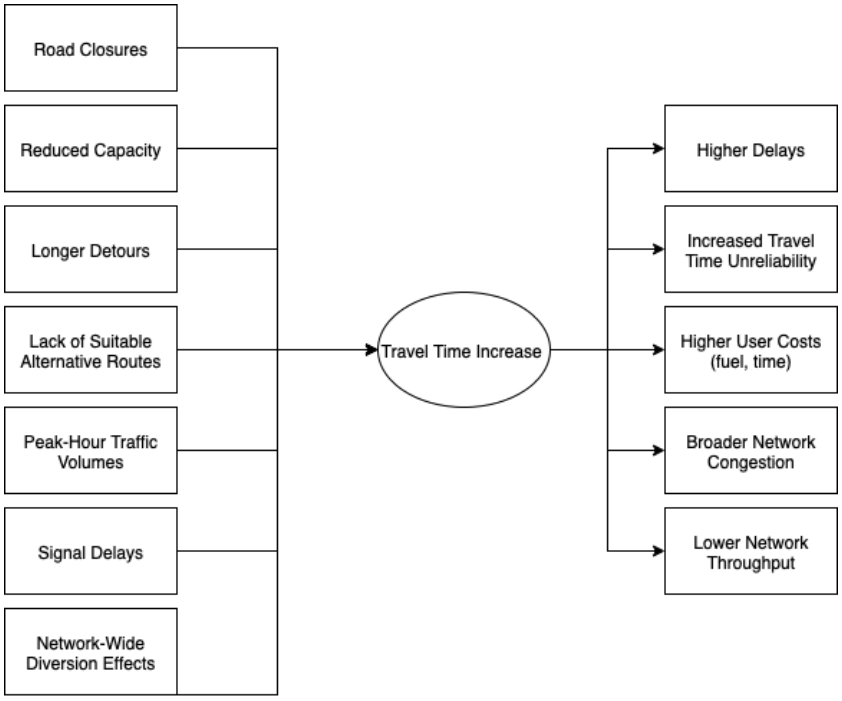


Figure 3.3: Flowchart showing the relationship between the causes and consequences of travel time increase.

3.2.3. Traffic Congestion

Traffic congestion, as defined earlier, is a network-level condition caused by capacity overload and queuing. This section reviews how congestion arises during temporary roadworks and limits access to key destinations. Choi [15] shows that lane or road closures, especially in areas with high AADT, disrupt flow and reduce efficiency, which worsens during peak hours. As a result, vehicles move more slowly through work zones.

Cardwell, Delamater, and Konrad [12] adds that road closures, such as those caused by weather events, lead to major congestion in urban areas with limited alternative routes. Like construction zones, these weather-related disruptions force traffic onto inefficient detour routes, which worsens congestion even more and therefore negatively impacts accessibility.

Behrens and Kane [8] highlight that reduced road capacity triggers both induced traffic (diverted or shifted flows) and suppressed traffic (disappearing demand). These dynamics alter congestion patterns and have implications for long-term travel behaviour. Also, as congestion increases, essential services such as emergency response, healthcare and business operations become harder to access, especially in densely populated areas. Congestion also raises accident likelihood due to higher volumes and interactions, though severity may be lower [53].

Figure 3.4 provides a visual summary of the key causes and consequences of traffic congestion during roadworks. The diagram shows how lane and road closures, high traffic volumes and shifts in traffic patterns, among other factors, directly lead to higher road congestion levels. These effects can be measured throughout the queue lengths in meters. Higher road congestion has consequences like lower traffic flow, reduced network efficiency and access issues, among others. Ultimately, these consequences indicate reduced accessibility within the network.

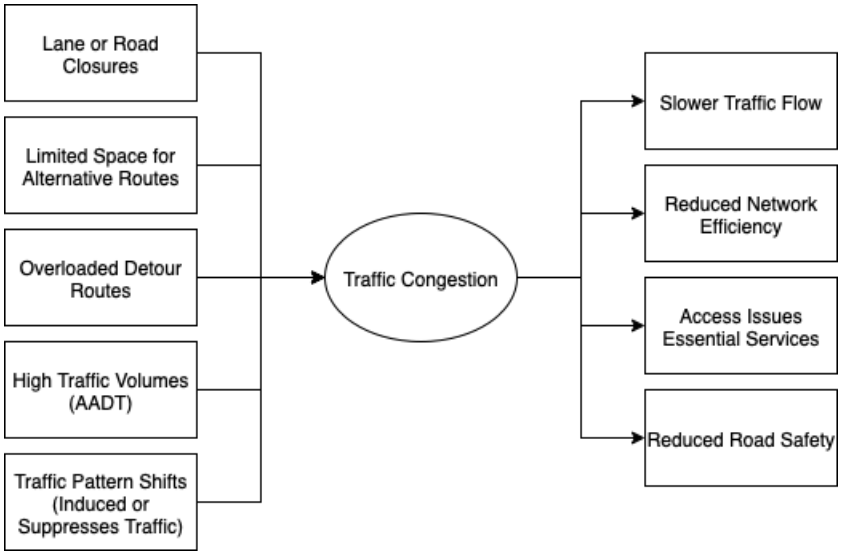


Figure 3.4: Flowchart showing the relationship between the causes and consequences of traffic congestion.

3.2.4. Speed Reduction

As outlined in the introduction, speed reduction refers to lower driving speeds caused by restrictions, narrowed lanes, unclear signage or other temporary measures. This section reviews literature on how reduced speeds affect flow, delays and network stability. Construction zones decrease efficiency and increase congestion, often forcing drivers to slow down. Benekohal et al. [9] found that in a highway work zone, 63% of drivers reduced speed after the first limit signs, while 11% did so only near the work zone. These findings show many drivers adjust speed in response to control measures and geometry.

Bashar, Hossain, and Istiaque [6] found that lower driving speeds disrupt flow and increase delays, particularly in road sections without traffic signals. Their findings imply that vehicles approaching closures or temporary lane reductions are likely to slow down, which can lead to longer travel times and reduced accessibility. Additionally, Kalaee [41] observed that reduced speed leads to greater traffic loads and congestion, especially during peak periods, lowering infrastructure efficiency and further impeding traffic flow. Similarly, it can be concluded that temporary road conditions, such as lane closures and diversions and an intentional decrease in highway speeds limits to reduce safety risks, in turn decreases traffic flow and efficiency.

Although speed reduction is discussed here as a consequence of temporary road conditions, it can also be applied deliberately as a management measure. Temporary speed limits in work zones enhance safety for drivers and workers but may also increase travel times or congestion. This study focuses on speed reduction as an unintended effect of roadworks while acknowledging its strategic use in traffic management.

Figure 3.5 provides a visual summary of the key causes and consequences of reduced speeds due to roadworks. The diagram shows how uncertainty during roadworks, temporary traffic control devices and lane narrowing and diversions, among other factors, directly lead to lower speeds. These effects can be measured throughout the average vehicle speed measurements in km/h in a network. Lower vehicle speeds have consequences like disrupted traffic flow efficiency, longer travel times and delays at intersections which place additional strain on the road network, among others. These effects are especially seen during peak periods or in areas with limited control measures. Ultimately, these consequences indicate reduced accessibility within the network.

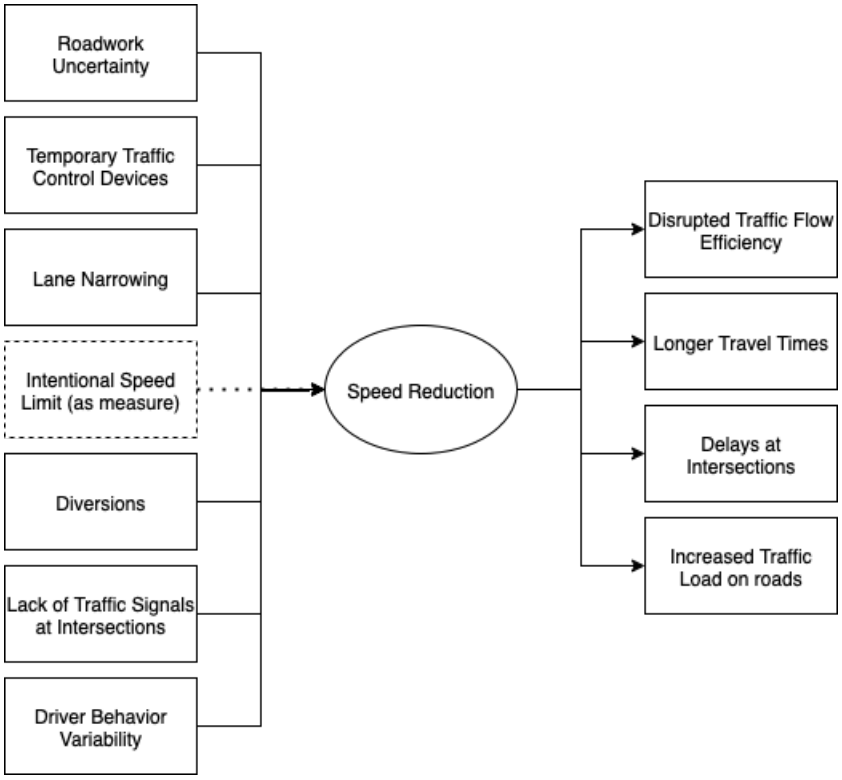


Figure 3.5: Flowchart showing the relationship between the causes and consequences of speed reduction.

3.2.5. Reduced Traffic Safety

Reduced traffic safety, as defined earlier, refers to higher risks for drivers and road workers during construction. This section reviews common safety concerns and their impact on accessibility. Construction zones reduce safety through narrow lanes, shifting patterns and construction materials, increasing crash likelihood and severity [36]. Temporary control measures, such as traffic lights and stop signs, aim to reduce risks but are not always sufficient. Despite their implementation, elevated accident risk persists due to deteriorated conditions.

Lian and Loo [48] note that crashes during temporary works cause delays, slower speeds and higher accident risk. These disruptions hinder flow and reduce efficiency, especially in urban areas with limited alternatives. Delays in their turn affect travel time and reliability, impacting commutes, business and essential services. Similarly, Domenichini et al. [22] show that motorway accidents significantly increase travel time through capacity loss and queuing, mirroring the conditions from construction closures. Their predictive model illustrates how such incidents heighten risks and delays, underlining the need for safety to maintain flow and accessibility. Steele and Vavrik [66] emphasize that moving lane closures in work zones affect driver behaviour, since misjudging gaps or reacting poorly to changes raises crash risk. Congestion and altered behaviour further reduce safety, especially when drivers lack proper information.

It should be noted that shifting traffic conditions and altered driver behaviour are not standalone causes but are primarily induced by narrow lanes and the presence of construction equipment. This relationship is explicitly represented in the diagram through additional connecting arrows. Moreover, while higher accident risk is an important traffic safety concern, it does not directly lead to reduced accessibility. Accessibility is primarily affected when accidents actually occur due to reduced traffic safety, leading to queuing, delays and reduced network reliability. These refinements improve the causal clarity of the flowchart and highlight the importance of distinguishing between underlying risk factors and their realized consequences in the context of temporary roadworks.

It should be noted that shifting traffic conditions and altered driver behaviour are not standalone causes but mainly result from narrow lanes and construction equipment, shown in the diagram with connecting

arrows. Moreover, while higher accident risk is a key safety concern, it does not directly reduce accessibility but it is a consequence of reduced traffic safety. Impacts of accidents on accessibility occur when accidents lead to queuing, delays and lower reliability.

Figure 3.6 provides a visual summary of the key causes and consequences of reduced traffic safety. The diagram shows how factors like narrow lanes and the presence of construction equipment lead to altered driver behaviour shifting traffic conditions, among other factors, which directly lead to reduced safety in construction zones. Traffic safety can't be directly measured and is therefore not directly quantifiable, as will be explained later in this chapter. Lower traffic safety has consequences like a higher accident risk, queuing due to accidents and reduced network reliability, among others. Ultimately, these consequences indicate reduced accessibility within the network.

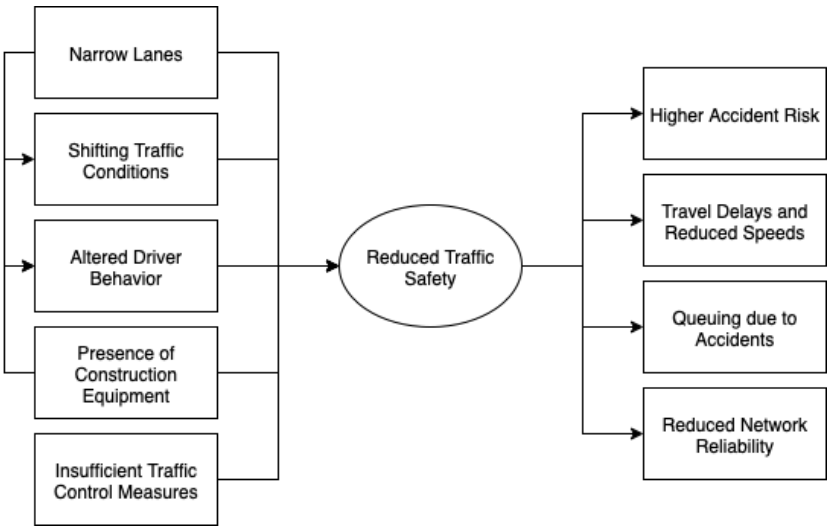


Figure 3.6: Flowchart showing the relationship between the causes and consequences of reduced traffic safety.

3.2.6. Conclusion

The reviewed literature showed that temporary roadworks pose major challenges to accessibility, disrupting traffic flow and reducing network reliability across both urban and regional systems. These issues primarily arise from two core causes: the planned roadworks themselves and the limited capacity of available detour routes. Together, these factors lead to longer and less reliable travel times, congestion, lower speeds and increased safety risks. In urban areas or during peak hours, the limited detour capacity quickly results in additional congestion, while narrowed lanes, altered traffic conditions and reduced speed limits further extend travel times and decrease network efficiency.

In essence, these challenges form a reinforcing network of disruptions, where each issue not only leads to reduced accessibility on its own but also amplifies the others. The consolidated framework presented in the introduction, serves as a visual synthesis of both scientific findings and practical expertise, since it is partially based on expert findings. It offers a structured foundation for the development and validation of the microsimulation model in the next phases of this study.

These multiple factors combined determine a significant reduction in overall accessibility, underscoring the importance of careful planning and management during construction projects. Effective traffic management is crucial to minimizing these negative impacts and safeguarding that the road network remains as accessible and reliable as possible during disruptions. A well-maintained and accessible road network is not only vital for individual mobility but also has broader societal implications, as it supports economic activity, facilitates access to essential services and enhances the overall quality of life for the population.

Determination of the Key Performance Indicators

Given the scope of this study and the capabilities of the simulation model, the analysis focuses specifically on the three accessibility challenges that can be directly observed and quantified in the simulation

environment: travel time increase, traffic congestion and speed reduction. These variables are part of VISSIM's standard output and allow for detailed assessment of flow efficiency and network performance. In contrast, reduced traffic safety and insufficient detour capacity are not included in VISSIM's standard output and are therefore difficult to assess directly. While safety and detour sufficiency can be analysed using additional methods or assumptions, their interpretation depends strongly on context, making them less straightforward to quantify compared to standard indicators such as travel time, congestion and speed. To ensure the research remains focused, relevant and feasible within the available timeframe, traffic safety is excluded from the scope of the simulation-based analysis. However, the evaluation of detour sufficiency will be addressed in the final phase of this study through expert consultation with professionals from Dura Vermeer. These three indicators together form a solid representation of accessibility impacts, making them sufficient for a focused and meaningful simulation-based analysis.

3.3. Microsimulation usage during Construction Work

Building on the previous section that identified key accessibility challenges during temporary roadworks, this section examines how microsimulation can analyse and address them. To do so, three steps are needed. First, the general applicability of microsimulation in temporary construction projects is assessed through literature, to establish whether the method is suitable at all in such dynamic contexts. Second, the focus shifts to VISSIM specifically, to explain why this tool is selected over other microsimulation platforms. Third, the chapter evaluates VISSIM's advantages and limitations in temporary roadworks, to clarify under which conditions this model in specific can provide reliable insights for this study.

3.3.1. Microsimulation in General in Temporary Construction Zones

The most relevant insights from the reviewed literature are summarized in Table 3.2.

Table 3.2: Overview of key insights from the literature on microsimulation usage in general related to construction work

Topic	Sources	Key Findings from Literature	Implications for Temporary Roadworks
Microsimulation in General in Temporary Construction Zones	Algers et al. [2]; Venter, Vermeulen, and Barceló [71]; Mahmud et al. [50]; Kuin [44]; Adnan et al. [1]; Ding, Zhang, and Yan [21]	Detailed modelling of individual vehicle interactions; Enables virtual scenario testing; Captures dynamic traffic conditions; Flexible with limited empirical data; Visual outputs	Accurate assessment of temporary measures (lane closures, detours); Improved traffic management and reduced disruptions; Realistic predictions of accessibility and safety; Cost-effective and flexible decision-making; Clear communication with stakeholders

The literature shows that microsimulation is highly effective for modelling traffic during temporary construction, offering detailed insights into impacts. Algers et al. [2] emphasize its suitability for dynamic scenarios, as it realistically simulates driver behaviour under changing conditions such as temporary lanes, altered speed limits or turning radii. They stress its value for virtually testing traffic management strategies before implementation, reducing risks and costs. Another strength is its disaggregation, modelling individual behaviours for detailed analyses of closures or rerouting. Venter, Vermeulen, and Barceló [71] show that microsimulation outperforms static models by capturing time-dependent conditions and driver responses, enabling planners to cost-effectively test designs, optimise signals and assess network-wide impacts. Its visual outputs further support stakeholder decision-making.

Mahmud et al. [50] confirm the findings of Venter, Vermeulen, and Barceló [71], showing that microsimulation realistically models diverse traffic scenarios through vehicle movements such as acceleration, lane changes and queuing. They stress its flexibility and suitability for virtually testing traffic strategies, especially in complex or changing environments. Although initially developed for permanent infrastruc-

ture planning, microsimulation is increasingly relevant in temporary contexts with limited data and time, highlighting its value for work zones with disrupted traffic patterns.

Similarly, Adnan et al. [1] demonstrate the benefits of microsimulation with an integrated agent-based framework in Hasselt (Belgium) and Bologna (Italy). They show its value in testing mobility policies like car access restrictions, comparable to temporary closures. Microsimulation enables pre-implementation testing, preserves individual behaviour, captures dynamics such as rerouting and congestion and provides detailed, location-specific outputs. The model remains flexible with limited data, though reliable results depend on accurate calibration and localized inputs.

Kuin [44] illustrates the value of microsimulation during closures with the Hinderarm Wegbeheer-model (HW-model), which improves traditional models by distinguishing local from non-local traffic and adjusting route choices (e.g., penalizing through traffic on local roads). The HW-model better predicts distribution across official detours and informal routes. While it cannot yet quantify total disruption, it effectively assesses detour strategies and highlights congestion points, making it a practical tool for planners and underscoring the broader relevance of microsimulation in short-term projects.

Ding, Zhang, and Yan [21] outlines that transition area length and speed limits affect safety and mobility in highway work zones using VISSIM. The study concludes that microsimulation is essential for quantifying design effects and testing work zone configurations before implementation, reinforcing its value for analyzing temporary closures.

In conclusion, microsimulation can be valuable for managing temporary construction zones. It provides a detailed, dynamic view of driver behaviour and traffic flow, enabling planners to virtually test and refine strategies such as detours, lane closures and speed adjustments before implementation. Its disaggregation and flexibility under changing conditions make it well-suited for complex, short-term scenarios. By simulating network-wide impacts and offering intuitive visual outputs, it supports more effective and communicable planning. These strengths confirm the relevance of microsimulation as a tool for optimising temporary work zone configurations. The next section assesses why VISSIM specifically is chosen to serve as such a support tool in this research.

3.3.2. Why VISSIM?

The decision to use a microscopic dynamic model follows Taale [68], who showed that microsimulation best represents traffic by modelling individual vehicles. This level of detail is essential to capture local, short-term effects of temporary roadworks such as lane-changing, queue spillback and local detour dynamics. In contrast, macroscopic and mesoscopic models focus on streams or vehicle groups, making them more appropriate for large-scale planning.

Within the field of microsimulation several tools are available. Each of these platforms offers different capabilities in terms of modelling detail, data requirements, flexibility and user interface. Consequently, the selection of a specific microsimulation tool must carefully align with the objectives of the research and the practical requirements of the case study. Characteristics of these models are represented in Figure C.1 (obtained from the research of Saidallah, Fergougui, and Elalaoui [60]).

Based on the literature in this chapter and findings from Saidallah, Fergougui, and Elalaoui [60], VISSIM is selected for this research. Their comparative analysis showed VISSIM scored highest across key criteria. As a microscopic, continuous, 3D model, it combines high flexibility with relatively easy infrastructure modelling. It integrates priority rules, pedestrians and vehicle types and its scope fits city- and region-level studies. It also supports wireless sensors and GIS. Compared to AIMSUN, PARAMICS and SUMO, VISSIM offers the best balance between usability and functionality, making it the most suitable tool here.

The selection of VISSIM also aligns with the practical context of this research. Its widespread use in Dutch traffic engineering practice ensures that results can be easily communicated and understood by stakeholders involved in this project. Furthermore, the availability of an initial simplified VISSIM model from Sweco provided a solid foundation for further development, allowing the research to focus on scenario testing within the limited time frame.

In addition, the expertise available within both the research team and Dura Vermeer ensures that the model setup, calibration and validation can be performed according to best practices. The input data

sources available via Dura Vermeer matches the requirements of VISSIM as well, facilitating an efficient implementation. Combined with its proven performance in previous Dutch infrastructure studies, these factors reinforce VISSIM as the most suitable tool for this case study.

3.3.3. VISSIM in Specific in Temporary Construction Zones

As noted earlier in this chapter, microsimulation in general can be highly valuable in temporary construction settings. Building on this, the following section examines the advantages and limitations of VISSIM in specific in temporary construction settings. By outlining both strengths and constraints identified in the literature, it clarifies the tool's suitability, the conditions under which it can be applied effectively and the implications of these factors for this study. The most relevant insights from the reviewed literature are summarized in Table 3.3.

Table 3.3: Overview of key advantages and limitations from the literature on VISSIM usage during construction work

Topic	Sources	Key Findings from Literature	Implications for Temporary Roadworks
Advantages	Saidallah, Fergougui, and Elalaoui [60]; Jiahui et al. [39]; Prakash et al. [56]; Singh et al. [62]; Lin, Yang, and Gao [49]; Yulianto [75]	High flexibility and multimodal support; Realistic modelling of vehicle behaviour; Integration with GIS and sensors; Custom traffic logic via COM interface; Scenario testing under dynamic conditions; Cost-effective and adaptable alternative to physical trials; Strong applicability to emergency situations and short-term planning; Visual and intuitive outputs for stakeholder communication	Accurate evaluation of temporary measures; Effective optimisation of traffic strategies without field experiments; Suitable for diverse and evolving traffic conditions; Supports resilient planning and pre-implementation testing of construction phases
Limitations	Chawla and Khare [14]; Chy and Sisiopiku [16]; Edara et al. [23]; Kan, Ramezani, and Benekohal [42]; Prakash et al. [56]	High dependence on accurate calibration and input data; Difficulty representing dynamic driver behaviour and heterogeneous traffic; Challenges in modelling rapidly changing conditions; Time-consuming and often infeasible real-world validation; Limited ability to reflect unpredictable behaviours	Risk of unrealistic outcomes in the absence of detailed data; Reduced reliability under fluctuating traffic conditions; Increased effort required for calibration and validation; Necessity of alternative validation methods when field data is unavailable

Advantages

In temporary construction projects with dynamic and constrained traffic, flexible and accurate simulation tools are essential. VISSIM stands out for its flexibility, multimodal support and real-world integration Saidallah, Fergougui, and Elalaoui [60]. It models detailed vehicle behaviour (acceleration, deceleration, lane changes), crucial for simulating evolving layouts. Integration with wireless sensors and GIS enables data-driven modelling, while the COM interface supports adaptive traffic control. These features make VISSIM well-suited for analyzing traffic flow and accessibility in construction zones, providing realistic, adaptable simulations for decision-making.

Prakash et al. [56] show that VISSIM effectively models complex urban traffic, including lane changes,

speed variations and mixed vehicle dynamics. This makes it well-suited for temporary construction with irregular traffic and changing infrastructure. A key strength is its adaptability to local conditions (vehicle types, lane setups, traffic flows), especially when standard configurations are disrupted. The study also notes its cost- and time-efficiency compared to field trials, crucial for short-term construction planning.

Jiahui et al. [39] show that VISSIM is well-suited for emergency scenarios, providing accurate insights into evacuation times, delays and rescue responses under constrained conditions. This parallels temporary roadworks, where disrupted traffic makes accessibility critical. Simulations can optimise measures like signage and vehicle guidance, improving efficiency. VISSIM's ability to model time-critical situations, such as emergency access within 30 minutes, underscores its value in resilient planning and its cost-effective alternative to field trials. Similarly, Singh et al. [62]'s M1 motorway study shows that VISSIM enabled detailed simulation of complex, dynamic conditions, allowing researchers to explore temporary infrastructure effects in a controlled, data-driven way. This directly supports the use of VISSIM in this research to evaluate accessibility and traffic impacts across different construction phases.

Lin, Yang, and Gao [49] confirm VISSIM's suitability for temporary traffic in future infrastructure scenarios. Simulating four Beijing layouts, they show it can assess performance under constrained, incomplete networks. Based on metrics like travel time, delay, queue length and speed, the simulation identified the most efficient layouts, supporting VISSIM in pre-implementation planning. Similarly, Yulianto [75] show VISSIM's value for optimising post-construction phases where infrastructure and behaviour evolve. Studying the Manahan Flyover in Indonesia, they simulated scenarios to address initial congestion from poor engineering, finding improvements that cut delays, queues and travel times. This highlights VISSIM's usefulness for testing and refining temporary measures when real-world changes are costly, supporting transitions from temporary to permanent setups.

In conclusion, VISSIM offers key advantages for modelling temporary construction, enabling flexible, data-driven testing and optimisation of traffic scenarios. As a cost- and time-efficient alternative to field trials, it allows planners to refine strategies like detours and lane closures before implementation. VISSIM is also suited for simulating disruptions where accessibility is critical. Its capacity to model complex interactions, multimodal flows and temporary configurations makes it ideal for dynamic construction conditions.

Limitations

While VISSIM is powerful for simulating temporary construction traffic, several limitations exist. A key challenge is dependence on accurate calibration and input data. As Chawla and Khare [14] show, accuracy relies on well-calibrated parameters such as traffic volume, speed and driver behaviour since without reliable data, predictions become unrealistic. Another limitation is scarce high-resolution data, especially for moving work zones. Edara et al. [23] required detailed field observations to calibrate VISSIM, but such data are rarely available before construction, complicating realistic simulation. Finally, VISSIM lacks integration with real-time data, limiting adaptability to changing conditions and causing mismatches with reality, unless supplemented by external data-driven interfaces.

Validation also remains a critical issue. As Kan, Ramezani, and Benekohal [42] points out, robust validation for comparing simulation results to real-world data is essential but often time-consuming, costly or infeasible. This is especially problematic in temporary construction projects, where traffic patterns are highly variable and pre-validation is difficult.

Driver behaviour and traffic composition further complicate modelling. Chy and Sisiopiku [16] show that speed compliance, lane-changing and vehicle mix (e.g. trucks) strongly affect performance. VISSIM struggles to capture these dynamic, unpredictable behaviours under conditions like peak hours or detours, limiting accuracy in complex work zones. VISSIM can simulate vehicle types, but modelling heterogeneous traffic adds complexity. Poor modelling of interactions may distort impact assessments, as accuracy depends on how well behaviours are represented, as noted by Prakash et al. [56].

In conclusion, while VISSIM offers many strengths, its effectiveness in temporary construction zones is constrained by challenges in calibration, validation, behavioural modelling and data availability. Addressing these limitations through enhanced calibrated methods, reliable data and improved validation

techniques is essential to ensure reliable decision-making in complex work zone environments.

It should be noted that not all limitations mentioned above apply equally to the current research. The availability of traffic demand data can mitigate some of the challenges associated with data scarcity, while carefully calibrated behavioural parameters help reduce uncertainties related to driver behaviour. However, a specific limitation remains particularly relevant and impactful, as the lack of real-world validation data for temporary closures makes it difficult to verify the accuracy of the simulation outputs. This aspect is considered the most critical limitations for this study. To address it, expert validation is integrated as a complementary method in the later phases of the project.

3.3.4. Microsimulation for Addressing Accessibility Challenges

Building on this analysis and the simplified flowchart of accessibility causes (Figure 3.1), Table 3.4 clarifies why microsimulation is well-suited to capture the five main accessibility challenges of temporary roadworks. It summarizes what role microsimulation models have in adressing accessibility challenges: it can predict travel time increases and delays, manage congestion, simulate speed reductions, evaluate detour capacity and assess safety, with references supporting each finding.

For a more detailed explanation, as well as the full analysis of the sources referenced can be referred to Appendix B. As explained before in Section 3.3, 'Determination of the Key Performance Indicators', it should be noted that although the literature shows that microsimulation tools can also be used to assess detour capacity and traffic safety, this study focuses on travel time, congestion and speed reductions.

Table 3.4: Overview of key insights from the literature on microsimulations for analyzing accessibility issues during temporary roadworks

Accessibility Challenge	Role of Microsimulation	Sources
Travel Time Increase	Predicts average and variable travel times under dynamic conditions; models delays more realistically than traditional approaches	Oh et al. [54]; Astarita et al. [4]; Golshan Khavas [29]
Traffic Congestion	Simulates queue formation and propagation; identifies bottlenecks and evaluates congestion mitigation strategies; supports multimodal evaluation	Oh et al. [54]; Astarita et al. [4]; Cárdenas, Valencia, and Montt [11]; Jing et al. [40]
Speed Reduction	Realistically represents speed changes due to work zone conditions, weather and road geometry; simulates deceleration/acceleration behaviour	Astarita et al. [4]; Golshan Khavas [29]
Insufficient Detour Capacity	Captures traffic redistribution after road closures through changes in link volumes, speeds and delays; effectiveness depends on route configuration and demand modelling	Adnan et al. [1]
Traffic Safety	Estimates surrogate safety indicators (e.g., DRAC, TTC); supports integration with SSAM; sensitive to behavioural calibration	Astarita et al. [3]; Fan et al. [25]; Habtemichael and Santos [32]

3.4. Overcoming the Limitations of VISSIM in Temporary Roadworks

As discussed in the previous sections, VISSIM offers several advantages for temporary construction projects, but it also faces specific limitations. Despite these drawbacks, VISSIM has been selected as the most suitable tool for this study due to its flexibility and proven strengths, as outlined above. The most significant challenges are related to model validation and data accuracy, which must be carefully addressed to fully harness VISSIM's potential in construction zones. The following section demonstrates that overcoming such challenges is possible, as evidenced by numerous applications of VISSIM in permanent traffic scenarios where reliable outcomes have been achieved. This suggests that if its limitations can be addressed, it also offers strong potential for temporary construction settings. The most relevant insights from the reviewed literature regarding the successes of microsimulation in permanent traffic scenario's are summarized in Table 3.5.

Table 3.5: Overview of key insights from the literature on overcoming the limitations of VISSIM in temporary roadworks

Topic	Sources	Key Findings from Literature	Implications for Temporary Roadworks
VISSIM in Permanent Traffic Scenarios	Fellendorf and Vortisch [28]; Bandi and George [5]; Kumar and Aggarwal [45]; Manjunatha, Vortisch, and Mathew [51]; Siwek [63]; Berthaume et al. [10]	High accuracy when calibrated and validated with detailed, context-specific input; Effective in heterogeneous traffic; Successfully integrated with demand models and driver behaviour extensions	Demonstrates that limitations related to data quality and validation can be overcome with proper set-up and methodology

An article by Fellendorf and Vortisch [28] shows that VISSIM can accurately replicate real-world traffic flow and lane usage when properly calibrated and validated, as demonstrated in studies from Germany and the United States. Similarly, Bandi and George [5] demonstrate that VISSIM can assess the impact of infrastructure changes such as road widening and flyovers, with calibration against 32 detailed parameters and validation using video-graphic data resulting in close agreement with real-world traffic. Finally, Kumar and Aggarwal [45] confirm VISSIM's ability to model heterogeneous traffic on Indian highways, where rigorous calibration with field data for a six-lane corridor yielded realistic outcomes. Building on this, Manjunatha, Vortisch, and Mathew [51] show that VISSIM can accurately simulate Mumbai's complex, non-lane-based traffic when rigorously calibrated with detailed, context-specific input. Their method included diverse vehicle types and applied a genetic algorithm to minimize errors between simulated and observed delays. Despite unpredictable behaviour and lack of lane discipline, the model reliably replicated real-world dynamics. Together, these studies show that VISSIM can reliably replicate complex traffic conditions and assess infrastructure changes when properly calibrated and validated. They indicate that if such limitations are carefully managed, VISSIM can also provide reliable insights in temporary scenarios, underscoring that precise calibration and validation remain essential prerequisites for trustworthy microsimulation outcomes in construction zone contexts.

Further studies also highlight the importance of accurate input data and behavioural modelling extensions to ensure VISSIM's reliability in complex settings. A project in Poland, illustrates this point. Siwek [63] used travel demand matrices from PTV Visum and integrated them into VISSIM via Dynamic Assignment, carefully calibrating the Kirchhoff exponent for realistic route choice. The study highlights the need for high-quality, context-specific data to produce realistic and actionable simulation results, supporting the broader conclusion that VISSIM performs reliably when supplied with well-structured input.

Chy and Sisiopiku [16], as discussed earlier, note that VISSIM struggles to model driver behaviour and traffic composition in complex work zones, making it difficult to capture dynamic, unpredictable responses. However, evidence from permanent scenarios suggests that accurate behaviour modelling is possible with proper calibration. Berthaume et al. [10] show that integrating the FHWA Work Zone

Driver Model into VISSIM enables realistic simulations of driver behaviour, even under fluctuating conditions. Validated against field data, the model demonstrates that VISSIM can be effective in work zones when supported by sufficient calibrated input data.

3.5. The Effectiveness of Expert Validation

In the previous section, it was shown that VISSIM can produce reliable results in permanent traffic scenarios when properly calibrated and validated. However, in temporary roadwork situations, validation is more challenging due to the dynamic and rapidly changing nature of traffic conditions and the scarcity of empirical data. To address this limitation and enhance the reliability of simulation outcomes, this section outlines the potential role of expert validation as a complementary method when traditional calibration and validation are insufficient.

The most relevant insights from the reviewed literature regarding the potential value of expert validation, are summarized in Table 3.6.

Table 3.6: Overview of key insights from the literature on the effectiveness of expert validation

Topic	Sources	Key Findings from Literature	Implications for Temporary Roadworks
Effectiveness of Expert Validation	Washington State Department of Transportation [73]; Hill, Pittenger, and Ceifetz [34]; Castillo-Martínez and Ramírez Montoya [13]; Laupichler, Aster, and Raupach [47]; Colson and Cooke [17]; Sornette et al. [65]	Structured expert reviews improve model credibility; Institutionalized in WSDOT and MDOT protocols; Suitable when empirical validation is limited; Supports iterative, trust-building validation processes	Offers a scientifically grounded alternative to validate VISSIM in temporary projects when data is scarce or scenarios are not yet executed

Washington State Department of Transportation [73] emphasize that VISSIM's usefulness depends on structured calibration and validation. Their protocol includes systematic expert reviews by WSDOT professionals to assess assumptions, calibration and network design, ensuring credible outcomes in dynamic contexts. Similarly, Hill, Pittenger, and Ceifetz [34] present MDOT's structured methodology, where expert reviewers verify key model components through formal checkpoints, standardized templates and iterative feedback. These protocols show how expert judgment can be institutionalized to enhance the credibility and applicability of VISSIM models.

The value of expert judgment extends beyond traffic modelling. Castillo-Martínez and Ramírez Montoya [13] show that expert validation enhances the reliability of research instruments, especially when empirical validation is limited. Laupichler, Aster, and Raupach [47] used a multi-round Delphi process with over 50 experts to develop a validated AI literacy scale, demonstrating how structured expert input improves credibility and practical relevance. Likewise, Colson and Cooke [17] show that expert judgment, when weighted by statistical performance, provides a valid and robust alternative to empirical validation. This supports the use of expert input from Dura Vermeer to validate the model in this study.

Additionally, Beecham et al. [7] present a structured expert validation method using questionnaires based on criteria like clarity, consistency and applicability. Their approach effectively identified model strengths and weaknesses, with expert feedback leading to targeted improvements. This method is especially useful when empirical validation is unfeasible, such as in temporary traffic scenarios yet to be executed, making expert assessment a practical and reliable alternative.

Finally, Sornette et al. [65] argue that model validation is an iterative process, where trust is built through repeated testing and expert feedback. This principle is reflected in this research through the continuous

involvement of experts. Rather than aiming for absolute validation, the model is considered useful once sufficient trust is established through independent, informative evaluation.

In conclusion, structured expert validation provides a credible and scientifically grounded alternative. As shown in previous applications outlined above, expert judgment can systematically enhance model credibility and practical relevance. Within this study, expert validation is therefore applied not only to supplement assumptions where field data are lacking but also to assess the practical applicability of simulation results for traffic management decisions.

Nonetheless, several limitations must be acknowledged. Conclusions are primarily drawn from literature and the dynamic nature of work zones may introduce complexities not fully captured in existing studies. Moreover, while expert input adds credibility, it remains subject to human bias and cannot fully replace empirical validation.

4

Case Study: Nelson Mandelaplein

4.1. Introduction to the Case Study

The Nelson Mandelaplein is a roundabout in IJsselstein (Utrecht), located at the intersection of the N210 (Weg der Verenigde Naties) and the Baronieweg. Within IJsselstein, the N210 runs north-south along the city's east side, then curves west at the southern edge and continues as the Ingenieur F.E.D. van Enschedeweg towards Lopik. The Baronieweg is a key east-west road linking several residential areas. The roundabout also plays a central role in the regional network. Via the Utrechtseweg and Baronieweg, both connected to the N210, it links indirectly to the A2 motorway at exit 9 (IJsselstein) near Nieuwegein and Utrecht. The A2 is a vital north-south corridor between Amsterdam and Maastricht, carrying heavy passenger and freight traffic [74].

Figure 4.1 shows the roundabout's location within IJsselstein's urban layout and its main connecting roads. Figure 4.2 provides the regional context, situating IJsselstein and the roundabout in between Utrecht and Lopik and highlighting its connections to the A2 and the N210.

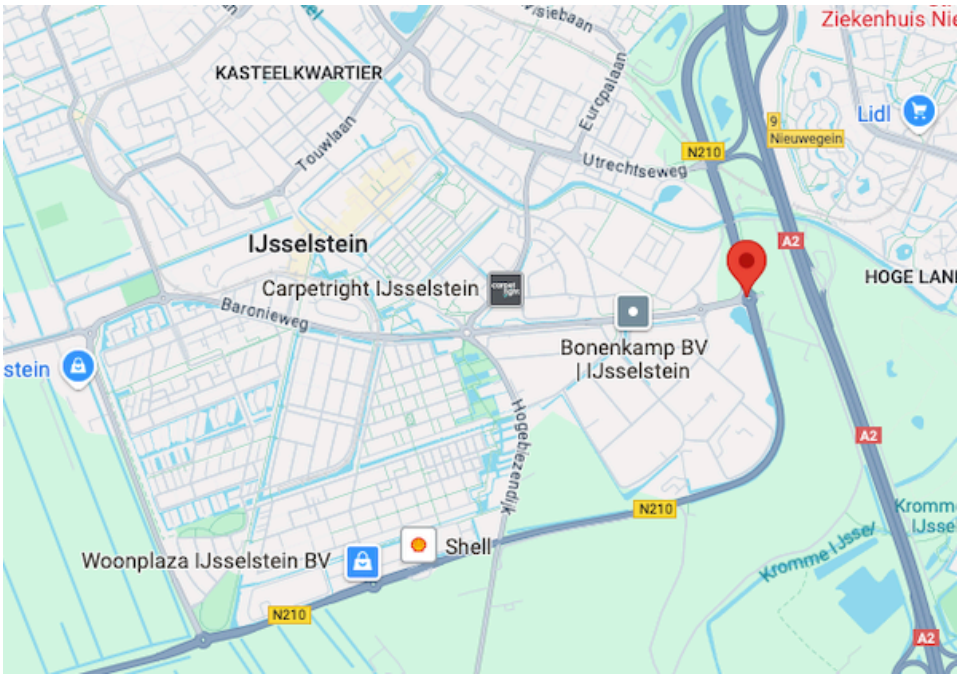


Figure 4.1: Detailed map of the Nelson Mandelaplein roundabout in IJsselstein, indicated by the red dot.

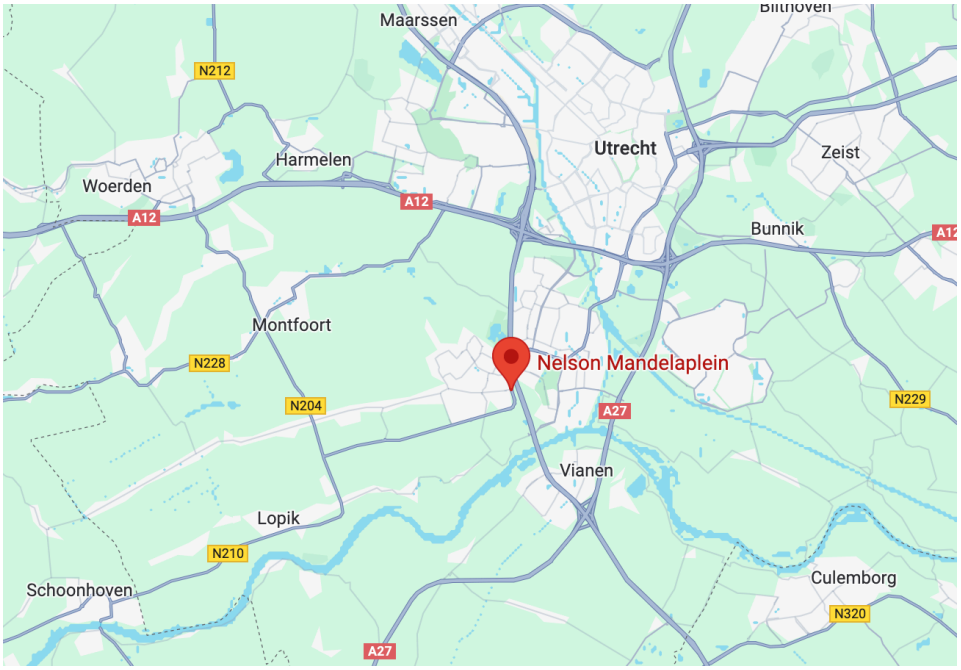


Figure 4.2: Regional map showing the location of the Nelson Mandelaplein in relation to surrounding cities and highways.

The current roundabout will be replaced by a signalized intersection, requiring the roadworks analysed in this case study. This study focuses solely on accessibility impacts during construction, not on the future intersection. However, details of the redesign are provided in Appendix E.

4.2. Relevance of this Specific Case Study

The Nelson Mandelaplein plays a key role in the local and regional network, carrying continuous flows of local, regional and motorway traffic, including access to and from the A2. Located between IJsselstein's residential areas and the routes to and from Lopik, Nieuwegein and Utrecht among others, it forms a natural link between urban traffic and the wider region. Its importance is reinforced by the lack of high-capacity alternative roads nearby, meaning disruptions quickly burden surrounding roads. A carpool facility located directly at the roundabout further strengthens its role as a multimodal hub, making it a critical junction in the regional mobility system.

The limited redundancy and high traffic volume make the roundabout highly relevant site for studying accessibility during temporary roadworks. As a key link between local, regional and national routes, closures can significantly disrupt flows and reduce accessibility. Its strategic position in the surrounding network increases vulnerability, especially since the N210 via the roundabout also serves as a vital backup to Amsterdam when the A2 near Utrecht or Nieuwegein is disrupted.

The Nelson Mandelaplein can furthermore be representative of many Dutch junctions where residential areas, regional roads and national connections intersect. Findings may therefore inform temporary traffic management at similar sites. Beyond this practical relevance, the case study also has methodological value, since applying the simulation model to a real-world setting enables assessment of microsimulation's usability and limitations, while capturing context-specific dynamics, stakeholder input and spatial constraints that theory alone cannot.

In sum, the Nelson Mandelaplein combines strategic importance, limited redundancy, high volumes and representativeness of similar Dutch junctions, making it an ideal case for analyzing accessibility impacts of temporary roadworks.

4.3. Stakeholder Involvement

This case study was chosen not only for the strategic importance of the Nelson Mandelaplein, but also for the opportunity to use real-world data and expertise from key stakeholders. The Province of Utrecht, responsible for the reconstruction, commissioned Dura Vermeer to design and execute the redesign. Their involvement provided essential insights, technical documentation and expert feedback for validating the simulation.

The combination of high-quality data and stakeholder expertise enabled a detailed and realistic analysis. Their key contributions include the simplified base model from Sweco and real-time traffic data from TomTom, described further in Chapter 5. Dura Vermeer and the Province of Utrecht also contributed knowledge on project context, construction planning and traffic management strategies. This input informed the modelling and was particularly valuable during expert validation, ensuring the plausibility and practical relevance of results.

Together, these elements made the Nelson Mandelaplein a well-suited case for studying accessibility during temporary roadworks and ensured that the findings are grounded in real-world data and practice. Without these stakeholder contributions, the case study could not have achieved the same level of realism, validation and practical relevance.

4.4. Need for Traffic Analysis

No detailed phasing plan for the reconstruction of the Nelson Mandelaplein has yet been finalized by Dura Vermeer or the Province of Utrecht, creating uncertainty about traffic impacts. As established earlier, the junction's strategic role and limited alternative routes, among others, make it particularly vulnerable to disruptions. As confirmed in the literature (Chapter 3), reconstruction, in combination with road closures and limited capacity of detours, typically leads to longer travel times, congestion and lower speeds, which are key accessibility challenges during roadworks. Traffic simulation offers a way to anticipate these impacts. Even without a phasing plan, it allows testing of hypothetical scenarios, identifying where disruptions may occur and supporting effective mitigation strategies.

By simulating impacts in advance, critical bottlenecks can be identified and targeted rerouting strategies designed. For a high-volume, strategic junction such as the Nelson Mandelaplein, proactive, data-driven planning is essential. This study therefore tests multiple scenarios beyond a full closure: a temporary bypass and traffic demand reductions of 10%, 20% and 30%, as explained later in this chapter.

4.5. Scope of the Simulation Analysis

To conduct a focused and methodologically sound simulation, the study scope must be clearly defined. Microsimulation models like VISSIM offer many possibilities but require careful scoping. The spatial scope has been outlined before, but further scoping is needed to align the defined indicators for different modes and temporal coverage with the research objectives and data availability. A clear scope reduces complexity, ensures feasibility and strengthens reliability. This section therefore specifies the scope in terms of (1) traffic modes included and (2) the simulation timeframe.

4.5.1. Traffic Modes

This study focuses solely on motorized road traffic, excluding pedestrians and cyclists. The modal scope covers (1) passenger cars, (2) freight transport and (3) buses, as these are the main users of the Nelson Mandelaplein and its surrounding roads during construction and are expected to experience the most significant impact in terms of travel time, congestion and speed reduction.

Although bicycle infrastructure is included in the network design, e.g. as crossings or conflict areas, bicycles are not explicitly modelled as traffic entities. Their presence is considered in spatial layout and interactions with motorized traffic, but not in performance indicators such as travel time, congestion or speed. The model therefore offers no direct insights into accessibility for non-motorized users. Pedestrians are also excluded due to their limited relevance for traffic flow: crossings with the detour are few, usually combined with bicycle crossings and assumed therefore to share the same signal phase. Their presence therefore adds no extra phases or measurable impact. Including them would only add

complexity without improving accuracy, especially given the lack of behavioural and volume data. As the study focuses on network-level vehicular accessibility, motorized modes are most relevant.

4.5.2. Simulation Timeframe

To focus on critical traffic periods, the simulation covers weekdays only (Monday-Friday) between August 26 and October 3 2024, matching the temporal coverage of Sweco's base model. This six-week window captures stable commuter patterns and contains no public holidays, making it representative of regular weekday traffic.

The analysis focuses on peak hours, when network pressure and accessibility issues are greatest, since they represent the times when congestion is most likely due to high traffic volumes. Each four-hour peak is divided into 16 intervals of 15 minutes, enabling a detailed analysis of traffic dynamics. Focusing on these windows ensures the results capture the most critical and representative conditions during the roadworks. The two peak periods include:

- **Morning peak:** 06:00 - 10:00
- **Evening peak:** 15:00 - 19:00

4.6. Selected Scenario for Simulation

The simulated scenario assumes a full closure of the Nelson Mandelaplein during reconstruction, as recommended by Dura Vermeer to complete the works as efficiently as possible within the given temporal and safety constraints. This enables uninterrupted construction and aligns with stakeholder advice to minimize overall duration. Studies support this approach. The Minnesota Department of Transportation found that full closure of Trunk Highway 36 cut time and costs while increasing public satisfaction [35] and the U.S. Federal Highway Administration reports similar benefits when full closures are applied appropriately [26]. These findings provide a scientific basis for selecting full closure as the preferred scenario. Alternatives, such as limited crossings for local destination traffic, were initially considered.

To facilitate traffic during the full closure, a designated detour route (green in Figure 4.3) was developed along existing roads in and around IJsselstein, selected for connectivity, capacity and suitability for expected volumes. The red lines show the roads closed by the full closure. Table 4.1 lists the road segments clockwise from the southwestern roundabout in Figure 4.3, where the N210 merges into the Weg der Verenigde Naties. Although the detour can be driven in both directions, the clockwise layout is shown for clarity. The table also outlines each road segment's classification, number of lanes, speed limits and other characteristics, which define the detour's operational limitations and form input for the simulation analysis.

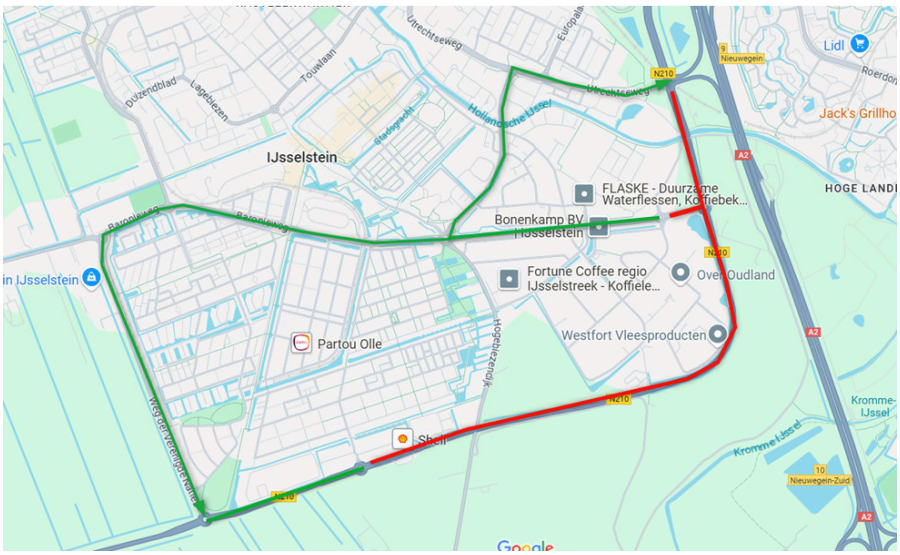


Figure 4.3: Detour route developed in collaboration with Dura Vermeer (green) and roads closed due to the full closure of the Nelson Mandelaplein (red).

Table 4.1: Characteristics of the road segments in the detour route

Road Segment	Type of Road	Direction in Detour (Clockwise)	Number of Lanes	Speed Limit	Road Characteristics
Weg der Verenigde Naties	Secondary highway	South to North	1 per direction	70 km/h	Directions separated by a solid median strip
Baronieweg	Secondary highway	West to East	1 per direction	50 km/h	Directions separated by solid median strip
Beneluxweg	Tertiary highway	South to North	1 (total); 2 directions	50 km/h	Narrow road; directions separated by a solid line in early segments; no clear separation in later segments; bike lanes on both sides
Utrechtseweg	Secondary highway	West to East	2–3 per direction	50 km/h	High-capacity arterial road; Lane seperation with dotted lines; Directions separated by a solid median strip or solid line

Most detour roads are single-carriageway urban or regional roads with relatively low speed limits and limited design, whereas the N210 is a high-capacity provincial corridor with one lane per direction, a solid median strip and a design speed of 80 km/h. It normally functions as the main axis between IJsselstein and the national highway, providing consistent flow and high throughput. The detour roads are narrower, sometimes lack clear lane separation and include functions like bicycle lanes or residential access, reducing effective capacity. For instance, the Beneluxweg lacks full directional separation in later segments and is unsuited for sustained through-traffic, while the Baronieweg has minimal lane demarcation and many residential access points. These features limit the detour's flow and capacity and increase its sensitivity to congestion.

Additionally, traffic experts at Dura Vermeer noted that the detour will likely face additional accessibility issues, because it already carries local traffic. The added load from diverted flows on top of this baseline may exceed capacity on some segments, causing longer travel times, congestion and lower speeds, especially when local and diverted traffic must be accommodated simultaneously.

In short, limited geometric capacity and poor road design combined with the need to accommodate existing and diverted traffic increases the risk of accessibility issues on the detour. As a result, it is less able to absorb regional through-traffic and more prone to delays, lower speeds and safety conflicts. These limitations underscore the need to assess whether the detour can handle the extra load. This will be examined in Chapter 6, which identifies bottlenecks and the most vulnerable segments during construction.

4.6.1. Alternative Scenarios

While the full closure scenario serves as the baseline for evaluating traffic impacts during the reconstruction of the Nelson Mandelaplein, this study also includes additional simulation scenarios to explore potential mitigation measures. These alternative scenarios are developed to test the network's response to changes in traffic demand and access configurations.

Specifically, the following variants are examined in Chapter 7:

1. **Addition of a bypass connection** at the Nelson Mandelaplein to enable the right-turn movement onto the Baronieweg for southbound traffic during the construction period. This targeted measure can help to reduce load on the main detour route.
2. **Traffic demand reduction** in the network by simulating a 10%, 20% and 30% decrease in overall peak-hour demand, compared to the full closure scenario. These hypothetical cases represent

demand management through behavioural change, rerouting incentives or temporary measures and assess whether reduced demand can relieve pressure on the detour route during the closure.

These scenarios were developed in collaboration with Dura Vermeer and aim to assess whether adjustments to traffic management could identify the least disruptive scenarios for accessibility, particularly in terms of travel time, congestion and average speeds on the detour route. The simulation outcomes from these variants will provide further insight into the practical usefulness of various mitigation strategies and guide recommendations for managing temporary road closures more effectively.

5

Data Collection, Preparation and Implementation

5.1. Introduction

This chapter describes the collection, processing and implementation of all data for the VISSIM microsimulation. The main categories are summarized in Table 2.4 and detailed in the following sections. It covers the collection and preparation of data on traffic flows, public transport, network geometry, signal settings, driver behaviour and vehicle composition and explains key processing steps and modelling choices. The aim is to ensure inputs are accurate and representative for a reliable assessment of traffic impacts during the temporary roadworks.

The simulation builds on an initial Sweco model that only included a local and simplified version of the Nelson Mandelaplein and its feeder roads. To meet the study objectives, the model was expanded with more OD zones and flow relations from TomTom's OD Analysis tool and the road network was extended using open geographic data. This ensured accurate representation of all relevant links, intersections and detour routes, with realistic intersection control.

5.2. Traffic Flow Data

To accurately represent traffic conditions within the network, detailed traffic flow data was collected and processed. This data forms the foundation of the model and is essential for ensuring a realistic and reliable simulation of traffic dynamics during the construction phases. The simulation uses OD matrices for both passenger cars and freight vehicles, which define the number of trips between origin and destination pairs in a certain time interval. Each trip starts and ends at a Parking Lot, which acts as an abstract origin or destination point. These Parking Lots enable routing by serving as entry and exit locations for OD flows within the network. Public transport is simulated independently, as will be explained later in this chapter.

Key traffic flow data aspects integrated into the simulation include:

- **Private transport traffic volumes** (Passenger cars/ Freight vehicles)
- **Public transport traffic volumes** (Bus departure times, dwell times and stops)

5.2.1. Passenger Cars and Freight Traffic

To represent traffic flows of passenger cars and freight vehicles in the simulation network, two datasets were combined: the Sweco OD matrices (16 zones) and additional data from TomTom's Origin-Destination Analysis tool (24 zones) [69]. Since the Sweco model only covered a limited area, TomTom data was required to extend the network to 24 zones to capture the full network.

The TomTom data set is essential for this research but could not be used directly. As it is based on GPS measurements from only a subset of road users, the raw dataset lacked vehicle type classification

and only provided hourly OD matrices without finer temporal resolution. To ensure consistency and comparability with the Sweco data and their initial model, the TomTom dataset was extracted for the same time periods and subsequently transformed to match the resolution and structure of the Sweco matrices. A TomTom comparison matrix was also created and compared with the Sweco matrix to derive the necessary transformations before applying them to the 24-zone TomTom matrix used in the analysis. Three key transformations were required:

1. **Scaling correction**: Since TomTom only captures a subset of the actual traffic (as not every road user is equipped with a TomTom device), the matrix had to be scaled up to represent total traffic volumes.
2. **Mode split**: Based on the modal split ratios derived from the Sweco model, the TomTom traffic was separated into passenger car (PA) and freight vehicle (VR) components.
3. **Quarter-hour disaggregation**: The hourly matrices were subsequently divided into quarter-hour intervals based on the 15-min ratios derived from the Sweco model.

This process resulted in a consistent set of 64 OD matrices for 24 zones, which formed the traffic demand input for the VISSIM model. Full details of the calculations, as well as the detailed explanation of the processing steps and final OD matrices used in the simulation, are provided in Appendix F. A simplified overview of the processing steps in included in figure 5.1.

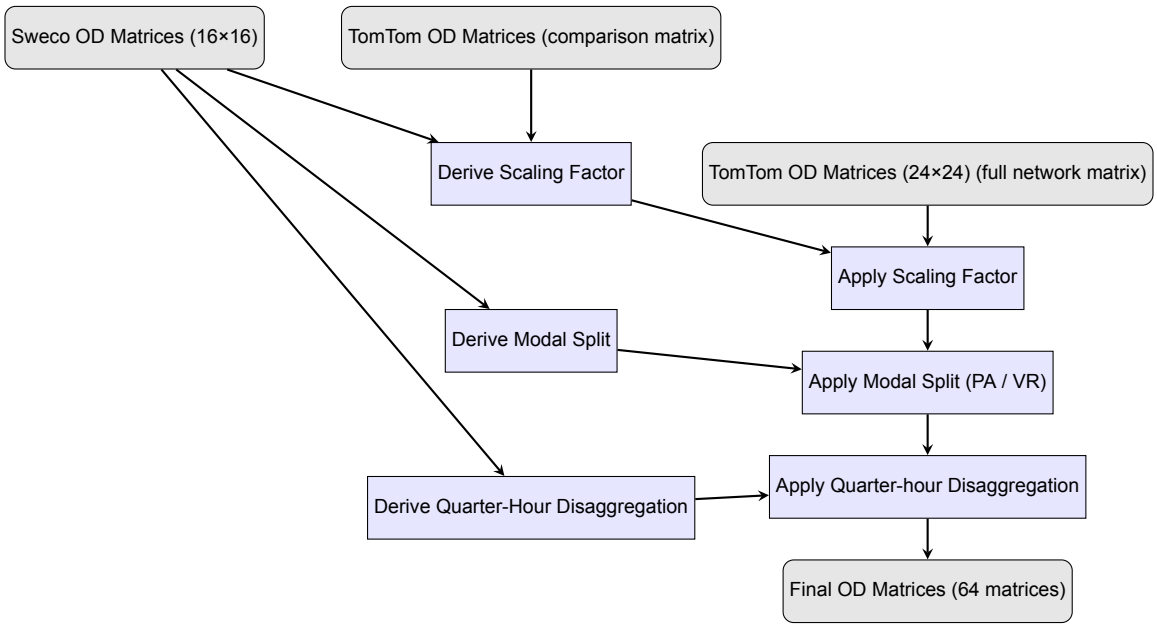


Figure 5.1: Overview of OD matrix transformation steps

Demand Reduction in Full Closure Construction Scenario

In the construction scenario, a demand reduction of 10% was implemented. This assumption is based on expert consultation, which indicated that roadworks in the area generally result in a modest reduction of traffic volumes as some trips are rescheduled, rerouted or cancelled. Since the N210 and its adjacent roads serve essential regional and local movements, such as commuting, logistics and access to the A2, the demand reduction is assumed to remain limited to 10% in the absence of active rerouting strategies or modal shifts. This assumption is further examined in Chapter 7, where scenarios with stronger reductions in traffic volumes are tested to assess both the potential impact on the detour route and the demand level required to limit the disruption of traffic flow. Moreover, this assumption supports a conservative analysis, ensuring that the simulation captures a realistic potential impact of the road closure in the absence of any additional mitigation measures.

5.2.2. Public Transport: Buses

To incorporate public transport, data on bus lines was collected from multiple sources and implemented in VISSIM as predefined routes with timetable-based departures. Including buses ensures a realistic representation of traffic, as they interact with general flow and affect congestion at intersections and stops. Buses are not part of the OD matrices but are added separately based on their timetables and routes.

First, active bus lines in the region were identified using public transport information portal In Ijsselstein, Gemeente IJsselstein [37]. Next, detailed information on each bus line, such as route trajectories, bus stop locations and scheduled departure times, were obtained from Syntus Utrecht [67]. Both in- and outbound directions of each line are included in the model. A list of all buses (one-way) in the network is represented below.

- Line 31: IJsselstein Binnenstad - Utrecht Science Park
- Line 195: Utrecht - IJsselstein - Benschop
- Line 295: Utrecht - Rotterdam
- Line 106: IJsselstein - Gouda
- Line 505: IJsselstein - Woerden

A fixed dwell time per stop was assigned to the bus stops, based on standardized values from literature [59], since no detailed data was available on passenger boarding and alighting, which made it very difficult to model stop-specific dwell time variability. This simplification was made to reduce complexity in the model setup, since the focus of this study rather lies on the interaction between buses and general traffic. A list of the fixed dwell times used in the simulation, based on classifications from Ryus et al. [59], is provided below for all busstops in the network:

- Ewoud/Boerhaaveweg bus stop: 30 seconds – classified as a *major outlying stop*
- Overwaard bus stop: 30 seconds – classified as a *major outlying stop*
- Station IJsselstein: 60 seconds – classified as a *transit center*

The bus lines were added to the network as predefined paths, with defined stop locations and scheduled departure patterns based on the official timetable. Buses stop on dedicated bus-only links where this reflects real-world infrastructure. At bus stops, they merge in and out of general traffic, thereby reflecting realistic driving behaviour. Their trajectories and timing were synchronized with actual operational schedules to ensure that the presence of buses in the simulation accurately represents their interaction with car traffic.

5.3. Infrastructure Data

To accurately represent the road network in the simulation, detailed infrastructure data was collected and processed. This data forms the structural backbone of the model and ensures that the geometry and layout of the simulated environment correspond closely to the real-world situation.

The following key elements were included:

- **Intersection geometry and connectivity**, describing the physical layout of intersections, entry/exit points and turning links.
- **Number of lanes per direction**, as well as the presence and length of on-ramps and off-ramps.
- **Road dimensions and lane configurations**, including the width of individual lanes and the overall carriageway structure.
- **Maximum speeds per lane**, based on open geographic information from Google Maps and OpenStreetMap, including speed reduction areas.
- **Stop lines and signs**, included as physical elements, while their operational logic is handled in the signal control and behavioural parameters sections.
- **Bus stop locations and bay designs**, including whether stops are on-lane or in dedicated bays, affecting lane blockages.

Two typical road types were defined within the network area to accurately represent the varying traffic dynamics in the study area. This categorization was manually applied to all links in the network to differentiate between road types with distinct traffic behaviour profiles, particularly in terms of lane-changing aggressiveness, following distances and speed adaptation, as will be explained later in this chapter. The types are:

- Highways, which were modelled using the Highway driving behaviour type in VISSIM, allowing free lane selection and representing higher-speed roads with less interaction complexity.
- Urban roads, which were modelled using the Urban Road driving behaviour type in VISSIM, also with free lane selection, reflecting typical urban driving conditions with lower speeds and more frequent interactions.

The primary source for infrastructure geometry data was open geographic information from Google Maps and OpenStreetMap. For each individual link, the number of lanes per direction and applicable speed limits were manually verified through visual inspection, then implemented in the model to reflect actual conditions. Road dimensions and lane configurations were kept at VISSIM's default settings. Elevation and curvature are negligible in flat, network-level studies and have minimal influence on key performance indicators such as travel times and congestion patterns.

Reduced Speed Areas (RSAs) were applied at all (un)signalized intersections to ensure realistic deceleration, gap acceptance and behaviour in every scenario. While elements such as RSAs, the location of stop lines and traffic signs are part of the physical network layout, their functional implications including priority rules, conflict area settings and merging behaviour are handled within the traffic behaviour parameters in VISSIM. These are discussed in Section 5.5 of this chapter.

It is important to note that this section focuses exclusively on the collection of infrastructure input data for the simulation. The implementation choices regarding the network structure, including specifications of which roads were included or excluded in both the base and project scenario, are described in Chapter 6.

5.4. Traffic Signal Systems

To realistically simulate traffic flow and assess detour impacts, it is essential to model the traffic signal systems at key intersections. Signal-controlled intersections can influence delays, queue formation and overall network performance.

Two intersections were preconfigured in the Sweco model based on municipal data. For the remaining ones, signal control logic was manually constructed in COCON, a dedicated interface for modelling traffic signal systems, using estimated volumes and standard design assumptions. While not identical to local controllers, these provide a realistic and consistent simulation basis. Three intersections were included:

- Utrechtseweg – Beneluxweg
- Utrechtseweg – Europalaan – Overwaard
- Baronieweg – Basiliekpad

To define the signal control logic in COCON, several key components were required after the intersection layouts were designed:

1. **Traffic flow of demand estimation**: Estimating traffic volumes for each road segment to define signal group demand. With no municipal data available, traffic volumes were estimated using the N210 as reference (≈ 1,700 PAE/h/dir) [57] and CROW guidelines [20]. Utrechtseweg, Baronieweg, Europalaan and Overwaard matched their standarised flow of demand values. The Beneluxweg however, a single-lane bottleneck, was raised to 600-900 PAE/h to avoid unrealistic queues in the simulation.
2. **Control variant definition**: Determining clearance times between conflicting flows using CROW-based calculations. These were calculated according to CROW [19], based on a design speed of 50 km/h. Other parameters (yellow, red, green times, start-up loss, etc.) followed COCON defaults, aligned with Dutch practice.

3. **Phase diagram calculation**: Phase diagrams were generated in COCON using the Graphium method (maximum of five iterations), optimising green times and clearance while minimising signal loss. The final diagrams, selected based on the lowest total signal loss time to ensure maximum efficiency, were reviewed with Dura Vermeer engineers and subsequently implemented in VISSIM through the Signal Controller module.

Final signal plans were implemented in VISSIM using fixed-cycle logic. Full demand matrices, clearance times, parameters and phasing diagrams are provided in Appendix G.

5.5. Traffic behaviour and Disruptions

To realistically simulate vehicle interactions within the network, traffic behaviour parameters were primarily based on Sweco's standard behaviour settings. These settings have been developed and calibrated over time through empirical studies and extensive application in Dutch infrastructure projects. While they are originally derived from VISSIM's internal driver behaviour models, they have been refined and validated by Sweco to better reflect real-world driving behaviour under Dutch conditions.

Key behavioural aspects integrated into the simulation include:

- **Car-following behaviour**, such as free-driving, acceleration, following and deceleration.
- **Lane changing and merging behaviour**, including how drivers perform discretionary and mandatory lane changes based on surrounding traffic, route choices and merging requirements.
- **Driver response to traffic signals**, including reaction time, stopping behaviour and acceleration delay when signals turn green.
- **Priority rules behaviour and conflict areas**, such as right-of-way at unsignalized intersections, roundabouts and merging lanes.

Default car-following behaviour was modelled using VISSIM's standard Wiedemann models, selected based on road type and speed environment. The Wiedemann 99 model was applied to higher-speed segments, such as highways and other free-flow road sections, where vehicles maintain larger headways and interact less frequently. The Wiedemann 74 model was used for urban roads with lower speeds, more frequent interactions and signalized intersections. These two road types represented the majority of links within the modelled network, as outlined in the previous section.

Lane changing behaviour and driver responses to traffic signals were primarily defined using Sweco's calibrated standard behaviour parameters to ensure the most realistic driver behaviour in the Dutch context. Key aspects such as lane change logic, reaction times, stopping behaviour when approaching a red signal and acceleration delay when signals turn green were thoroughly reviewed and manually verified to match the conditions of the modelled network. In particular, the zipper principle was applied at merging sections and lane drops, ensuring cooperative merging behaviour consistent with Dutch traffic conventions. These refinements result in more realistic queue formation and dissipation at signalised intersections and bottlenecks.

Priority rules were manually implemented using stop lines, conflict areas and right-of-way assignments at unsignalized intersections, roundabouts and merging sections. Vehicle responses such as yielding, gap acceptance and merging, as well as driver responses to traffic signals were governed by Sweco's calibrated behaviour parameters. Dutch traffic conventions were applied consistently throughout the network. In general, this means that traffic on roundabouts and public transport vehicles have priority and main roads take precedence over side roads.

Additionally, disruptive factors such as traffic incidents, extreme weather or erratic driver behaviour were excluded from the model scope. This is a conscious decision, as the study focuses exclusively on planned disruptions related to roadworks, where typical traffic patterns are of primary interest. Incorporating such stochastic disruptions would introduce unnecessary complexity without contributing to the research goal.

5.6. Traffic Composition Data

Accurate traffic composition data is essential for representing realistic traffic conditions in the microsimulation model. Traffic composition refers to the distribution of different vehicle types within the total traffic flow, specifically the proportion of passenger cars and freight vehicles in this study. This distinction is critical, as different vehicle types exhibit varying driving behaviours, speeds, acceleration profiles and space occupancy, all of which influence network performance, congestion levels and queue formation during temporary roadworks.

Key traffic composition aspects integrated into the simulation include:

- **Vehicle type proportions** (passenger cars, freight vehicles and buses)
- **Vehicle characteristics**

The primary source for traffic composition data in this study is the Sweco model, which provides OD matrices disaggregated by vehicle type. These matrices, representing typical weekday traffic during the morning and evening peaks, were used to calculate the hourly modal split between passenger cars and freight vehicles. This split served as a reference to divide the undifferentiated Tomtom OD data into separate matrices for each mode. Since travel patterns vary by time of day, such as slightly more freight traffic in the morning and more passenger cars in the evening, this time-specific modal split improves accuracy in representing real-world vehicle distributions.

Table 5.1 summarizes the average modal split values for both peak periods. Detailed calculations and hour-by-hour distributions are presented in Appendix F. It should be noted that the hour between 15:00-16:00 shows an anomalous distribution compared to surrounding time slots, likely due to relatively higher freight activity earlier during the day.

Table 5.1: Average modal split per peak period

Peak Period	Passenger Car Share (PA)	Freight Vehicle Share (VR)
Morning Peak (06.00-10.00)	0.853	0.147
Evening Peak (15.00-19.00)	0.866	0.134

The resulting traffic composition was not only derived from the Sweco matrices but also cross-validated through discussions with traffic experts from Dura Vermeer. This step ensured that the applied vehicle type distributions were realistic and representative of actual conditions in the IJsselstein area.

Vehicle Characteristics

In addition to the distribution of vehicle types within the traffic flows, the characteristics of these vehicles also play a role in how they interact within the network. The simulation included three main vehicle categories: Passenger Cars, Heavy Goods Vehicles (HGVs, representing freight traffic) and Buses. It should be noted that buses are not part of the general OD-based traffic composition, as public transport vehicles are modelled separately based on predefined routes and timetables, as described in Section 5.2.

VISSIM's standard parameters for each vehicle type, associated with its characteristics such as vehicle length, acceleration, deceleration and maximum speed were used. No custom modifications were made to vehicle dimensions or other vehicle-related parameters. This decision was made to maintain consistency with typical Dutch vehicle conditions and to keep the simulation focused on network-level impacts, instead of microscopic vehicle behaviour.

6

Simulation model

6.1. Introduction

This chapter presents the setup and results of the microsimulation model assessing the impact of the full closure of the Nelson Mandelaplein on IJsselstein traffic. First, it outlines the simulation model set-up, such as the network layout for both the reference and closure scenarios, the main simulation settings (e.g. simulation period, random seeds) and its result measurement points. Second, it reports results on overall network performance and three KPIs: average travel time, speed and queue length. Results are presented for four one-hour intervals per peak period, followed by conclusions on their implications for accessibility during morning and evening closures.

6.2. Simulation Model Setup

The simulation network consists of two variants: a reference scenario representing current conditions and a construction scenario simulating the full closure of the roundabout.

Reference Scenario

The reference network represents current conditions without construction. It includes all major roads, key roundabouts, intersections and traffic control systems relevant to traffic distribution, serving as the baseline for comparison. In addition to main arterials and distributor roads serving as the detour route, the model covers local or feeder roads that are essential for access to residential and peripheral areas.

Loop roads near IJsselstein Station are included as they affect merging and diverging behaviour, especially for buses. In addition, the four most likely cut-through routes identified with Dura Vermeer in preliminary analysis are part of the network, since they can be used by vehicles to avoid the predesigned detour route to reduce travel time and avoid congestion. While in normal conditions these cut-throughs are less attractive, they are still available to drivers and therefore included to capture realistic behaviour.

Construction Scenario

In the construction scenario, all roads leading directly to the Nelson Mandelaplein roundabout, including the carpool entrance, are assumed to be inaccessible due to roadworks. As a result, all entry and exit movements at the roundabout are blocked in the model, simulating a closure of the node.

During this closure, the predefined detour corridor functions as the official alternative for east-west and north-south traffic, as explained in chapter 4. However, because dynamic assignment was applied, vehicles are not restricted to this detour, as each selects the fastest available route based on traffic conditions. As a result the four cut-through routes, already present in the base network, may attract additional traffic during the closure if the detour itself is overloaded and their role in the simulation becomes more pronounced.

Network Map

Figure 6.1 illustrates the structure of the simulation network in VISSIM, for both the reference and construction scenarios.

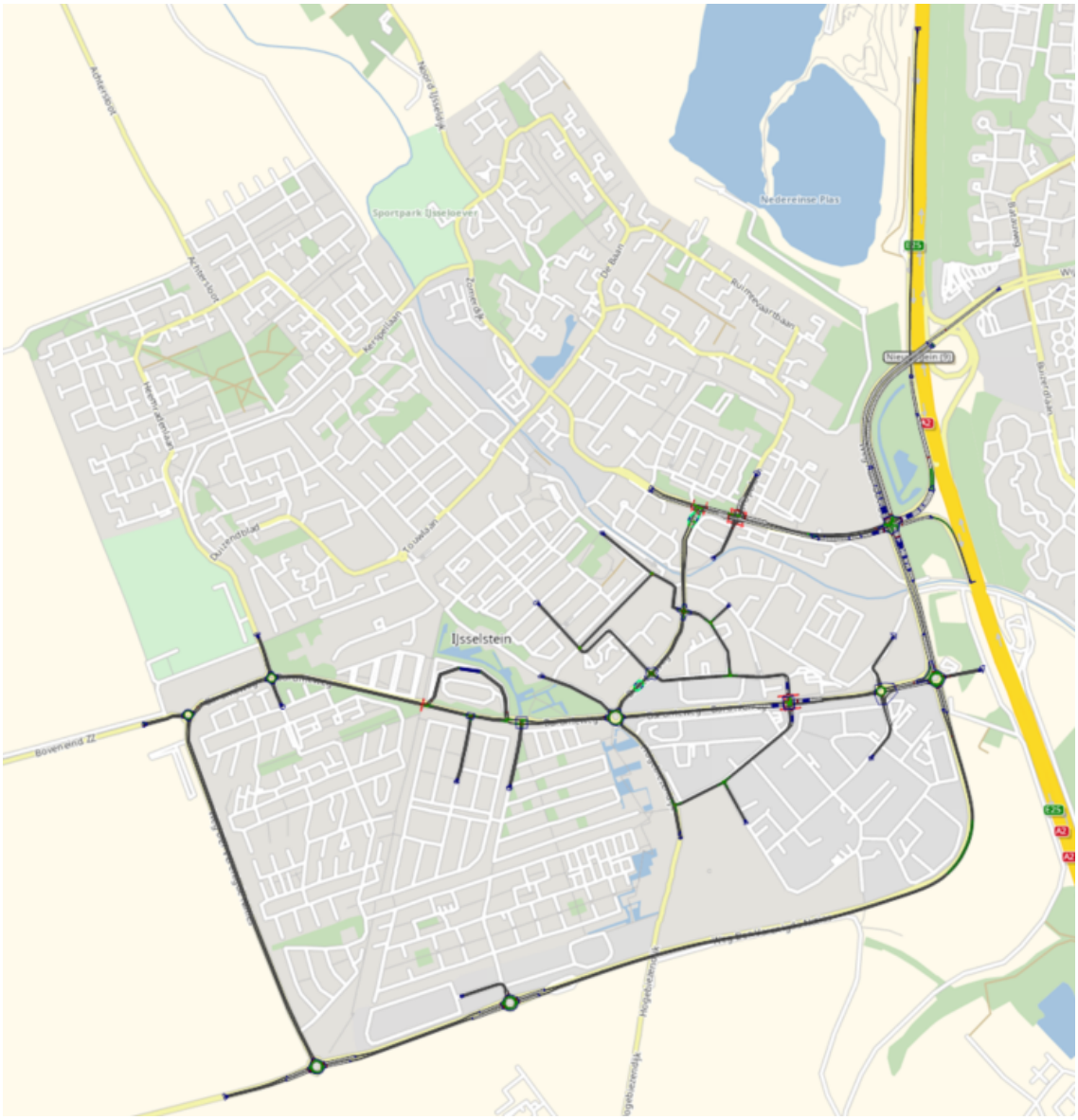


Figure 6.1: Simulation network structure: for the reference and construction scenario

6.2.1. Simulation Parameters

The simulation was executed using PTV VISSIM 2025, with the following core parameters configured to reflect the most realistic peak-hour traffic conditions in IJsselstein.

- **Structure:** The simulation was conducted separately for the morning and evening peak periods, both for the reference scenario and the construction scenario. This results in four distinct simulation runs, allowing for two direct comparisons: (1) morning peak reference versus morning peak construction and (2) evening peak reference versus evening peak construction. This structure enables a detailed analysis of the impact of the roadworks on traffic conditions during different times of day.
- **Simulation period:** Each simulation run was set to 14,400 seconds (4 hours), covering a representative morning peak period from 06:00 to 10:00 AM and from 15:00 to 19:00 PM.

- **Time resolution:** A simulation resolution of 10 time steps per second was used to ensure sufficient behavioural detail in vehicle interactions.
- **Random seeds:** A total of 12 simulation runs were performed using random seed values ranging from 42 to 53 (increment = 1). This multi-run approach was used to account for stochastic variation in vehicle arrivals and lane selection behaviour, among others. It allows for averaging the KPIs, reducing the impact of outlier behaviour in individual runs. The increment indicates that consecutive seeds increase stepwise, ensuring reproducible variation across simulation runs. This was applied separately to each of the four scenario-period combinations.
- **Warm-up period:** A warm-up period of 600 seconds was applied to allow the network to reach a realistic traffic state before performance indicators were evaluated. This prevents the simulation from starting with an empty network, which would not reflect actual traffic conditions. The warm-up ensures that vehicles are properly distributed throughout the network at start of the measurements.
- **Dynamic assignment:** Dynamic route assignment was applied in the simulation model. This allowed vehicles to choose their routes based on prevailing traffic conditions, enabling a more realistic distribution of traffic flows across the network during the simulation period. Key settings included a cost function based on the sum of edge travel times, exponential smoothing with factor 0.2 reflecting adaptive but not fully reactive behaviour and route choice based on travel times from the previous time interval within the same simulation run. A stochastic assignment was applied using a Kirchhoff exponent of 3.5, which implies that the majority of traffic is assigned to the fastest route, while a limited share is still distributed across longer alternatives. Vehicles selected their route at trip start and rerouting during the trip was disabled to avoid instability and for simplification of the model.
- **Simulation speed:** All simulations were executed at maximum computational speed using all available processor cores to reduce computation time.

The choices aimed to balance simulation detail, computational efficiency and statistical reliability. The dual-peak structure reflects different demand patterns and route preferences in morning and evening periods. Parameters were selected to ensure realistic traffic during the detour, while maintaining stability and avoiding overreactive rerouting. The settings build on the original Sweco model, combining VISSIM defaults with Sweco's refined standard values, derived from applied studies and project experience in comparable Dutch urban contexts. This parameter set represents common practice and provides a realistic, representative baseline for the analysis.

6.2.2. Performance Measurement

To collect the KPI results, the model includes queue counters and travel time measurements placed at critical locations throughout the network. Queue counters are positioned near intersections and roundabouts as anticipated bottlenecks to determine the queue lengths. Travel time measurements are defined along the beginning and end of the detour corridor in both directions to assess vehicle speeds, route distances and overall travel times, allowing for a detailed evaluation of delays and detour efficiency.

Queue Counters

Queue counters were installed at 10 critical intersections across the network, covering all key access roads for both directions of the detour route. In addition, 4 major roundabouts were equipped with queue counters on all significant approach legs, including both detour and entry roads. At each of these junctions and roundabouts, every approach was monitored to ensure that traffic buildup from all directions could be accurately captured. This setup provides comprehensive coverage of all major junctions in the network, enabling precise measurement of queue lengths throughout the system.

Figure 6.2 presents the full network of IJsselstein including its detour route with the numbered roundabouts (R1-R4) and (un-)signalised intersections (K1-K10) used for queue monitoring. As can be seen in the figure, the four main pre-defined cut-through roads are also explicitly modelled as 'loops' in between R4, K4, K5 and K9. The location of each node is briefly described in the list below:

R1–R2 Southern section of the network, along *Weg der Verenigde Naties*; southern inflow to the detour.

R3–R4 Western arc of the route, serving the town's western districts.

K1–K3 West-to-central segment, interfaces with *Baronieweg* and local access roads, such as the IJsselstein station.

R4 Key central roundabout in the detour network, acting as the primary interchange between IJsselstein's main access roads.

K4–K5 **Beneluxweg** spine, serving as a central arc of the predefined detour. Interfaces with *Beneluxweg* and local access roads.

K6–K7 Northern *Utrechtseweg* branches upstream of K5.

K8 North-eastern **A2/N210** gateway, linking regional (A2) and urban flows.

K9 South-eastern urban junction on the Baronieweg, serving as an access road to the predefined detour route.

K10 Eastern gateway towards the **Nelson Mandelaplein**.

In the queue-length chart results represented in Figure 6.5, queue counter labels carry a suffix: "- O" marks a counter on the detour corridor, whereas "- T" denotes a feeder/access leg to the corridor. Since all approaches at each node are instrumented, a typical four-leg intersection will therefore have two "- O" counters (the two approaches belonging to the detour spine) and two "- T" counters (the two feeder approaches). This convention helps to distinguish whether queues primarily develop on the main spine or on the feeders.

Travel Time Measurements

Travel time measurements were implemented at four locations: at both the entry and exit ramps of the A2 highway and at the start and end of the detour route within IJsselstein. These measurement points were placed in both directions, ensuring that travel times are captured across the full extent of the alternative route. For each run, traffic performance is evaluated in both corridor directions: *south-to-north (S→N)* and *north-to-south (N→S)* and over the entire network. The travel time measurements are shown in the figure as 'TTM' and highlighted within the blue circles.

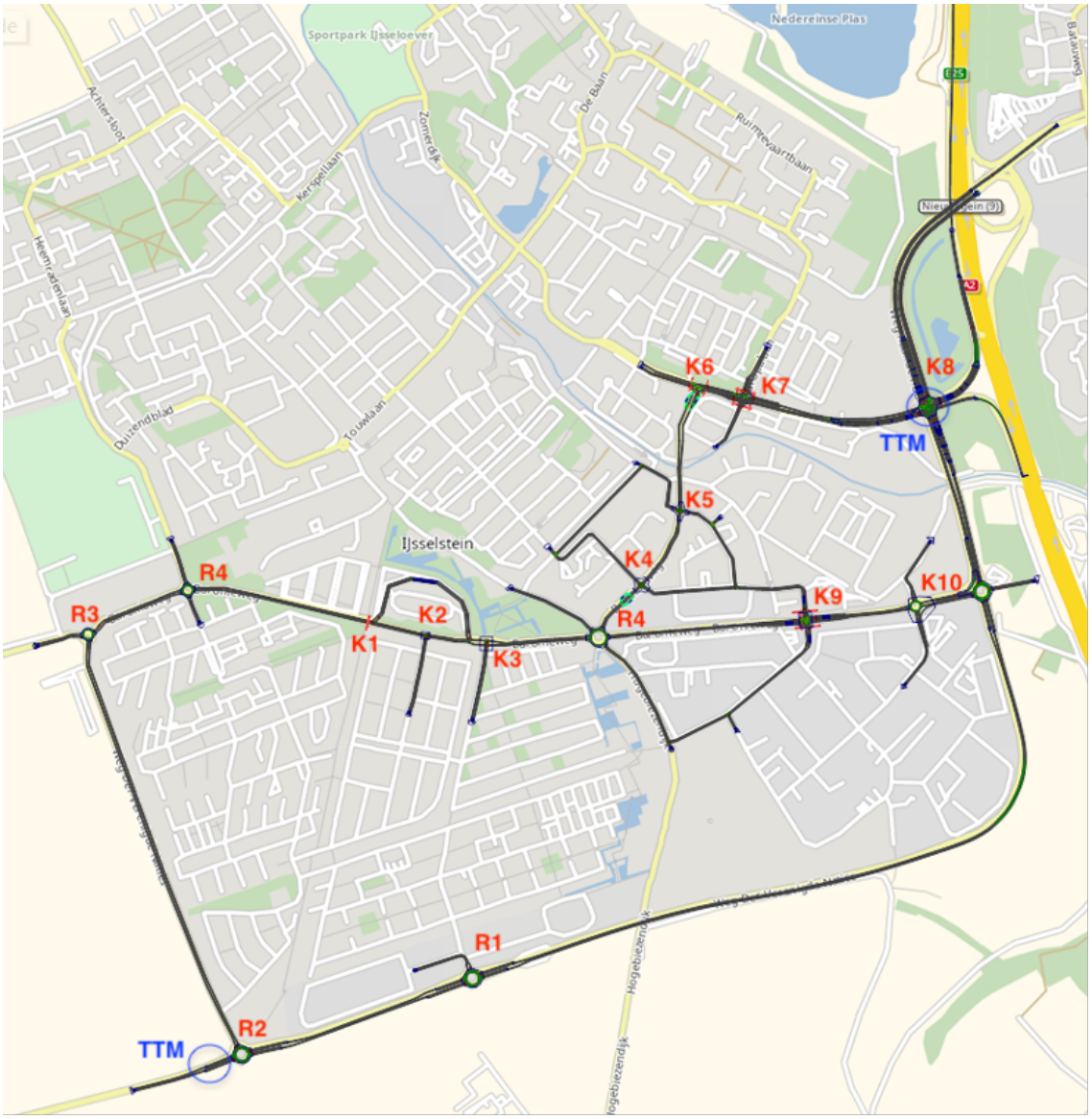


Figure 6.2: Location of queue analysis data collection points: 10 ((un-)signalised) intersections and 4 roundabouts, and travel time measurement locations

6.3. Simulation Results

This section first assesses overall network performance, then presents KPI results and finally concludes with the main findings on accessibility impacts during morning and evening peaks. The results are presented and interpreted for four scenario-period combinations:

- **OS-REFERENCE** – Morning-peak period in the reference (no closure) scenario
- **OS-CLOSURE** – Morning-peak period with full Nelson Mandelaplein closure scenario
- **AS-REFERENCE** – Evening-peak period in the reference (no closure) scenario
- **AS-CLOSURE** – Evening-peak period with full Nelson Mandelaplein closure scenario

A visual and conclusive overview of all results is presented in each subsection of this chapter, while the corresponding Excel files containing the full outputs are provided in Appendix I. Key performance indicators (KPIs), previously defined in chapter 3, are reported in four consecutive one-hour time windows (600-4.200 s, 4.200-7.800 s, 7.800-11.400 s and 11.400-14.400 s). It should be noted that the first 600 s are excluded due to model warm-up time, as explained earlier in this chapter.

6.3.1. Overall Network Performance

The simulation results reveal that, under construction conditions, the IJsselstein network transitions from a stable state into persistent oversaturation and in many runs, complete gridlock. In the reference scenarios (both morning- and evening-peak), the network is stable: travel times, speeds and queue lengths fluctuate only modestly around baseline values, with no instances of pervasive congestion or deadlock.

Under the closure scenario, however, the network becomes highly unstable once demands approach its geometric and signal-control capacity. General trends include:

- **Rapid loss of stability**: Within the first hour, queue lengths and travel times rise sharply and continue to increase until network saturation is reached through the remainder of the four-hour simulation. Vehicle speeds rapidly decline during this process, eventually approaching standstill conditions.
- **Structural congestion**: Average corridor travel times explode from a few minutes to tens of minutes, average speeds collapse to near zero and queue counters at key nodes pin against their upper plotting limits (≈500 vehicles as visualization cap), with actual simulated values in some cases far higher.
- **Deadlock occurrences**: In a subset of runs, depending on the random seed, the network experiences partial or total gridlock, particularly in the final hour of the peak-period. At gridlock, no vehicles complete their trips and queues max out at some point in time, indicating that the traffic flow has exceeded the network's outflow capacity.

  Note: Queue lengths are capped at 500 m to keep figures readable and highlight relative differences. Actual simulated queues may exceed this value; the cap is a visualization choice, not a model limit.

Such deadlock behaviour is a known phenomenon in microsimulation models, particularly when traffic volumes approach network capacity. In these high-density conditions, even minor disruptions can trigger a breakdown of flow and lead to full network lock-up. Unlike real-world drivers, who often adapt by leaving gaps or rerouting to avoid complete blockage, simulation agents typically lack such anticipatory or courteous behaviour. Even though intersection-blocking behaviour was mitigated using conflict areas, microsimulation still lacks human-like adaptability in dense traffic. As a result, full deadlock tends to occur more readily in the simulation than in reality, especially in networks with rigid conflict-zone logic and limited behavioural flexibility.

The occurrence of deadlock is therefore interpreted in two ways: (1) as a genuine overload of the network, where traffic volumes exceed operable capacity and flow breaks down and (2) as a modelling limitation, where rigid simulation logic produces a deadlock that would likely not occur in reality. To ensure robust results, multiple random seeds are compared. In most runs the traffic flow is maintained, while in some runs deadlock arises, indicating sensitivity to initial model conditions. Regardless of the underlying cause, deadlock is treated as a relevant outcome, as it reflects either true instability in the network or the boundaries of what can be represented in microsimulation.

6.3.2. Travel Time Impacts

Across the detour corridor, the closure scenarios produce a stepwise escalation of delay. This can be seen in Figure 6.3. Average travel times increase from approximately 200-250 s in the reference runs to many tens of minutes, peaking at around 9.700 s in the S→N direction in the final interval (11.400-14.400 s). The deterioration is already visible in the first analysis window (600-4.200 s), with travel times approximately 6 to 9 times higher in the closure scenarios than in the reference. It amplifies in the second (4.200-7.800 s) and third (7.800-11.400 s) hours reaching up to 40 times the reference travel times in the closure scenarios, indicating sustained queue growth and spillback. In the last window, the N→S direction shows ≈0 s for the closure runs, which reflects that no vehicles complete the measurement segment within that interval due to gridlock conditions.

A directional and peak-period mirroring emerges due to the closure of the roundabout. For N→S, the evening-peak closure scenario is mostly worse than morning-peak closure scenario, whereas for S→N the pattern reverses and the morning-peak closure scenario exceeds the evening-peak closure

scenario, starting from the second peak-hour. This indicates that in the evening peak, more traffic enters IJsselstein from the A2 corridor (north to south), whereas in the morning peak the dominant movement is towards the A2, leaving IJsselstein (south to north).

Overall, S→N performs worst on average during closure. This is primarily a geometric-capacity limitation. The Beneluxweg is a tertiary link with a single shared lane for two directions, a narrow cross-section with bicycle lanes and long stretches without physical separation, posted 50 km/h and the middle part of the predesigned detour. Its capacity is estimated at 600 PAE/h (merging from Utrechtseweg → Beneluxweg) and 900 PAE/h (diverging Beneluxweg → Utrechtseweg) to match observed behaviour, but the link remains the binding constraint in the S→N direction. At this Utrechtseweg-Beneluxweg crossing, a signal plan with an average loss of 42.7s further limits effective green for the Beneluxweg turning/diverging streams, limiting discharge of vehicles and propagating queues. Hence, the poorer S→N outcomes stem partly from this insufficient link and junction capacity.

In addition, as vehicles do not reroute mid-trip and remain committed to their initially chosen path, queues that form early in the simulation tend to persist and intensify, contributing to congestion and therefore longer travel times in the later intervals.

Finally, the reference scenarios remain low and stable over time. A slight increase in travel times is visible during the second and third time windows, which is fully expected given that these intervals coincide with the peak hours. This minor rise aligns with typical traffic dynamics and reinforces the plausibility of the simulation results. Overall, this supports the validity of the baseline and attributes the observed delays in the closure scenarios to the temporary road closure itself.

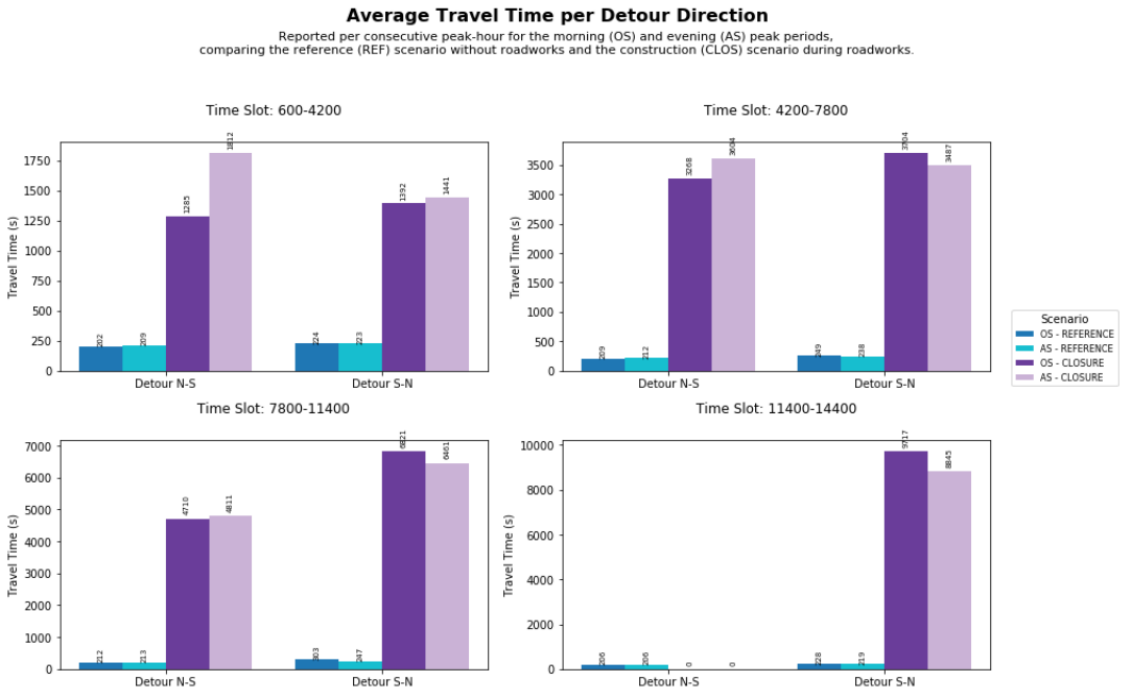


Figure 6.3: Average travel time per detour route direction per scenario in seconds

6.3.3. Speed Reduction

The closure causes a marked collapse of vehicle speeds in the network, as can be seen in Figure 6.4. While the references stay between 42-63 km/h, closure speeds fall to ≈10-14 km/h in 600-4.200 s, ≈5 km/h in 4.200-7.800 s, ≈3-4 km/h in 7.800-11.400 s and approach 0 km/h in 11.400-14.400 s. This progression is consistent with growing congestion, spillback and ultimately gridlock on the detour corridor.

A directional pattern appears early in the peak-period: for N→S, the evening-peak closure scenario records lower speeds than the morning-peak closure scenario (e.g., about 10 vs 14 km/h in 600-4.200

s) in the first time slot. This mirrors the observed peak-flow directions on the southbound pressure in the PM and northbound in the AM, as explained in the previous ('Travel Time Impacts') section of this chapter.

For S→N, the differences for the morning and evening closure scenarios are minimal: both scenarios show speeds of 13 km/h in the first window, deteriorating to 5 km/h and later 3 km/h, as both directions degrade to crawl speeds from the second interval onward.

The ≈0 km/h reported for N→S in the last window indicates that on average almost no trips complete the measurement segment within the interval; it is a measurement signal of gridlock, not a literal cruising speed of zero. This aligns with the travel-time outcomes for the same window.

Without roadworks the speeds remain high and flat, as can be seen for the reference scenarios. Both detour directions hold average speeds near 60 km/h in all windows for both morning- and evening-peak reference scenarios. For N→S in the reference scenario, the evening shows lower speeds than morning. For S→N, the morning shows lower speeds than the evening from the second time-window onwards. This minor imbalance is consistent with the observed directional peak pattern: southbound (N→S) tends to be a bit slower in the PM, whereas northbound (S→N) is slightly slower in the AM, as discussed in the Travel Time Impacts section of this chapter. Additionally, S→N shows a temporary dip (about 42 km/h in morning-peak reference scenario and 51 km/h in the evening-peak reference scenario for the third peak hour (7.800-11.400 s)). This can be typical of urban traffic patterns with minor delay but no sustained queuing, due to the fact that the simulations contain typical peak-hour patterns.

Overall, for both detour directions, average speed decreases from roughly 60 → 10-14 km/h (-75/-80%) in the first window, to 5 km/h (−90%) and 3 km/h (−95%) thereafter, ultimately reaching an almost complete breakdown of flow (100% speed reduction).

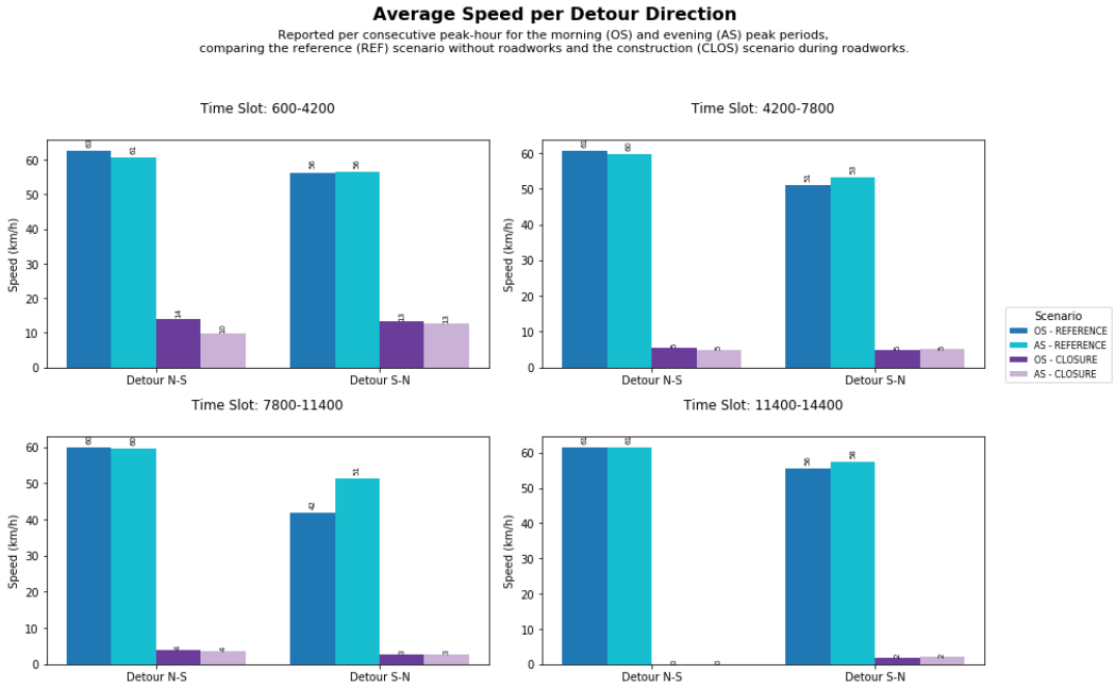


Figure 6.4: Average speed per detour route direction per scenario in km/h

6.3.4. Congestion and Queue Analysis

As can be seen in Figure 6.5, the first substantial queues arise on the northern Utrechtseweg corridor and along the Beneluxweg detour spine in the closure scenarios. In particular, counters on the detour route (at K6 and K7) on the Utrechtseweg and at the access roads of the A2 gateway (K8), already report very high averages. At the same time, the approaches to the Beneluxweg (K4-K5) begin to

increase, indicating early congestion on the northern end of the detour and back-propagation towards K5.

In the second time step, queues grow and spread outward from the initially identified hotspots. The Beneluxweg (K4-K5) cluster, along with its upstream supply route via it roundabout (R4), shows a significant increase in queue length, as traffic backs up through this central junction. Similarly, queueing at the K9 intersection increases markedly on the detour route as well as the access roads. This location serves as a typical access point toward the Beneluxweg, which explains its rapid saturation once the main corridor (K4-K5) becomes congested. The Utrechtseweg (K6-K8) remain highly saturated, with several bars approaching the upper limit of the plot (500 vehicles). Upstream roundabouts (R2-R4) also exhibit clear increases especially on the detour itself, indicating that congestion is propagating westward and southward along the detour corridor.

In the first window (600-4.200 s), the evening-peak closure scenario shows slightly higher queues on the Beneluxweg spine and at the northern A2 gateway (K5-9), while the morning-peak closure scenario has marginally elevated queues at the south-western entries (R3/4), mirroring the expected evening N→S and morning S→N flows.

It should be noted that from the second time window onward, differences between morning and evening scenarios largely disappear. Queue lengths have risen sharply and by the third and fourth windows most key nodes already reach the 500-vehicle visualization cap (with actual simulated values even higher). This indicates that the network quickly hits its functional limit, since after the first hour, congestion is dictated by structural capacity rather than directional demand differences. As a result, the relative growth in average queue length appears smaller in the later hours. This is partly because the plots cap queues at 500 vehicles and partly because gridlock prevents additional vehicles from entering the network. Other KPIs confirm this escalation: corridor speeds fall to about 3 km/h in 7,800-11,400 s and approach 0 km/h in 11,400-14,400 s, while in the N→S direction nearly no trips are completed in the last window. Together, these indicators show that severe saturation is established early and persists throughout the peak period.

Reference runs remain low throughout. In the reference scenarios, peaks are present but modest: limited queues appear mainly at K6, K7 and K8 in the initial time slots, while queues at other nodes remain low. Later in the peak, queues also emerge at K5 and K9. This pattern is consistent with the previously described peak-hour dynamics in the normal scenario, where minor queuing naturally occurs. This also makes it plausible that, once capacity becomes constrained due to the closure, these same nodes are the first to diverge and develop critical congestion in the construction scenarios.

Where bars reach the ≈500-vehicle display axis limit, the reported averages should be interpreted as lower bounds of the true queue extent, because spillback extends beyond this display cap in most segments. Moreover, under severe oversaturation VISSIM's priority/conflict logic does not model explicit courtesy-yielding; minor approaches may then enter only sporadically, which can inflate absolute average queues on those legs without changing the identification of the dominant bottlenecks.

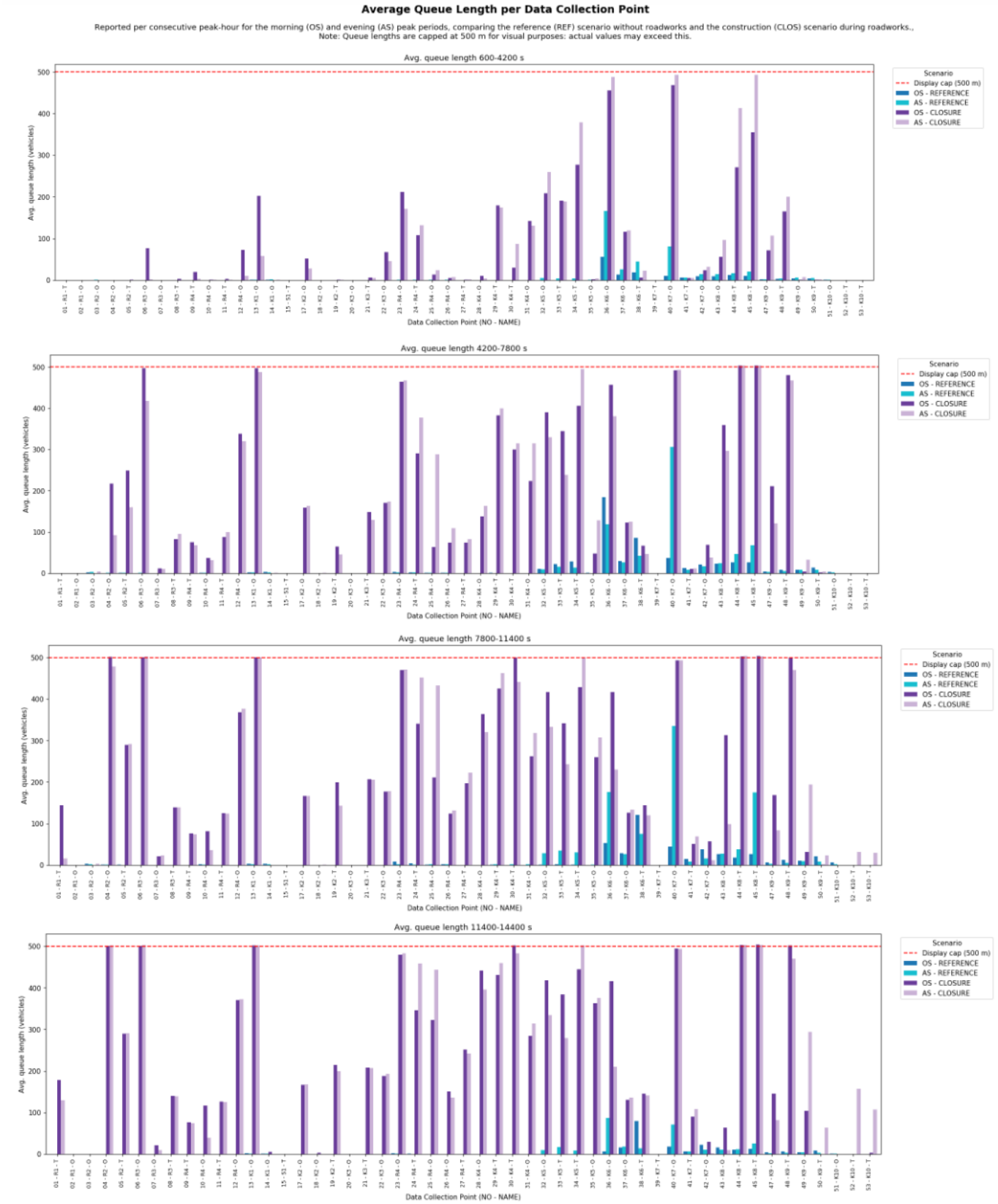


Figure 6.5: Average queue length per intersection and roundabout location per road type per scenario in meters

6.3.5. Conclusion of Results

The combined KPI results present a coherent and critical picture of the network under closure conditions. Average travel times increase by factors reaching up to 40 compared to the reference during the final time intervals. Corridor speeds deteriorate from 60 km/h to near-zero values and average queue lengths reach or exceed the plotting limit of 500 vehicles at multiple intersections, while actual simulated values most of the time exceed this display cap. These trends start at the Utrechtseweg and deteriorate quickly to the Beneluxweg detour spine and its feeder legs, confirming that this segment forms the network's critical bottleneck. Directional analysis reveals that the S→N direction experiences greatest delay in the morning, while N→S experience greatest delay in the evening.

As explained in the beginning of this chapter, routes are based on dynamic routing based on the previous interval and no mid-trip rerouting is allowed. Once queues have formed on the selected routes, vehicles cannot escape during the run, which can explain the late-peak lock-in and the gridlock in the full closure scenarios.

In addition, the rigid behavioural logic in VISSIM further intensifies this gridlock effect. For example, vehicles will not enter an intersection if their intended exit is blocked, even if there might be space to maneuver or drivers might exhibit opportunistic behaviour in reality. Unlike human drivers, VISSIM agents do not adjust routes on the fly, negotiate right-of-way or 'squeeze in' when encountering partially blocked movements. This lack of adaptive and cooperative driving behaviour in complex urban queues can exacerbate blocking and contribute to full standstill conditions that, while theoretically possible, may be less likely or more short-lived in real traffic.

Together, these findings indicate that the current network configuration lacks sufficient capacity and flexibility to accommodate the detour traffic volumes during peak hours. Accessibility of the network deteriorates sharply once saturation is reached and several closure scenario simulation runs show full gridlock as a plausible outcome. Without structural measures, such as dynamic signal control, capacity enhancements or demand redistribution, it can be concluded that the closure is likely to induce severe, network-wide congestion and hinder regional accessibility throughout the construction phase.

7

Scenario Analysis

7.1. Introduction

The previous chapter demonstrated that under full closure of the Nelson Mandelaplein, the designated detour corridor quickly reaches critical saturation, leading to widespread gridlock and severe accessibility issues during both the morning and evening peak. This raises the question of whether targeted interventions can mitigate the negative effects of such a closure.

This chapter explores two potential strategies to reduce network stress and improve traffic performance during the construction period:

1. **Addition of a bypass connection** at the Nelson Mandelaplein to enable the right-turn movement onto the Baronieweg for southbound traffic during the construction period. This targeted measure can help to reduce load on the main detour route.
2. **Traffic demand reduction** on the detour corridor by simulating a 10%, 20% and 30% decrease in overall peak-hour demand, compared to the full closure scenario. These reductions represent hypothetical scenarios in which demand is managed, either through behavioural change, rerouting incentives or temporary traffic management measures, to assess how demand reduction affects accessibility during the closure.

These scenarios are evaluated against the reference to test whether they restore normal traffic conditions. Simulations cover both peak periods and assess three KPIs: travel time, speed and queue length. Results are reported per peak-hour and benchmarked against the reference, enabling direct comparison of each strategy. All scenarios use the same dynamic assignment and parameters as the baseline. The following sections present KPI outcomes and a synthesis of which strategy performs best, clarifying the potential of demand reduction and bypass measures to safeguard accessibility during roadworks.

7.2. Scenario Description

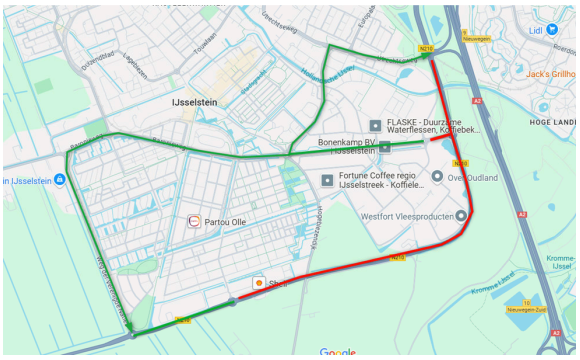
The four alternative scenarios were developed with Dura Vermeer in response to the full closure of the Nelson Mandelaplein. While all strategies are theoretically feasible, they are not necessarily desirable or realistic in practice, such as the 30% demand reduction, which is highly ambitious or the bypass connection, which raises concerns about traffic safety and construction worker safety. An overview of the tested scenarios, including their main characteristics, feasibility and intended purpose, is provided in Table 7.1.

Table 7.1: Overview of the four alternative scenarios tested in response to the full closure of the Nelson Mandelaplein.

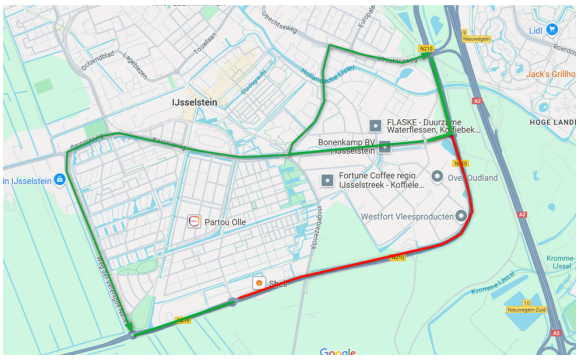
Scenario	Strategy	Change	Feasibility	Purpose
1	Addition of bypass	Right-way connection at Nelson Mandelaplein for southbound traffic	Moderate: raises safety concerns	Divert traffic away from saturated detour route
2	Demand reduction	-10% of peak-hour demand	Partly Realistic: requires modest measures	Achieve basic traffic relief with limited interventions
3	Demand reduction	-20% of peak-hour demand	Highly Ambitious: requires strong management	Assess impact of more aggressive demand measures
4	Demand reduction	-30% of peak-hour demand	Theoretical: not practically feasible	Explore upper bound of traffic improvement potential

7.2.1. Scenario 1: Addition of Bypass

In this scenario, a temporary bypass connection is added at the Nelson Mandelaplein, allowing southbound traffic to make a right-turn onto the Baronieweg. As shown in Figure 7.1b, the road on the eastern side of the network is marked green in the bypass scenario, indicating that this connection becomes accessible due to the added right-turn movement. In the original detour configuration without the bypass (Figure 7.1a), this route is not accessible. The aim of this intervention is to divert a portion of traffic away from the overloaded detour route, thereby reducing pressure on critical intersections along the main corridor.



(a) Detour route developed in collaboration with Dura Vermeer (green) and roads closed due to the full closure of the Nelson Mandelaplein (red).



(b) Alternative detour route including the bypass in southbound direction to the Nelson Mandelaplein (green), with roads closed due to the full closure shown (red).

Figure 7.1: Comparison of detour configurations with and without the bypass intervention.

The bypass scenario was implemented by modifying the network geometry. The previously existing turning connection at the roundabout, which was originally accessible in the reference scenario but blocked in the full-closure scenario, was reopened for all traffic. This allowed southbound vehicles to directly access the Baronieweg again. It was modelled using the same technical configurations, flow of demand and behavioural settings as the reference, among others. In other words, everything remained unchanged; only the bypass accessibility was re-enabled for the purpose of this scenario.

7.2.2. Demand Reduction Scenarios

In VISSIM, demand reduction scenarios were implemented by proportionally scaling down traffic volumes of all OD-pairs, applied uniformly to morning and evening peaks. Building on the initial 10% reduction in the full-closure, which reflects a natural behavioural response, these scenarios test the impact of additional demand-reducing measures.

Scenario 2: 10% Demand Reduction
In this scenario, the total peak-hour traffic demand across all OD-pairs using the detour corridor is reduced by 10% compared to the full-closure scenario. This represents a modest level of demand management, possibly achievable through public communication or temporary measures such as promoting the use of alternative transport modes as public transport, bicycles or carpooling incentives.

Scenario 3: 20% Demand Reduction
In this scenario, a more substantial 20% reduction in detour demand is assumed. This represents an ambitious level of intervention, which would likely require a combination of very strong behavioural incentives and regulatory measures during peak hours. In practice, this could involve forcing travelers to use alternative routes outside the modelled area, shifting trips to off-peak periods or reducing trip frequency altogether. Such measures go beyond simple communication and would require intensive targeted traffic management strategies to influence travel behaviour at a broader scale.

Scenario 4: 30% Demand Reduction
This scenario reflects a significant intervention, with a 30% reduction in peak-hour demand compared to the full-closure scenario. It serves as a theoretical upper bound, intended to assess the maximum potential benefits that demand management could offer under ideal compliance conditions. In reality, such a reduction is highly unlikely to occur. Especially considering that the full-closure scenario already assumes a 10% decrease in background traffic. Therefore, this scenario is not considered practically feasible, but is included in this study to explore the upper limits of what demand reduction could achieve in terms of traffic performance improvement, observed within the geographical scope of the modelled network.

7.3. Performance Comparison per KPI

This section presents and interprets the microsimulation output for the scenario-period combinations. A visual and conclusive overview of all results is presented in each of the following subsections of this chapter, while the corresponding Excel files containing the full outputs are provided in Appendix I. The results are represented in the same structure and visual format as in Chapter 6, allowing for direct comparison between the base closure scenarios and the mitigation strategies presented here.

7.3.1. Travel Time Impacts

The reference scenarios without any road closure show average travel times that remain low and stable, around 200 to 250 seconds, as can be seen in Figure 7.2. In contrast, all mitigation scenarios, whether the temporary bypass or various levels of demand reduction, result in substantially higher travel times, demonstrating that no single intervention fully restores original travel time levels.

Across each scenario, travel times escalate sharply from peak-hour 1 to 4. By the final hour, travel times vary between a maximum of 10,000 seconds for the bypass scenario and a minimum of around 5,000 seconds for the 30% demand reduction, indicating a developing gridlock as increasing volumes overwhelm the network.

When comparing the bypass with the demand reductions intervention, a roughly downward linear relationship emerges: greater reductions in demand lead to lower travel times. Also, even a modest 10% reduction generally outperforms the bypass in the south-to-north (S→N) direction. In the north-to-south (N→S) direction, the bypass performs slightly better than the reduction scenarios in the first and second time slot, after which the bypass travel times increase in subsequent periods. Consequently, while the bypass shows to offer immediate relief during the early peak-periods in southbound direction, demand management provides more consistent benefits throughout the entire peak period, indicating that demand relief may be more effective.

The peak direction also affects results. In general, travel times in the S→N direction exceed those in the N→S direction, particularly in time slots 2 through 4, indicating that northbound traffic experiences greater average travel time delays. Also in time slot 1, all evening scenarios display longer travel times than their morning counterparts in both detour directions, suggesting a delayed saturation of the network in the first hour of the evening peak. This indicates that early-evening traffic demand spikes rapidly and may be more sensitive to initial network stress. Additional patterns show that evening scenarios often

peak first in slots 1 and 2 in the N→S direction, while morning congestion dominates slots 2 through 4 in the S→N direction. This confirms the earlier observation that in the AM more traffic leaves the city (S→N), whereas in the PM more traffic enters the city (N→S).

Another notable observation is that the bypass scenario in the S→N direction shows a low average travel time during the final hour of the evening peak. This outcome was observed to be the result of a gridlock. As will be shown later in this chapter in the speed analysis, the average speed in this segment also drops to approximately 0 km/h. This indicates that this lower average travel time is not due to improved flow, but rather because vehicles are no longer progressing through the measurement segment at all. This explains this lower average vehicle travel time bar.

Crucially, even the most ambitious and unrealistic 30% demand reduction results in the lowest measured travel times, yet still fails to restore them to baseline levels. This indicates that approaching normal performance remains highly challenging.

In conclusion, the demand management strategies delivers greater travel time savings than the bypass alone on average, but no single measure suffices. Rigorous, dynamic and multi-faceted strategies appear essential to effectively maintain accessibility under full road closure, if even possible.

For the figures, see Figure 7.2.

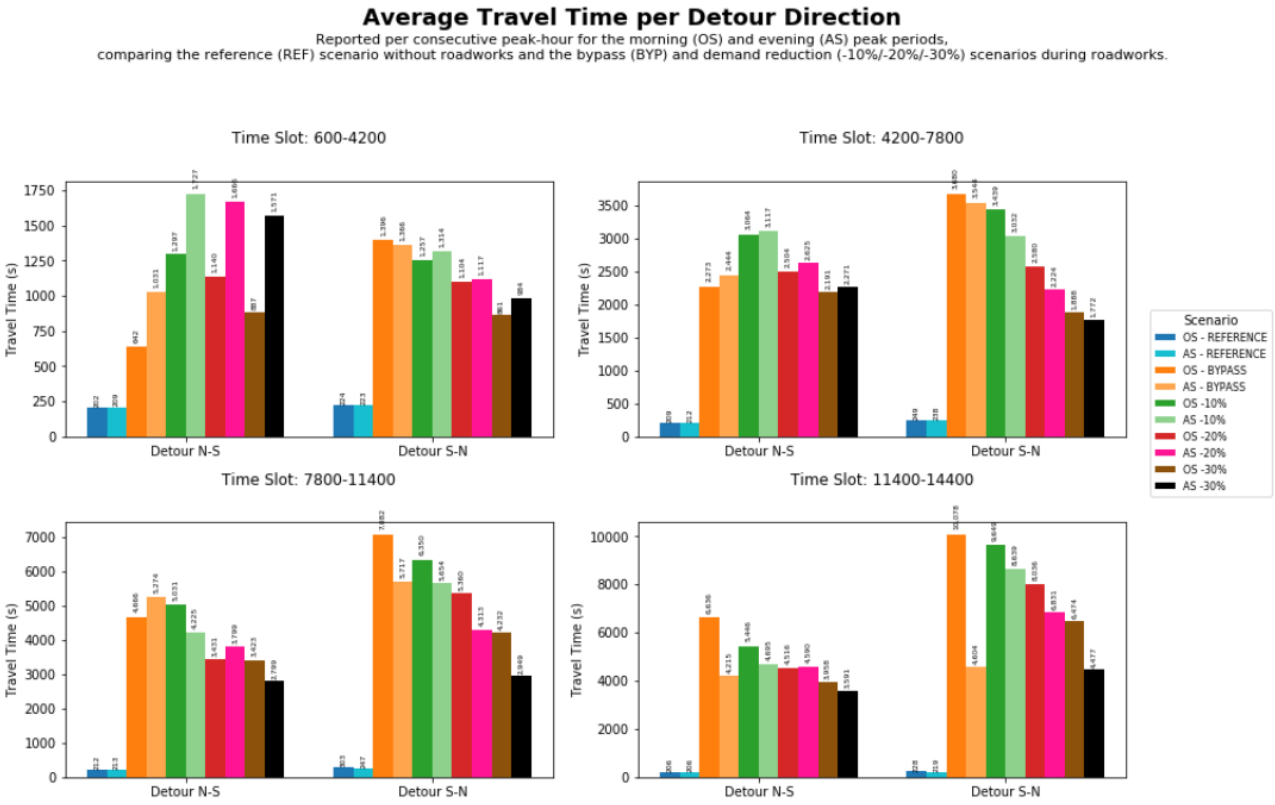


Figure 7.2: Average travel time per detour route direction for all scenarios in seconds

7.3.2. Speed Reduction

Figure 7.3 illustrates the average speeds on the detour corridor under all scenarios. In the reference cases, speeds remain stable at approximately 60 km/h in both directions throughout the peak periods. Once the roundabout is closed for construction however, speeds collapse to single digits quickly for all mitigation scenarios, underscoring the severe impact of the closure on network performance.

Across all mitigation scenarios, speeds deteriorate further as the peak develops: by the second peak-hour, average speeds have already fallen to approximately 5-10 km/h, signaling an emergent gridlock that no single measure fully alleviates.

Comparing the bypass intervention with the demand reduction scenarios reveals that, in the earliest time slot, the bypass achieves marginally higher speeds than a 10% demand cut in the N→S direction, yet both remain far below reference levels. Overall across the entire four-hour period, increasing reductions to 20% and 30% results in speed gains but with small incremental effects: the benefit from 20% to 30% is about as modest as that from 10% to 20%, indicating that for this level of demand management, the network approaches a new congestion regime where further volume cuts no longer translate into meaningful speed improvements.

Notably, in the first time slot both detour directions exhibit relatively higher speeds for the morning scenarios. This reflects initial speed fluctuation resilience in the morning peak, yet these speeds quickly converge in subsequent slots to similarly low values for both morning and evening flows.

Directional patterns reinforce those observed in travel times. In the first slot, southbound (N→S) speeds are slightly lower than northbound (S→N) in general, reflecting an elevated initial congestion in the evening peak movements, which represents homebound traffic in IJsselstein in southbound direction.

These low speed dynamics reinforce the earlier travel-time findings: demand management provides slightly steadier improvements than the bypass alone when considering the full 4-hour peak-period, yet neither approach alone restores free-flow conditions. Moreover, the combination of bypass relief in the early peak-hour-periods in southbound direction and targeted demand cuts could appear as a possible solution to approach acceptable performance levels under full closure.

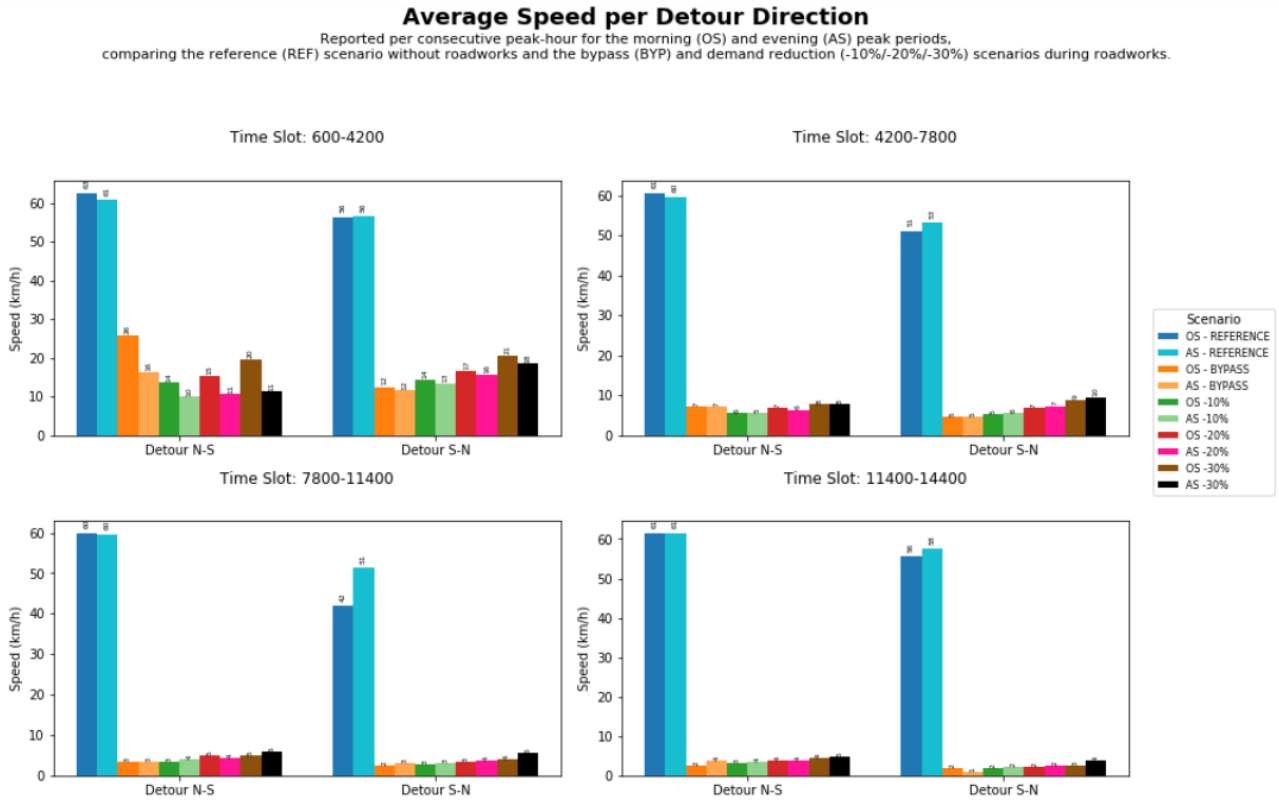


Figure 7.3: Average speed per detour route direction for all scenarios in km/h

7.3.3. Congestion and Queue Analysis

Figure 7.4 shows the average queue length (in vehicles) at each of the ten signalised intersections (K1-K10) and four roundabouts (R1-R4), separately for the main detour spine ("-O") and the feeder legs ("-T").

It can be seen that even in the first peak-hour (600-4.200 s), most network nodes already exhibit substantial queuing. When comparing scenarios, the demand-reduction runs concentrate the longest queues at the northern end of the detour, especially on the Utrechtseweg branches in the detour (K6-O

and K7-O) and at the A2 ramps at K8-T, while the feeder approaches at the northern part of the detour at the Beneluxweg (K5) also already show clearly elevated queues. These patterns indicate immediate spillback from the closed Nelson Mandelaplein into the northern detour corridor. This queuing occurs because those Utrechtseweg segments form the primary downstream links for through-traffic after the closure. These critical junctions therefore absorb the full diverted flow, which results in rapid oversaturation and queue buildup in this area.

On the other hand, under the bypass scenario, queues extend continuously along the entire corridor already in the first peak-hour, which can be seen by the elevated orange and yellow bars on the left side of the chart. Because of the bypass, queues are more evenly distributed rather than concentrated solely at the Utrechtseweg links as just explained with the demand reducing scenarios, because the bypass re-enables the right-turn movement at Nelson Mandelaplein. Therefore, diverted traffic can split onto both the main detour and the bypass, easing pressure on the critical K6-K8 intersections in the beginning of the simulation period. However, this redistribution also generates a bottleneck downstream: the K9 roundabout, serving as the bypass exit, registers a large early peak in queue length, as all bypass traffic rejoins the main corridor there.

The 10% demand-reduction runs (green bars) likewise generate significant queuing at multiple junctions earlier in the network. This underscores how rapidly the closure overwhelms entire network capacity in these scenarios. By the second peak-hour (4.200-7.800 s) for mainly the Bypass and 10% demand reduction scenarios, queues have continued to grow and spread westward and southward along the detour, since the R2-R4 cluster and the K1-K4 cluster on detour on the Baronieweg see dramatic increases, which is in west- and southward direction. Also the more northern junctions, such as the K7 and K8 junction show a very steep queue growth on both spine and feeder legs for these scenarios.

From the third peak-hour onward, nearly every monitored approach in the closure scenarios reaches the 500-vehicle visualization cap or appears to not grow further, causing the queue length charts to appear almost identical across the final hours. This results from two factors: the 500-vehicle cap imposed for visualization, which truncates the actual simulated queue lengths and the onset of gridlock, which restricts additional vehicles from entering the network. Together, these signals provide strong evidence of persistent, network-wide oversaturation.

Across the entire 4-hour peak-period, the 30% demand reduction scenarios (brown and black bars) yield the shortest average queues. The 20% reduction runs (red and pink bars) rank second in performance, with average queues noticeably lower than those under the bypass or 10% reduction cases. This ordering confirms that larger demand cuts deliver greater overall average congestion relief.

Overall, these results confirm that a 10% demand reduction results in a network-wide congestion early in the 4-hour peak period. In the bypass scenario, pressure at the critical Utrechtseweg junction is initially relieved, but it nonetheless generates congestion across the entire detour corridor early in the peak period. Only the most aggressive reductions (20%-30%) succeed in confining queues primarily to the network's key bottlenecks early on, yet no standalone measure restores free-flow conditions. The extensive gridlocks reinforce the dramatic travel-time increases and near-zero speeds observed over the same periods.

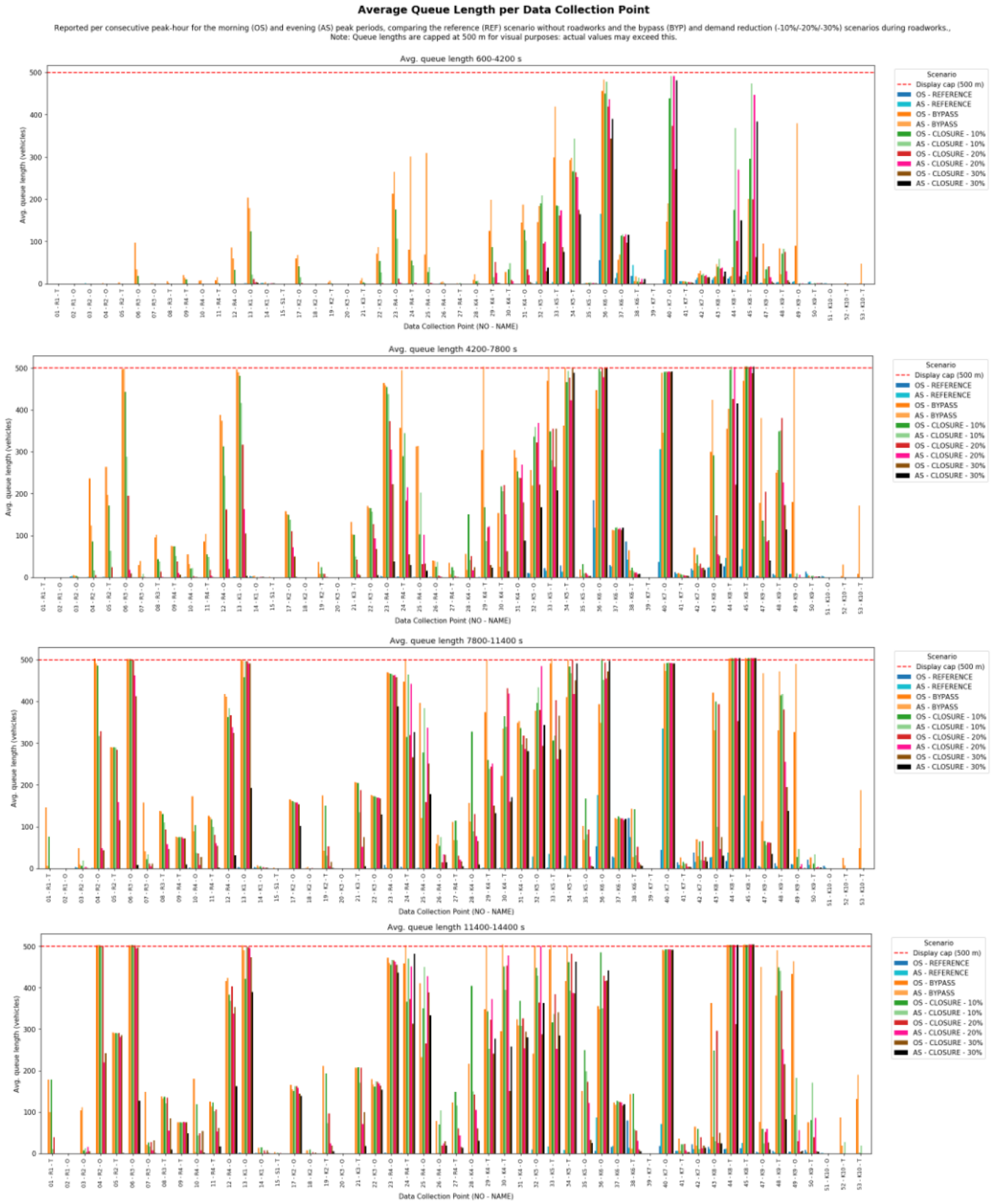


Figure 7.4: Average queue length per intersection and roundabout location per road type for all scenarios in meters

7.4. Conclusion of Results

The results across travel time, speed and queue length KPIs present a coherent and reinforcing picture of network performance under the scheduled Nelson Mandelaplein closure. In all mitigation scenarios, average travel times escalate sharply from peak-hour 1 to 4, approaching 5.000-10.000 s by the end of the four-hour peak (Figure 7.2). Correspondingly, mean corridor speeds collapse to single digits under every scenario run (Figure 7.3), with negligible gains when increasing demand cuts to 20% or 30%. The queue lengths build up almost immediately, saturating the detour spine and feeders by the second hour and reaching the plotting limit of 500-vehicles in second half of the peak period (Figure 7.4).

Overall, the scenarios tend to rank the same across all KPIs, although the exact gaps vary by time slot and travel direction:

1. **30% demand reduction** (brown/black bars) delivers the greatest relative relief: shortest travel times, highest speeds and smallest queues, compared to the other scenarios.
2. **20% demand reduction** (red/pink bars) performs next best, with noticeably better metrics than the bypass or 10% demand cuts.
3. **Bypass and 10% reduction** (orange/yellow vs. green bars) yield the weakest improvements, though the bypass offers slight early peak-hour-period benefit in the southbound direction.

Overall, the network under closure is neither simply “congested” nor “stable”. Instead, it exhibits a clear transition into structural gridlock in the closure scenarios when capacity constraints, signal control limitations and routing inflexibility are inevitably combined. This underscores the importance of dynamic management or supplemental capacity measures for any real-world detour solution. While the behaviour was verified in the simulation, it is important to note that gridlocks in simulation models may persist longer than in reality, where drivers often cooperate to resolve such situations. This highlights the need to interpret such simulation outcomes with caution.

In the demand-reduction scenarios, initial spillback occurs dominantly at the northern end of the detour (the Utrechtseweg branches and A2 on- and off-ramps). By contrast, the bypass scenario initially distributes congestion along the entire detour corridor and therefore temporarily relieves pressure on these critical junctions. However it creates a downstream bottleneck at the south-/western part of the detour in IJsselstein and at the bypass exit. These localized effects are reflected in slightly lower travel times and higher average speeds for the bypass scenario during the first time slot of the evening peak in southbound direction as expected, but this benefit fades quickly and the bypass scenarios perform worse than all the other scenarios by the second peak-hour-period.

Taken together, no single measure restores near-reference performance. Even the most aggressive 30% demand reduction, which is unlikely to be achievable in practice, still yields prohibitively long travel times, low speeds and severe queuing. That such an extreme and practically unachievable scenario still fails to deliver acceptable traffic conditions is particularly alarming. It indicates that solutions must go beyond simple demand cuts and a single bypass solution. Possible other solutions could involve wider-area diversions, construction of additional lanes on the temporary detour and the possibility of adaptive signal control to keep the network functioning under full closure. A detailed assessment of such measures, however, lies beyond the scope of this research.

8

Expert Validation and Reflection

8.1. Introduction

This chapter has two purposes. First, to evaluate whether the microsimulation model and its outcomes are considered realistic and practically useful according to industry experts. It outlines the expert validation approach, followed by the results per thematic KPI. This section concludes with an reflection on the findings. Second, the chapter reflects on the required modelling effort in terms of time, data and expertise. This reflection offers further insight into the practical feasibility of microsimulation in temporary traffic management for future projects.

Expert validation was applied as a complementary method, which is especially valuable when empirical measurement data is lacking (see Chapter 3). By comparing simulation outputs with practitioner experience, the model's credibility in decision-making can be better assessed. The full expert session results are provided in Appendix J. This step is crucial: if outcomes align with professional expectations, the model gains reliability for planning; if not, the feedback highlights improvements to the model or its assumptions, increasing its value for future projects.

8.2. Expert Validation Approach

The expert validation was conducted in a structured group session (see Chapter 2). The aim was to assess the realism and decision-usefulness of the simulation. The discussion followed predefined questions focused on plausibility and practical value. It was emphasized that the experts were not expected to make design decisions, but to provide their experience as a benchmark. The central question was always: do the simulation outcomes match practical expectations and are they useful for decision-making?

The experts emphasized that their assessments were not based on empirical measurement data, which is often lacking for comparable projects, but rather on their accumulated professional experience. As an expert explained after the meeting, their judgement comes from repeatedly observing how traffic behaved during previous large roadwork projects. For example, during the A7 emergency works near Purmerend, Rijkswaterstaat anticipated severe disruption and budgeted heavily for detours. In practice, traffic largely stayed on the A7 and disruption was minimal, as contractors already expected. Additionally, the Heinenoordtunnel works caused major disruption, but in ways that differed from predictions, underlining the unpredictability of traffic responses. A third example is the A12 junction near Nieuwegein, where contractors were highly satisfied with the worksite safety, yet congestion became extreme and the project was therefore widely judged a traffic failure. As this was in the same wider area as the present case, it also shows that IJsselstein residents are likely sensitive to renewed disruption, underscoring the need for careful consideration in this project.

These cases illustrate that while outcomes are inherently unpredictable, experts' long experience enables them to judge whether modelled patterns are plausible, rather than to forecast exact effects. Experts' evaluations draw on decades of accumulated experience, sometimes over 40 years, gained

from repeatedly encountering similar projects. This tested knowledge allows them to judge plausibility despite inherent uncertainties and provides a valuable benchmark for identifying both the strengths and the limits of the model.

8.3. Results

The results were presented during the meeting in three thematic blocks: Travel Time Impacts, Speed Reduction and Congestion and Queue Analysis, to align with the main accessibility issues. Within each KPI, the experts were invited to reflect on whether the magnitude and patterns observed in the simulation outputs corresponded with their real-world experience, to identify potential missing factors and to indicate the decision-making value of each KPI results. This was followed by an overarching reflection on the model's usefulness for decision-making.

8.3.1. Travel Time Impacts

The feedback confirms that, although experts cannot validate the simulated travel time increases directly against previously measured data, they are considered realistic and in line with professional expectations of comparable projects, but only when looking at the first peak-hour. This alignment lends credibility to the model's initial travel time results. The experts emphasised that these outputs can serve as a key driver in deciding whether mitigation measures such as traffic reduction or bypass implementation are worthwhile. They also see clear value in applying these results for both planning and negotiation purposes with municipalities, when balancing accessibility against construction efficiency and costs.

Experts noted that while demand reductions of 10-30% show a roughly linear improvement in flow, achieving 20-30% in practice is unlikely. They stressed, however, that the overall pattern of results, showing a near-linear relation between demand reduction and improved flow does correspond with their expectations, even if the higher reductions are not realistic. These scenarios are best seen as sensitivity tests and negotiation tools rather than precise forecasts.

The experts note that external factors such as weather and incidents and concurrent roadworks may influence actual outcomes in real-life, as these could substantially increase delays. However, several controllable elements can significantly reduce travel time, such as optimising green time allocation at critical intersections and driver guidance through the network.

In this case study, experts note that the existing bypass presents a cost-effective mitigation option in the first peak hours, provided that its use is effectively communicated and managed. However, they emphasize that it also raises safety concerns for both traffic and construction workers and may lead to increased cut-through traffic in residential areas if not properly signposted or if congestion builds up before the bypass access point. If there is insufficient driver guidance toward the bypass, this may lead to increased search and cut-through traffic in nearby residential areas, shifting congestion impacts rather than resolving them.

8.3.2. Speed Reduction

In the speed analysis, the experts likewise noted that network saturation from the second hour limits the realism of outcomes for decision-making. They judged the extremely low simulated speeds (0-2 km/h) in later hours unrealistic, since drivers would in reality reroute via navigation systems rather than remain in walking-pace traffic. This rerouting is only partly captured in the model, which is limited to the IJsselstein area and four shortcuts. While the experts considered this restricted scope reasonable for the study, it inherently reduces the model's ability to reflect wider rerouting options and thus affects the reliability of the speed outputs.

Another contributing factor the experts point out, is the absence of courtesy behaviour, where drivers in practice sometimes yield 'against the rules' to improve flow, for example by allowing vehicles from blocked side roads. In the simulation, strict right-of-way rules mean that once a queue forms, no merging can occur until the main flow clears, further depressing speeds. Additionally, experts note that closure duration also matters. In short-term works, drivers may tolerate severe delays, while in longer-term closures, they would adapt by avoiding the most congested links.

8.3.3. Congestion and Queue Analysis

The experts considered the simulated queue lengths and congestion patterns partly realistic, but generally more extreme than would occur in practice. In reality, drivers would adapt by rerouting, changing travel patterns or avoiding standstill conditions, whereas the model's limited network scope and absence of courtesy yielding amplify congestion effects, as explained before in the speed reduction section. Additionally, experts note that the reported maximum queue length of 500 vehicles in the plots indicates that gridlock conditions are even more severe once this visualization cap is reached. The underlying queue length simulation data (see Appendix I) show that actual queue lengths often exceed this display cap, meaning that the congestion illustrated in the figures is a conservative representation of the true extent.

While the later hours of the peak period in the simulation become unrealistically overloaded, the first- and sometimes second-peak hour still produces plausible results that reveal meaningful scenario differences. The experts stressed that the main value of these early-hour outputs is pinpointing where queues would form first, with the A2 interchange confirmed as the main bottleneck and a priority location for potential measures. They also noted that while the absolute magnitude of simulated queues seemed too extreme, the locations of the bottlenecks and the general build-up pattern did correspond with what they would expect based on their past project experience.

8.4. Reflection of Expert Validation

It becomes clear that beyond the first peak-hour, the results should be treated with caution: they are known to be wrong in terms of realistically representing the magnitude of the roadworks effects, but it remains unknown how wrong. Importantly, the experts emphasised that they themselves could not determine whether real-life outcomes after the first hour would be less severe, equally severe or worse than the simulation indicated, only that the model outcomes in this period were unrealistic. In this sense, the period beyond the first peak hour was considered "unexplored territory," where the model can no longer provide reliable predictions. Even so, within the credible first-hour window the model was regarded as an effective discussion tool with road authorities to explore the impact of the accessibility measures and construction phasing, rather than as a long-term traffic prediction instrument.

Key uncertainties identified include the model's limited geographical scope, which excludes longer-distance diversions and the simplified representation of driver behaviour, particularly route choice under congestion. In practice, drivers are likely to reroute beyond the modelled area, often with the aid of navigation systems, but also in response to communicated guidance such as warnings to avoid specific routes during given days. Moreover, some drivers may adapt by postponing their trip, switching modes or not travelling at all, which are behavioural options that are not represented in the current model. The experts highlighted that certain questions, would require complementary higher-level models that account for mode choice and departure time changes. They therefore suggested expanding the network in future studies to include a wider regional scope, enabling a more realistic representation of diversion patterns and reducing the risk of overestimating congestion once the simulated network reaches capacity. However, given the scope of this research, they agreed that the current network extent was the most appropriate choice, as a significantly larger scope would likely require a different modelling tool than VISSIM.

Additional uncertainty stems from assumptions on traffic signal control, as differences between fixed-time and actuated settings could influence results. It was also recommended to test less extreme scenarios in the future, such as partial lane closures or phased works, to try keep the traffic results within the model's capacity and generate more representative outcomes. However, experts emphasised that such scenarios would require particular attention to maintaining traffic and worker safety on site.

The substantial time and cost involved in developing such a model was also emphasized during the meeting. The expected decision-making benefits must be weighed against the required resources and therefore, this aspect will be elaborated on in the final section of this chapter. Presenting this case study can also raise awareness among clients and road authorities about the time, budget and data requirements involved in a VISSIM analysis, helping to align expectations early in the process.

8.5. Reflection on modelling Effort

This section reflects on the modelling effort itself, as an additional perspective on the applicability of microsimulation for temporary roadworks. While the simulation results demonstrate that microsimulation can provide valuable insights into accessibility impacts and mitigation measures when looking at the first peak-hour, the feasibility of its use in practice also depends on the required time, data availability and expertise. The following subsections provide a more in-depth reflection on each of these aspects.

8.5.1. Time Investment

Developing the microsimulation model required a significant time investment. The full process of collecting data, building the network, calibrating signal timings, defining behavioural parameters and running the simulations extended almost four months. Part of this can be attributed to the fact that this was the first time the modeller engaged with the software and that additional time was spent on learning the tool and navigating data requests. Nevertheless, even if this learning effect is accounted for, the effort would still amount to several weeks of dedicated work. In practice, this implies that a construction company would need a trained modeller who can dedicate substantial time to preparing and maintaining such models for each project.

8.5.2. Data Availability and Preparation

A second major challenge concerned the availability and preparation of data. Essential inputs such as traffic volumes, signal timings and detour configurations were not readily available. In all cases, data had to be requested from multiple stakeholders, leading to delays and uncertainty. Even when the data was available, additional processing and reconstruction were necessary to ensure consistency with the model. This demonstrates that microsimulation is highly dependent on good-quality data and that the practical use of the method will vary depending on how accessible such datasets are in the early stages of a project.

8.5.3. Required Expertise

Microsimulation requires specialized expertise, both in terms of traffic engineering knowledge and technical familiarity with tools such as VISSIM. Setting realistic behavioural parameters and calibrating the model require a level of judgement that cannot be automated. In addition, the migitation scenario results needed to be analysed, which depends strongly on practical experience. This combination of competences is not always readily available within construction firms, meaning that either dedicated training or external support would be necessary. Inevitably, this raises questions of cost: to what extent might project costs escalate if such expertise has to be secured externally and who will bear the expense.

8.5.4. Implications for Practice

The modelling effort demonstrates that microsimulation is a highly demanding and complex task. It requires months of work, specialist expertise in traffic engineering and VISSIM and high-quality data. Even experienced modellers need weeks to build and calibrate a reliable model and such expertise is not always available within contractor firms. For such companies, this implies either investing in in-house specialists or hiring external experts, both of which can significantly increase project costs.

Whether contractors actually apply microsimulation in practice also depends on the contractual setting. If demonstrating traffic performance is part of the tender evaluation, microsimulation can provide a competitive advantage and may even be required. In other cases, when accessibility is not a formal award criterion, contractors are more likely to view microsimulation as a method to assess the severity of accessibility issues and to identify bottleneck locations, while weighing whether the responsibility for accessibility lies with them or with the contracting authority. This context strongly influences whether the significant investment in microsimulation is considered worthwhile.

As a result, microsimulation is considered best reserved for complex, high-value projects where accessibility during roadworks is contractually critical. However even in such cases, it is essential to consider whether the simulations provide sufficiently valuable insights. For less critical projects, simplified or even no modelling approaches may be more appropriate, yet the choice between detailed microsimulation and simpler methods will always remain a difficult trade-off.

9

Conclusion and Discussion

9.1. Introduction

This chapter answers the main research question:

Can microsimulation, supported by expert validation, be used as a suitable and practical tool to analyse and safeguard accessibility impacts during temporary roadworks, given constraints such as time, data availability and expertise?"

The purpose of this thesis was to assess whether microscopic traffic simulation with VISSIM can support decision-making on safeguarding accessibility during temporary roadworks, while accounting for practical constraints such as limited time, data availability and expertise. Using the case study of the Nelson Mandelaplein reconstruction, the research examined how temporary closures affect travel times, vehicle speeds, congestion and overall network performance and how expert validation can enhance the reliability of simulation results. As stated in Section 1.7, this thesis aimed to answer one main research question, which was supported by five sub-questions addressing accessibility challenges, the determination of KPIs as output results of VISSIM, data processing and simulation setup, scenario analysis to gain insight into how disruptions to accessibility can be limited and how experts can be used for validation.

This section formulates answers to the sub-questions and synthesizes the main findings. Section 9.2 answers the main research question, including the practical implications and scientific contributions of this research. Section 9.3 discusses the limitations of the study and Section 9.4 provides recommendations for future research.

9.1.1. Answers to the Sub-questions

Key challenges for accessibility during temporary roadworks

The literature review and expert interviews identified five recurring challenges during roadworks: increased travel times, traffic congestion, speed reductions, insufficient detour capacity and reduced traffic safety. These effects often reinforce each other and escalate rapidly into reduced accessibility of the surrounding areas when network capacity is reached.

Suitable microsimulation outputs as KPIs

The chosen KPIs for this research were average *travel time*, *speed* and *queue length*. Together they capture a concise bundle of accessibility indicators. They are chosen because they can be extracted directly from VISSIM outputs without subjective interpretation and they are identified as the key accessibility challenges identified in the literature review and expert interviews. In oversaturated networks, travel time and speed reveal breakdown onset and severity, while queue length identifies location of the bottlenecks. These KPIs differentiated between scenarios and time periods as expected, providing a robust basis for comparison.

Data and processing steps for an accurate simulation

Obtaining proper data was time- and effort-intensive, requiring extensive processing, validation and cross-checking with practitioners. A credible VISSIM setup required: (i) OD demand by vehicle class in 15-minute bins obtained via TomTom data, scaled with Sweco datasets; (ii) detailed geometry, including relevant intersections and detours; (iii) realistic signal programs reconstructed from guidelines and standard values; (iv) calibrated driver behaviour parameters reflecting Dutch driving; and (v) observed vehicle compositions. This documented pipeline formed the backbone for producing credible, reproducible analyses.

Scenarios explored with microsimulation

Although setting up the microsimulation network required considerable time and effort, once established it allows for the efficient testing of different alternatives. Therefore, five scenarios were evaluated: *full closure* (baseline with 10% demand reduction), *partial access via a bypass* by re-enabling a key right-turn movement and *uniform demand reductions* of an additional 10%, 20% and 30%. These scenarios represent supply-side infrastructural adjustments (bypass) and demand-side interventions (demand reductions). They were chosen in consultation with practitioners to reflect realistic as well as opportunistic 'best-case' mitigation options, allowing assessment of the model performance from initial breakdown to sustained oversaturation.

Expert contribution and validation value

Experts played a key role in evaluating the alternative traffic management scenarios by assessing the plausibility of simulated impacts. Drawing on their years of operational experience with comparable temporary roadwork projects, they judged the early-hour travel time, speed and congestion results to be realistic and decision-useful, as the spatial patterns and magnitudes of impacts align well with practitioners' experience from similar projects. In particular, they confirmed that the model reliably highlights where queues first emerge, when looking at the initial peak-hour. At the same time, they noted that the later-peak-hour outputs become less representative due to network oversaturation, the absence of wider-area or temporal rerouting, modal shifts and the lack of informal "courtesy" yielding behaviour that often mitigates extreme delays in real-world traffic. As a result, the experts considered the model most valuable for exploring relative differences between scenarios, such as the comparative benefits of a bypass versus demand reduction, rather than for producing absolute predictions of network performance during extended oversaturation. Their feedback strengthened the credibility of the model, ensured that scenario comparisons were grounded in practical expertise and clarified the conditions under which the model's outputs can be considered decision-useful.

9.1.2. Synthesis of Main Findings

Across all closure analyses, the detour route reaches saturation quickly as traffic volumes exceed its available capacity. This results in a consistent collapse of network performance, reflected in rapidly increasing travel times, declining speeds and extensive queuing across critical junctions. This is reflected in the KPI results synthesized below:

- **Travel time:** In road closure runs, corridor travel times grow by roughly $40\times$ vs. reference by the final peak-hour, as maxima approach $\sim 10{,}000$ s (bypass scenario) and $\sim 5{,}000$ s (30% demand reduction scenario). The most substantial improvement in travel time was seen in the -30% demand reduction scenario. Yet, even in this case, travel times remained excessively long and did not approach baseline reference levels.
- **Speed:** Average speeds decline from ≈ 60 km/h (reference scenario) to single digits within 1-2 hours in all construction scenarios and approach 0 km/h under oversaturation and gridlock. Minor differences in speed appear in the first hour, such as slightly higher speeds in the bypass and modest relief in the 20-30% demand cuts, but these effects quickly fade and are negligible thereafter.
- **Queues/congestion:** Queues concentrate first at the Utrechtseweg/A2 cluster and then spread rapidly along the Beneluxweg spine and further into the network. Many approaches reach the $\sim$500-vehicle display counter ceiling in hours 3-4, indicating network-wide saturation. The bypass scenario initially redistributes queues across the network, reducing early-peak queue lengths at

the critical Utrechtseweg/A2 corridor, although this effect diminishes as congestion builds in later hours.

- **Overall scenario ranking:** Across KPIs performance ranked as: 30% reduction $> 20\%$ reduction $>$ bypass $\approx 10\%$ reduction, including expert validation feedback. The bypass offered short-lived benefits in the early peak periods for southbound traffic but underperformed afterwards as the network reaches oversaturation.

9.2. Conclusion

Microsimulation, supported by expert validation, can be considered as a suitable and practical tool for early-stage accessibility assessment under temporary roadworks when it is used to (i) diagnose where and when network breakdown begins, (ii) compare the relative impacts of mitigation options and (iii) inform stakeholder dialogue. In this context, suitable refers to the model's ability to realistically represent changes in KPI values, such as travel times, congestion patterns and vehicle speeds and practical refers to its capacity to produce results that practitioners find credible, interpretable and decision-useful, as explained in Chapter 1.7. The synthesis of the results represent that the model delivers valuable insights in the first peak hour of closure scenarios, particularly for identifying critical bottlenecks, ranking scenarios and supporting discussions with decision-makers, but its predictive precision declines once the network enters deep oversaturation, where scope limitations and behavioural simplifications dominate. The experts emphasized that results beyond the first peak hour are clearly unrealistic, though it remains uncertain whether real-life impacts would be less, equal or more severe. This period was therefore seen as "unexplored territory," where the model cannot provide reliable predictions.

Whether such a model is "worth building" depends largely on the balance between cost and time, particularly from a contractors perspective, given that mainly the first peak-hour results are considered reliably useful. As this research has shown, the most critical factors are the considerable time investment, the availability of high-quality data and the specialised expertise required, all of which make practical application challenging. The substantial investment in data collection, model development, calibration and scenario testing is most defensible when those early-hour insights can directly influence construction phasing, justify targeted mitigation measures or strengthen negotiations with road authorities. When the primary requirement is to fully understand the impacts of roadworks on accessibility beyond the first peak hour, the added cost and time required for a detailed microsimulation do not outweigh the benefits. It should be combined with broader-scope modelling to capture network-wide rerouting and demand adaptation effects more efficiently. Addressing such broader-scale questions, however, would require a fundamentally different modelling approach and lies beyond the scope of this study.

At all times, the cost and time required to develop such a research-intensive model should be carefully weighed against the expected decision-making benefits, ensuring that the modelling effort remains proportionate to the value of the insights it provides. This trade-off is inherently project-dependent, as the balance between resource investment and decision-making value will vary with the scale, complexity, available data and resources, the expertise within the team and the strategic importance of the planned works. In general, however, it can be concluded that for contractors, microsimulation is a suitable and practical tool for complex, high-impact projects where accessibility is contractually critical and where sufficient data, time and expertise are available to ensure reliable results.

9.2.1. Practical Implications

For Dura Vermeer and the Province of Utrecht, the results indicate that no single intervention is sufficient to restore acceptable network performance under a full closure. The most effective and feasible strategy seems to be instead to combine moderate demand reduction with targeted operational changes, such as optimising traffic signal timings at key intersections and providing clear, early driver guidance to the bypass and other wider-area detour routes. While this approach could delay the onset of network breakdown and produce more reliable and realistic model outputs, it would significantly expand the scope and the modelling effort and therefore require a separate, dedicated study.

As noted before, the early-peak-hour results should be used as the primary evidence base for prioritising bottleneck relief, particularly at the Utrechtseweg/A2 corridor and the Beneluxweg and for informing phasing decisions, as they represent the most credible and decision-relevant outcomes. Large demand

reductions of 20-30% show improvements in flow, but such reductions are difficult to achieve in practice and should be framed primarily as sensitivity ceilings or negotiation inputs, not as operational targets.

Results from later peak hours are best interpreted as upper-bound stress tests rather than precise forecasts, given the model's scope limitations and the absence of certain adaptive driver behaviours. The analysis should therefore be complemented with a larger network model that can capture regional rerouting, departure time shifts and modal changes. As this requires even greater time and cost investments, the additional decision-making value it provides is difficult to justify, even if it can yield more actionable insights for project planning and stakeholder engagement.

The results suggest that Dura Vermeer and the Province of Utrecht could achieve the greatest benefits for this project by focusing early on a combination of severe demand reduction and the use of the bypass, since these measures showed the most positive effects during the first peak hour. However, safety concerns (which fall outside the scope of this research) and the practical feasibility of achieving substantial demand reductions, for instance through policy or communication measures, need to be carefully considered. At the same time, it is emphasized that the practical implications remain limited, as the model scope was too narrow to capture full network and behavioural dynamics. Therefore, these findings should be interpreted primarily as indicative directions rather than as fully developed operational advice.

9.2.2. Scientific contribution

This study contributes to the academic and practical understanding of microsimulation in temporary roadwork contexts by demonstrating how expert validation can be systematically integrated into the modelling process. From a scientific perspective, the study addresses a recognised gap in current practice: the lack of systematic validation methods for microsimulation models when empirical data is unavailable, particularly in temporary, dynamic work zone conditions. By combining a structured data preparation process, detailed scenario analysis and targeted expert assessment, this research offers a replicable framework for generating decision-relevant insights. The approach demonstrates how microsimulation can be applied not only to test alternative traffic management strategies but also to support stakeholder dialogue in the early planning stages of temporary roadworks.

While developed for the Nelson Mandelaplein, the methodological principles such as the data processing framework, KPI selection and expert validation process are transferable to other temporary roadwork situations in the Netherlands with similar network characteristics, such as urban detour routes with constrained capacity and high peak-hour demand. However some findings, particularly the magnitude of impacts, the relative ranking of scenarios and the exact congestion patterns are shaped by the specific geometry, signal settings and traffic composition of the study area. As such, while the methodological approach remains robust across comparable contexts, the conclusions should be interpreted as indicative rather than universally predictive, underscoring the need for local calibration when applying the framework elsewhere. In doing so, this study not only offers a replicable framework for practice but also lays the groundwork for future research to formalise expert-based validation methods in combination with microsimulation models.

9.3. Limitations of the Research

The study identified several limitations. They are divided into four categories and represented in the sections below.

9.3.1. Model limitations

The VISSIM model developed for this study has several limitations that must be considered when interpreting the results. Its geographical scope is confined to the immediate project area, the main detour route and its main cut-through routes, meaning that regional rerouting effects and wider network interactions are not represented. The model also excludes long-term dynamics, focusing solely on traffic operations within the simulated period without capturing behavioural adjustments that might occur over days or weeks, such as shifts in departure times or travel modes. Furthermore, no mid-trip rerouting is simulated, so vehicles follow their initially assigned routes regardless of up-to-date congestion levels. Driver courtesy behaviour, where main-road drivers occasionally yield to vehicles waiting on side roads during extended queues is also absent, as VISSIM does not provide a dedicated rule for

such interactions, which may lead to overestimation of delays and queue lengths on minor approaches. These simplifications influence the outcomes by potentially overestimating congestion severity in later peak hours and limiting the model's ability to capture adaptive traffic responses observed in real-world conditions.

In addition, the model does not incorporate incident or extreme weather scenarios, meaning that unplanned disturbances such as accidents, vehicle breakdowns or adverse weather are not reflected. Finally, only three vehicle categories are represented: passenger cars, freight vehicles and buses, while other modes including agricultural vehicles, motorcycles and emergency services, are excluded. These simplifications were necessary to ensure model feasibility within the project's time and data constraints. However, they inevitably limit the completeness of the simulated traffic dynamics and therefore the model's ability to capture the full range of adaptive and disruptive traffic responses observed in real-world conditions.

9.3.2. Data limitations

The reliability of the model outputs is influenced by several data-related limitations. First, all traffic demand data is ultimately dependent on the Sweco OD matrices, which served as the basis for scaling the TomTom matrices to represent total traffic volumes. The same Sweco data was also used to derive the proportional split between passenger cars and freight vehicles, as well as to disaggregate hourly TomTom matrices into 15-minute intervals. As a result, any inaccuracies or biases in the Sweco matrices directly propagate into all subsequent demand estimates, including the temporal distribution and vehicle composition in the model.

Second, the signal control data for three signalised intersections was not available from field measurements. These intersections were therefore implemented with fixed-cycle signal control constructed in COCON, following a standard red-amber-green sequence in line with Dutch VRI conventions. No vehicle detectors or adaptive control logic were included and the controllers operated independently. This approach was chosen due to limited data availability and to ensure transparency and reproducibility in the simulation, but it may not fully reflect real-world signal operations.

Finally, no real-time or field measurement data on travel times, vehicle speeds and queue lengths during the actual Nelson Mandelaplein closure was available for calibration or validation purposes. As a result, the model's accuracy relies on the plausibility assessments from experts rather than on direct empirical verification. All data simplifications may influence the results by introducing systematic biases, which can in turn affect the predicted onset, location and severity of congestion in the simulated scenarios.

9.3.3. Validation limitations

The validation process in this study is subject to several limitations. First, the expert validation relied exclusively on traffic specialists from Dura Vermeer. While these experts are assumed to possess substantial practical experience with similar projects, the lack of input from other stakeholders may introduce bias. In addition, the experts' close familiarity with comparable projects could result in a degree of confirmation bias, whereby simulation outputs are more readily accepted when they align with previous experiences.

Second, the validation was qualitative in nature, as no empirical measurement data on traffic volumes, queues or travel times during an actual closure was available for comparison. Consequently, the credibility of the simulation results rests on expert judgement rather than on quantitative error metrics. While this approach does not allow for a statistical assessment of model accuracy, it is appropriate in the context of temporary roadworks where empirical data is often lacking. In this setting, expert validation provides a credible and practically valuable benchmark for assessing plausibility and decision-usefulness of the results.

These validation simplifications mean that expert assessments should not be accepted uncritically, even for early peak-hour outputs where agreement was high, as the absence of quantitative validation leaves room for unnoticed biases. Nevertheless, the strong level of expert agreement provides a convincing indication that the early peak-hour outputs can be regarded as both credible and useful for decision making.

9.3.4. Model Result Reporting Limitations

Several limitations affect the reporting and interpretation of model results. First, queue counters in this study are capped at 500 vehicles for better visual representation of the results, implying that whenever this threshold is reached, the reported figures underestimate the actual queue lengths and the true extent of gridlock. Second, gridlock conditions can produce artefacts in KPI reporting. Once vehicles are unable to progress, average travel times and speeds in the final peak hour collapsed toward zero, while queues appear static rather than continuing to build. In reality, however, traffic would continue to redistribute or progress slowly, meaning that the model tends to overstate the sense of complete standstill once saturation is reached.

Third, the KPIs are aggregated across all vehicles in a measurement interval. As this aggregation reduces noise and masks peaks or variability in individual journeys, it was appropriate given the very high traffic volumes and the focus on network-level accessibility in this study. The aggregated reporting improved readability and allowed for a clearer comparison between scenarios, which was a primary objective of the analysis. In addition, maxima and minima were reviewed, as shown in Appendix I, but they were not explicitly reported in the main text, as they offered limited added value for scenario comparison and would have reduced the clarity and conciseness of the results presentation.

Finally, time-period boundary effects can occur when trips span multiple measurement intervals and in severe oversaturation some vehicles do not reach their destination within the simulation period (non-completion bias), which can disrupt travel time calculations by including only completed trips. These limitations may influence the results by under- or overestimating the severity and timing of congestion, particularly in later simulation periods under deep oversaturation.

9.4. Recommendations for Future Research

Building on the findings and limitations of this study, several areas for future research are recommended. First, the combination of mitigation measures could be explored, for example integrating a partial bypass with moderate demand reduction. Such combinations may deliver more robust improvements than single interventions, but they reflect the complex decision-making environment of real-world traffic management during temporary closures. In the present study, combined strategies were not tested due to time constraints and because the focus was on analysing the effects of individual measures on accessibility, rather than on designing new intervention strategies. Nevertheless, exploring combined approaches remains a promising direction for future research.

Second, the potential of dynamic or adaptive traffic signal control during works should be assessed. The current study implemented fixed-cycle control due to data limitations. However, the implementation of adaptive systems during temporary roadworks, particularly when coordinated across intersections, could delay the onset of congestion and better accommodate fluctuating demand patterns.

Third, future microsimulation studies should incorporate mid-trip rerouting, allowing vehicles to dynamically adapt their routes in response to prevailing congestion. In this study, mid-trip rerouting was deliberately not included, as its implementation would have required calibration of less aggressive driver behaviour parameters. Without such calibration, vehicles rerouted too aggressively, producing unrealistic results in this study. Given the limited timeframe and the study's focus on comparative scenario evaluation rather than behavioural modelling, this additional step was considered beyond scope. Nevertheless, integrating calibrated driver behaviour parameters for mid-trip rerouting could provide a more realistic representation of operations in urban detours and enhance the robustness of the outcomes.

Fourth, real-world monitoring and calibration during actual roadworks would provide valuable empirical data for validation, reducing reliance on expert judgement and strengthening confidence in scenario predictions. In the present study, this was not possible because the Nelson Mandelaplein reconstruction will only take place in 2026, meaning the model could only be used in a predictive capacity. Future projects could use such empirical data not only to validate simulation outputs, but also to benchmark and further formalise expert-based validation frameworks.

Finally and most importantly, expanding the model scope to assess regional network impacts of closures would enable analysis of rerouting effects beyond the current study area, as some drivers may simply avoid IJsselstein altogether and choose longer detours outside the modelled network. Capturing

such behaviour, as well as potential departure time shifts or modal changes (e.g., switching to public transport), would require a fundamentally different modelling setup. In the present study, this broader-scope approach was not implemented due to its complexity and the limited time available, but it could significantly enhance the understanding of wider-area impacts in future work.

Addressing these points will enhance the robustness, broaden the applicability and maximize the decision-making value of microsimulation models for planning and managing accessibility during temporary roadworks.

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A

Expert Interview: Accessibility Challenges During Temporary Roadworks

This appendix provides the full interview, summaries and thematic conclusions of the expert interviews discussed in Chapter 2 of the main text.

A.1. Interview Questions

A.1.1. Introduction

Thank you for taking the time to participate in this interview. My name is Mijntje Holl and I am conducting my graduation research at Dura Vermeer and TU Delft. My research focuses on the role of microsimulation during temporary roadworks and its impact on accessibility. I would like to use your experience to verify whether the main accessibility challenges I identified in the literature are also recognized in practice and whether there are any additional insights you can provide. The interview will take approximately 30 minutes and will consist of open-ended questions to allow for an ongoing conversation. Your answers will be treated confidentially.

A.1.2. Literature Findings

Main Question: In the literature, the following five main problems are identified that affect accessibility of the surrounding areas during temporary roadworks:

A.1.3. Travel Time Increase and Delays

Findings from Literature:

- Direct effect: Due to closures or reduced capacity, the average travel time increases significantly.
- Unreliability: Travel times become less predictable, making it harder for users to plan.
- Secondary effects: Detoured traffic increases the load on surrounding roads, causing network-wide delays.
- Costs: Longer travel times also result in higher user costs (e.g., extra fuel, time loss)

Questions:

- Do you recognize in practice that temporary road closures lead to longer and less predictable travel times?
- Are there factors that particularly influence the increase in travel time, such as the location of the closure, the time of day or the degree of prior communication?

- Do you observe any differences in the impact of road closures between urban and rural areas, for example in terms of available detour options or the level of congestion?

A.1.4. Traffic Congestion

Findings from Literature:

- Congestion on detours: Alternative routes often become overloaded, especially in urban areas with little spare capacity.
- Traffic volume (AADT): The higher the daily traffic, the greater the congestion problems during closures.
- Induced and suppressed traffic: Road users adjust their behaviour (e.g., travelling at different times or avoiding certain routes), but this does not always improve congestion patterns.

Questions:

- To what extent do you recognize that congestion on alternative routes is a major issue during temporary closures?
- Are there types of roads or areas where you more frequently see significant congestion problems arise?
- Do you observe that drivers adjust their travel behaviour (such as departure times or route choice) on their own during roadworks and does this impact congestion patterns?

A.1.5. Speed Reduction

Findings from Literature:

- Automatic speed reduction: Drivers tend to slow down automatically when approaching a construction zone, due to signs, lane narrowing or uncertainty about the situation.
- Disruptions: Lower speeds cause disruptions in traffic flow, especially during peak hours, further deteriorating flow and accessibility.
- Additional delays: Lower speeds not only result in longer trips but also in bottlenecks at intersections and traffic lights.

Questions:

- Do you notice in practice that speed reduction is an important factor in decreasing accessibility during temporary situations?
- - Are measures taken to better regulate speed in work zones, for example by using temporary traffic lights or speed guidance?

A.1.6. Insufficient Detour Capacity

Findings from Literature:

- Limited capacity: Detour routes are often not designed to handle large amounts of traffic, especially in urban areas.
- Risks: Poor or unclear detours increase the risk of delays and traffic accidents.
- Path loyalty: Many drivers continue to follow their usual routes despite closures, causing disruptions by trying to pass through the closed area.

Questions:

- To what extent is the capacity of detour routes a problem in practice?
- Do you notice that road users often have difficulty following suggested detours (for example, due to path loyalty) and are there differences between specific groups of people?
- Are special measures taken to improve the effectiveness of detour routes?

A.1.7. Traffic Safety

Findings from Literature:

- Increased accident risk: Narrowed lanes, changed traffic situations and the presence of materials or personnel increase the risk of accidents.
- Consequences: Danger due to construction work does not only cause accidents but also additional travel time delays and further deterioration of accessibility.
- Driver behaviour changes in work zones (e.g., misjudging traffic gaps) can further increase accident risk.
- Limited effectiveness of measures: Temporary traffic measures such as lights and signs can help but cannot fully guarantee safety.

Questions:

- Do you experience that traffic safety actually worsens in temporary work zones?
- In your opinion, which measures are most effective in maintaining safety in practice?
- Do you observe changes in driver behaviour in construction zones that may increase safety risks?

A.2. Expert Findings

This part of the appendix presents a detailed summary of the expert interviews conducted with five traffic specialists from Dura Vermeer. Each expert was interviewed individually to gather qualitative insights into the five key accessibility challenges identified in the literature: travel time increase and delays, traffic congestion, speed reduction, insufficient detour capacity and traffic safety. For each expert, a thematic summary is provided, structured according to these five topics. This approach ensures consistency across interviews and allows for a clear comparison between theory and practice. The summaries reflect the experts' personal experiences, observations and professional opinions, which serve to validate and enrich the findings of the literature review.

A.2.1. Mattieu Nuijten

Lead Engineer & Traffic Specialist at Dura Vermeer Infra Landelijke Projecten

Travel Time Increase and Delays

Mattieu emphasizes the importance of distinguishing between different terms that are often lumped together, such as accessibility, traffic flow and capacity. For him, accessibility refers to whether properties or buildings directly next to the road can still be reached. For example, if a contractor digs a deep hole and you cannot access a property anymore, that is a true accessibility issue. Traffic flow relates to the impact on moving vehicles, such as when they must slow down or maneuver around construction equipment. This reduces road capacity. If capacity drops too much, drivers are forced to take detours, which automatically leads to extra travel time. A secondary effect arises when the detour route itself does not have sufficient capacity for the additional traffic, which causes even more delay. He explains that this leads to a stack of delays. In general, on main roads, if traffic delays turn into congestion or even a traffic jam, rear-end accidents become more likely. On the other hand, as speeds drop from 100 to 80 or even 50 km/h, accidents within the traffic stream tend to be less severe. Therefore, the safety effect is nuanced.

Traffic Congestion

According to Mattieu, people actively start searching for alternative routes as soon as traffic measures are in place, even if detours are clearly indicated. He recalls seeing this both during events like the Keukenhof and during roadworks. Drivers tend to think, "I've always driven this way," and choose their usual route regardless of the current situation. He gives an example from Hoofddorp, where parallel polder roads were once accessible and used as alternative routes when congestion occurred on the A4. However, as more people diverted through those roads, they became completely clogged. Mattieu also mentions a session at Rijkswaterstaat where planners discussed how to divert traffic from highways like the A1, A2 and A4 to provincial roads in the event of congestion. He questioned the logic of expecting a two-lane provincial road to absorb the flow from a four- or five-lane highway. The conclusion was

simple: it cannot. This highlights how congestion often results from unrealistic assumptions about alternative route capacity.

Speed Reduction

Mattieu explains that it is important to distinguish between motorways without intersections and urban roads with crossings. On motorways, traffic management is generally better organized and congestion refers to real queues. In cities, it is more about general delays and slow progress, where you crawl at 15 km/h and cycling might be faster. He expresses curiosity about the sources of such delays and whether research exists that isolates causes like uncertainty and exploratory behaviour. He refers to old SWOV studies that led to improvements in signage and concludes that if guidelines are followed, situations should be reasonably safe. He also discusses driver types, such as so-called “Sunday drivers,” and how they are modelled in VISSIM using parameters like driver experience and route familiarity. These two factors concern him in using VISSIM to predict traffic behaviour because detoured drivers are unfamiliar with their new routes. In his experience, people need three to ten days to adjust to new traffic conditions, after which traffic patterns stabilize. He recalls an experiment at the A6/A1 junction where this adaptation period was clearly visible, although he notes that this effect is hard to find documented in scientific literature. He suggests that experts at TNO or TU Delft, such as Henk Taale, Isabel Wilmink and Tanja Vonk, might have deeper knowledge on this.

Insufficient Detour Capacity

Mattieu explains that most roads are already operating at 60 to 80 percent of their capacity. If one road is closed and its traffic is redirected to other roads already running at similar capacity levels, the result is overload and gridlock. For instance, if three roads are each at 70 percent capacity and one is closed, the other two would each need to take on an additional 35 percent, exceeding their limits. He uses the A9 and A10 closure as an example where both roads already had three lanes and were fully occupied, making it impossible to absorb additional traffic. Regarding cut-through traffic, Mattieu is clear: it is not allowed. He mentions a recent example at the Nieuwe Meer intersection where taxi drivers removed barriers to drive through restricted areas. He also describes procurement situations where contractors were required to monitor and prevent cut-through traffic, as was the case in North Holland and along the N279 in Brabant. In urban areas, this issue also occurs but is more prevalent in larger cities or where convenient back routes exist. He gives an example between Amsterdam and Uithoorn, where certain roads are explicitly restricted and must be physically closed off.

Traffic Safety

Mattieu states that actual accidents inside the work zone itself are rare. Research from Windesheim shows almost no incidents involving vehicles crashing into work areas. Accidents are more likely to involve workers setting up signs or barriers or traffic controllers managing the situation. Aggression toward traffic controllers is a particularly common issue. He explains that when a lane is narrowed, the speed must be reduced accordingly to maintain safety. There are specific guidelines for what speed limits apply to which lane widths and following these ensures a safe traffic situation. In general, this approach proves effective.

A.2.2. Matthijs Klein

Discipline Lead & Traffic Specialist at Dura Vermeer Infra Landelijke Projecten

Travel Time Increase and Delays

Matthijs explains that minimizing travel time increases starts with finding the right timing for road closures, preferably when traffic volumes are at their lowest. However, a ”perfect” moment is not always available and sometimes closures must occur during busy periods, inevitably leading to longer travel times. These delays may result from reduced capacity or full closures, pushing drivers toward detour routes that are longer and more congested. To limit the impact, authorities can implement advance communication measures urging people to work from home or avoid the area entirely. Additionally, behavioural incentive programmes can be launched such as distributing free train tickets or financially rewarding those who avoid the area using GPS tracking apps. Alternatives like shared mobility and cycling are also promoted. As for the closure location, it should ideally be situated where a detour can handle the redirected traffic. Avoiding situations where vehicles end up on unsuitable rural roads is

key. Still, this isn't always possible as sometimes the nature of the works limits flexibility. In areas with multiple highways, traffic can be diverted via interchanges to relieve pressure on local roads. The optimal approach differs case by case.

Traffic Congestion

Congestion often arises in areas served by a single highway with no viable alternative. In these cases, drivers tend to ignore official detour signs and create their own routes through the local road network. Those familiar with the area may use shortcuts leading to traffic jams and unmanageable situations in places not originally anticipated. It's not feasible to predict every potential bottleneck in advance so during execution, additional interventions may be necessary like closing local roads or discouraging use through traffic-calming measures. In the A7 project near Purmerend, many parallel structures were deliberately closed. Some remaining open roads were modified with interventions like signal disruptions to deliberately slow down traffic. The goal was to discourage use and redirect drivers toward the intended detour routes. This may result in more traffic on the planned detour but it's better to have congestion there on roads designed to handle it than in unexpected places that pose safety risks due to insufficient capacity. The idea is to manage the problem within a predictable framework, avoiding unsafe ad hoc scenarios.

Speed Reduction

Speed limits during roadworks are typically indicated via standard signs, for example 50 or 30 km/h in non-motorway settings and matrix signs on highways. These are the legally approved tools for signaling speed limits. Additional measures like smiley speed indicators are sometimes used, particularly in residential areas though their impact is limited. The recent use of flexible speed cameras, for example on the A7, has shown promising results. When used during roadworks, drivers adhered closely to the posted limits resulting in smoother traffic flow. Uniform speed among drivers proved especially effective, reducing sudden braking and the resulting shockwaves. This homogeneity allowed more vehicles to pass through the area than originally anticipated. Interestingly, reduced speed doesn't always mean lower capacity. At slightly lower speeds, drivers maintain shorter headways allowing greater throughput. The key is consistent speed behaviour across all lanes. It's not the speed reduction itself that causes delays but the lack of uniformity in driver behaviour.

Insufficient Detour Capacity

Limited detour capacity is a recurring issue in large-scale roadworks. Truly trouble-free detours are rare and typically only occur in small-scale projects. In most cases, detours become overwhelmed. Path loyalty, meaning drivers sticking to their usual route, is strongly influenced by navigation apps like Google Maps which favor the fastest over the most appropriate route. Even without local knowledge, most drivers follow what their in-car system recommends, ignoring physical detour signs entirely. When asked, many don't even recall seeing the yellow signs. Their attention is focused solely on their screen.

Efforts are being made to integrate closures more accurately into digital maps by legally removing roads from navigation networks. However, this is complex and requires coordination with specialized service providers of which there are only a few in the Netherlands. Even then, data entry errors still occur. Google, for example, is unlikely to ever promote detours as their mission is to get users from A to B as fast as possible, not to support traffic management strategies. Congestion in unexpected areas due to drivers choosing alternative routes is common. In one extreme case, local residents drove their cars slowly around the block to simulate a traffic jam in Google Maps and stop cars from cutting through their street. Formally, the road authority is responsible for accessibility but in practice, the contractor Dura Vermeer shares responsibility for the mitigation plan. For large projects, additional measures such as widening roads or improving junctions are often implemented in advance to increase detour capacity. These are included as "accessibility" or "mitigation" measures in the project scope. In smaller maintenance projects, such measures are harder to organize due to short duration, budget limitations and rigid contracts.

Traffic Safety

Speed-reduction measures and roadwork setups are all designed according to national guidelines which are based on how quickly road users can process information. In principle, these measures should be clear and consistent across the country. However, older drivers may feel overwhelmed by

the volume of information presented even if the signage is technically sufficient. One particular challenge is lane narrowing, especially when two large vehicles must pass side-by-side. Drivers become hesitant when obstacles are close, making road width and lateral clearance key factors in driver behaviour.

Another issue is widespread non-compliance with posted speed limits, especially on straight, predictable stretches where changes are visible from far away. Even with clear signage, for example 70 or 90 km/h, drivers often continue at 95–100 km/h past work zones. This poses a serious safety threat to both drivers and workers. The problem is systemic and seen nationwide, not just on isolated projects.

At night, physical barriers like cones or small shields offer limited deterrence. While more robust structures like barriers are more effective, they're rarely used for night work due to logistics. Sometimes, even grassy medians are bypassed by drivers who ignore closures and cut through, especially when exits are nearby. So even physical closures aren't always respected.

Matthijs also emphasizes environmental safety. Under the new Environmental Act, contractors are no longer only responsible for safety inside the work zone but also for its surroundings. This means they must consider how displaced traffic affects areas like school zones or pedestrian crossings outside the project limits. Responsibility extends beyond the construction fence and includes where diverted vehicles end up and how they interact with the surrounding environment.

A.2.3. Matthijs de Ruyter

Discipline Lead & Traffic Specialist at Dura Vermeer Infra Landelijke Projecten

Travel Time Increase and Delays

Matthijs de Ruyter shared a personal experience from the past Saturday, when he tried to travel from Weesp to Schiphol. A trip that normally takes 25 minutes ended up taking an hour and 25 minutes due to a full closure of the A9 in both directions. Although the alternative route via the A10 is normally similar in duration, that day it was so congested that he experienced a delay of 50 minutes. In another project in Aalsmeer, they closed the main route through the village and asked road users to take a longer provincial road instead. This was a significantly longer route than usual.

He explained that the location of the closure greatly affects travel time. In rural areas, if a highway is closed, the next alternative highway may be far away, leading to considerable extra travel time. In contrast, in urban areas, a closure might only require detouring one street further. However, this does not always apply. In Amsterdam, for example, the closure of the Rozengracht and Marnixstraat intersection, a major route for cars entering the city, has forced traffic to reroute around the city via the north, resulting in significant travel time increase. So, although rural closures generally lead to higher delays, some inner-city closures can be just as impactful. Ultimately, it is project-specific.

Traffic Congestion

Matthijs described traffic congestion as a more complex issue, mainly because it often occurs outside the physical boundaries of the project. In the Aalsmeer project, despite their efforts to redirect drivers to a provincial road with sufficient capacity, many still chose to drive through the village. This led to significant congestion exactly where they did not want it to occur.

When asked whether Dura Vermeer implements mitigation measures, Matthijs explained that it often comes down to signage and informing road users. There are official guidelines they follow and although the road authority has the final say on what signage is installed, Dura Vermeer does actively contribute to the decision-making process.

Speed Reduction

Matthijs explained that speed differences are one of the main causes of congestion. In the urban projects he worked on, speed is often reduced from 50 to 30 kilometers per hour over short distances. However, in practice, drivers often ignore these limits and continue driving at 40 km/h or faster. Because the speed-restricted zones are short, the loss of travel time is limited.

He acknowledged that on larger projects, like those managed by Maurice, a single speed reduction could easily cause more significant a delay. In the smaller, urban projects Matthijs worked on, speed

reductions have a more symbolic function, aiming to improve safety for workers and road users. Still, ensuring that drivers actually reduce speed remains a challenge.

Insufficient Detour Capacity

Path loyalty, according to Matthijs, is a major issue in the centre of Amsterdam. It is already difficult for road users,both drivers and cyclists, to navigate the city, given the number of things they need to pay attention to. On top of that, they are now expected to follow detour routes that are often unclear or difficult to understand. Even though he knows Amsterdam well, Matthijs often encounters detour signs that make little sense to him.

He emphasized that the responsibility for clear signage lies primarily with the road authority, but Dura Vermeer still feels a responsibility to contribute. This includes the clarity of text on signs, the placement of signs and even supporting cyclists with markings on the road, such as arrows. Still, in general, following detours in the city remains a major challenge.

Traffic Safety

Matthijs noted that the choice between physical measures and tools like traffic lights or traffic controllers depends heavily on the location. Traffic controllers are seen as a last resort. According to regulations, they always try to solve things with physical measures first. Traffic controllers are only deployed if absolutely necessary and only when a safe working environment can be guaranteed.

He explained that the clearer a traffic situation is organized, the safer it becomes. For example, narrowing a lane can effectively slow drivers down, as the visual impression of a narrow passage naturally makes people more cautious. His experience confirms that lower speeds generally increase traffic safety, which aligns with what is usually found in the literature. Still, measuring this effect directly on a project level is difficult.

Some locations, he added, may feel less safe even if they are physically wide and open. A broad, quiet road shared with cyclists can feel very unsafe if drivers tend to speed. Conversely, narrow streets tend to feel safer because the reduced space encourages lower speeds. Again, safety perception is highly location-specific and hard to quantify.

A.2.4. Maurice Leenen

Engineer 1 & Traffic Specialist at Dura Vermeer Infra Landelijke Projecten

Travel Time Increase and Delays

Maurice notes that delays heavily depend on the location of the closure. Especially in crucial locations such as bridges with few alternatives, like in Haarlem closures have a major impact. In less strategic areas, the impact tends to be smaller. Timing is also essential: closures during the weekend have a different effect than those during the week due to a completely different traffic composition. Weekday traffic mainly consists of trucks, business travelers and commuters with set routines. Weekend traffic is usually less experienced, made up of day-trippers or family visitors, leading to more sluggishness and delay. He gives an example of Ring Noord in Amsterdam, where the same traffic volume caused three times more delay on a weekend compared to a weekday rush hour, purely due to different driving behaviour. Weekend drivers keep more distance, accelerate more slowly and drive more cautiously, causing congestion and incidents. Sometimes things run smoothly, but when they don't, everything seems to go wrong: long delays and many accidents.

Traffic Congestion

Congestion problems are highly location-specific and difficult to generalize. In areas like Amsterdam Nieuw-West, where many short car trips occur, the ring road functions almost like a residential access road. This leads to a lot of local cut-through traffic on underlying networks during closures. In other parts of the network, such as Ring Noord, the traffic is more through-bound and less inclined to detour. Maurice emphasizes the importance of informing road users in advance, for example through push notifications or ads about upcoming closures. During the closure itself, updates in navigation systems are crucial to prevent unwanted cut-through traffic. Traditional methods like roadside signs are often ignored after being seen once. Digital navigation systems have a greater influence on actual driver behaviour: if a route is already updated at the moment of departure, drivers are more likely to follow it.

Speed Reduction

The experience level of drivers significantly affects how speed is adjusted during closures. Weekday drivers are more accustomed to roadworks and adapt more easily. On weekends, sudden changes like lane reductions often lead to panic, even when the physical setup is mild (arrow trucks, cones, red X signs). Drivers drastically lower their speed, reducing capacity and creating queues. After passing the bottleneck, they often accelerate sharply, ignoring signs or ongoing roadworks. In urban areas, physical speed-reducing measures are often necessary, as signs alone are ineffective. Measures like narrowing lanes or placing equipment very close to the driving lane are sometimes needed to enforce lower speeds. It's a balancing act between safety, traffic flow and workspace. Enforcement is difficult: speed cameras are hard to deploy because it must be proven that roadworks and therefore a lower speed limit were actually active at the time. Especially at night, taxis often drive faster than the speed limit, causing dangerous situations. This is why full closures are now more commonly chosen instead of allowing traffic to pass by a work zone, despite the logistical complexity.

Insufficient Detour Capacity

In urban areas, drivers often do not follow official detour routes. Many use navigation apps like Google Maps, Waze or Flitsmeister, which route them differently than intended. Major highways are well-integrated in navigation systems, but smaller inner-city projects are often not, even though their impact can be significant. As a result, drivers avoid the planned detour, leading to capacity issues, safety risks and unwanted traffic in residential areas or near schools. A commonly applied measure to keep traffic on the main network is the closure of upstream junctions earlier than strictly required. This discourages drivers from forming their own alternative routes, which is generally considered undesirable in traffic management. The goal is to guide drivers over high-quality, equivalent detours. While some level of cut-through traffic is inevitable, it often causes more problems and danger than it solves.

Traffic Safety

Closures often lead to an increase in accidents, especially during weekends when less experienced drivers are on the road. Disruptions to routine, unfamiliar routes and increased pressure result in more rear-end collisions. During weekend works, extra recovery vehicles are typically deployed in advance to respond quickly. Weekend drivers often have less road awareness, which contributes to higher risks. Accidents not only cause danger but also increase delays. Temporary traffic measures like lights and signs are sometimes ignored, further reducing safety, especially in areas where traffic is not supposed to be. Maurice adresses that there are also distinctions in regions. In urban areas like the Randstad, road rules are more frequently ignored than in rural areas, where people tend to respect traffic measures more. Maurice shares examples of taxis pushing aside barricades or driving through red cross signs, especially at night. This leads to damage and unsafe situations. Sometimes earlier closures are used to discourage this behaviour. For cyclists and pedestrians, safe detour planning is especially challenging in urban areas due to limited space and network restrictions. Local traffic with route knowledge often cuts through neighborhoods, mixing dangerously with vulnerable road users.

A.2.5. Jan Loopik

Engineer 3 & Traffic Specialist at Dura Vermeer Infra Landelijke Projecten

Travel Time Increase and Delays

Jan Loopik highlights the issue of increased travel time with a clear example, the A2 closure near Nieuwegein. He explains that this case illustrates how a well-prepared scenario can quickly fall apart when plans change. The closure between Oudenrijn and Vianen was supported by a solid detour structure using the A12 and A27. Additional lanes had been added on emergency shoulders and a communication campaign had been rolled out. However, when the contractor decided to move the closure forward by one day, many road users remained unaware. Navigation systems continued directing traffic through Nieuwegein, which led to gridlock. Access to the A2 was blocked and traffic had to divert to the A27, which itself became congested. As a result, pressure shifted to the underlying road network, leading to widespread traffic chaos. Even the Antonius Hospital in Nieuwegein became unreachable. Jan stresses that not just location, but also timing and the quality of communication are crucial factors in limiting delays.

Traffic Congestion

Jan also strongly recognizes the problem of traffic congestion, again referencing the Nieuwegein case. He notes that closures are usually entered into management systems such as MELVIN, which communicate with navigation systems. In practice, however, these links do not always function properly. Navigation systems sometimes continue suggesting closed routes or ignore official detour paths. This creates confusion, leading drivers to make their own decisions and divert through local roads, quickly causing a breakdown in traffic control. Jan explains that this behaviour stems from people's trust in their own knowledge or navigation tools rather than the official yellow signs. Once congestion builds up even on the intended detours, people start making ad hoc choices, resulting in complete disarray. He even admits that he has sometimes ignored official instructions, thinking he knew better, only to run into a closure he hadn't anticipated.

Speed Reduction

Jan points out that there is a big gap between theory and practice when it comes to speed reduction during roadworks. Even though signs and matrix boards indicate reduced speed limits, drivers often do not comply if the road layout still feels spacious and safe. While the Public Prosecution Service has purchased speed cameras for construction zones, their deployment is complex due to calibration requirements. These are rarely used for short closures. Nevertheless, they have been effective in some locations, such as on the A7. Speed reduction can actually improve traffic flow, Jan explains, as it narrows the speed differences between vehicles and prevents shockwave effects. Narrowing the lanes is also effective, as it psychologically encourages drivers to slow down. He also highlights problematic behaviours like ignoring red crosses, aggressive merging and tailgating, which lead to frustration and chain reactions of braking and delay. Capacity loss due to lane closures is unavoidable, but driver behaviour has a major impact as well.

Insufficient Detour Capacity

Jan emphasizes that designing a good detour is much more difficult than planning a closure. The chosen route must offer sufficient capacity, safety and alignment with origins and destinations. A major challenge lies in creating understandable messages on the yellow signs. There is limited space for text and road users often do not recognize local place names, especially if they are unfamiliar with the area. Generic signs like "Den Bosch via Gorinchem" may be meaningless to many. He stresses that clear, universally understood language is critical, such as "Utrecht Centrum via C". He also discusses how navigation systems often suggest their own routes, sending drivers through residential streets or low-traffic neighborhoods. This leads to overburdened local roads and dangerous situations, especially when drivers choose convenience over consideration for the area. Even if the official detour has enough capacity, this behaviour can overload the entire network. Jan notes that once users experience an unofficial shortcut that works, they are likely to use it again, regardless of the impact on the community.

Traffic Safety

On the topic of safety, Jan starts by emphasizing the importance of early and effective communication. Standard announcement signs, often placed two weeks in advance with a closure date, are easily overlooked or forgotten. In Haarlem, they had success using a large digital sign that counted down the last three days before the closure. This strategy helped people remember and adjust their plans. Residents were also directly informed about alternative routes, which improved local understanding. Jan also points out a trade-off: improving safety in one location can create new risks elsewhere. He warns against relying on traffic controllers for safety, describing their role as one of the most dangerous in the industry. These positions are often filled by individuals from social work programmes, which adds complexity. He argues that physical barriers are far more effective at reducing risk.

To illustrate this, Jan refers to the Fine & Kinney method, which distinguishes between danger and risk. A passing car is a danger due to its speed and weight, but the risk becomes negligible if proper shielding, such as a concrete barrier, is in place. This logic also applies to detour routes, where safety must be part of the planning. When closing a highway, traffic should not be redirected through 30 km/h zones or past schools in residential areas. For Jan, accessibility and safety are closely linked and must be adressed together in every project.

A.3. Conclusion

A.3.1. Travel Time Increase and Delays

All five experts acknowledge that temporary road closures almost inevitably result in increased travel times and reduced predictability for road users. A key factor influencing the severity of delays is the location of the closure. Closures on strategic routes or major arterial roads typically lead to significant disruptions while those in less critical or better-connected areas have a more limited impact. The timing of the closure also plays an essential role. Several experts, including Maurice and Matthijs de Ruyter, noted that weekend traffic, often composed of less experienced drivers, tends to respond less efficiently to changes in road layout resulting in greater delays compared to weekday traffic.

Another recurring theme is the importance of effective communication. Both Jan Loopik and Matthijs Klein described situations where a lack of timely or clear communication led to major disruptions including the temporary inaccessibility of critical destinations such as hospitals. Several respondents emphasized that delays can be mitigated through advance planning and communication such as encouraging remote work, distributing travel alternatives or offering behavioural incentives to reduce car use during critical periods.

A.3.2. Traffic Congestion

All five experts confirm that traffic congestion is a common and often critical issue during temporary roadworks, particularly on alternative routes that were not originally designed to handle high volumes. A key observation is that congestion often occurs outside the planned detour routes, as drivers frequently rely on navigation systems or local knowledge rather than official signage. This behaviour leads to unpredictable traffic patterns and pressure on the underlying road network, especially in residential areas and near schools, as described by Maurice, Jan and Matthijs de Ruyter.

Experts like Matthijs Klein and Mattieu Nuijten stress that prevention of local congestion is not always feasible in the planning phase. As a result, on-the-fly traffic management interventions such as closing smaller roads or adjusting signals may be necessary during execution. They emphasize the importance of containing congestion within predictable corridors by discouraging traffic from using informal shortcuts.

Another common thread is that driver behaviour significantly affects congestion patterns. As Jan Loopik noted, even well-communicated detour plans can be undermined when drivers deviate based on habit or perceived efficiency.

A.3.3. Speed Reduction

All experts agree that reduced speeds in and around work zones are a frequent and significant factor in the overall accessibility impact of temporary roadworks. However, they emphasize that it is not the speed reduction itself, but rather the inconsistency in driver behaviour that leads to problems such as traffic flow disruptions and capacity loss. Matthijs Klein highlights that when drivers maintain uniform speeds, even at lower limits, traffic flow can actually improve. The real issue arises from sudden braking and erratic acceleration, especially when some drivers comply with speed limits and others do not.

Maurice and Jan point out that driver experience plays a major role. During weekends, for example, less experienced drivers often reduce their speed excessively when approaching work zones, which leads to shockwave effects and congestion. In urban settings, experts agree that visual cues such as narrowed lanes or nearby equipment are more effective in encouraging speed reduction than signs alone. Still, enforcing lower speeds remains a challenge, particularly during night works or in areas where physical enforcement is difficult. Flexible or temporary speed cameras have shown promise in increasing compliance but are not always feasible due to technical and legal constraints.

A.3.4. Insufficient Detour Capacity

All experts agree that insufficient capacity on detour routes is one of the most persistent and complex challenges during temporary roadworks. Especially in urban areas, detour routes are often not designed to accommodate high volumes of redirected traffic, leading to congestion, unsafe conditions and frustration among road users. Several experts, including Maurice and Matthijs de Ruyter, highlight that path loyalty plays a major role in this issue.

The use of digital navigation systems is repeatedly cited as a factor that undermines traffic management strategies. Matthijs Klein and Jan Loopik explain that most drivers follow real-time GPS recommendations rather than official signage, which often leads to cut-through traffic in residential areas. Efforts to coordinate road closures with digital mapping services are ongoing but remain technically and logistically challenging.

Experts emphasize that detour routes must be not only available but also credible in the eyes of the road user. Poorly marked or unclear signs can result in drivers missing or deliberately avoiding the intended route. Maurice and Mattieu Nuijten describe measures such as closing upstream junctions to prevent drivers from bypassing official routes, while Matthijs de Ruyter stresses the importance of clear, intuitive signage and even physical markings on the road.

In rural regions, capacity issues arise from the lack of viable alternatives altogether. Mattieu Nuijten illustrates this by explaining that even small increases in diverted traffic can overwhelm roads already operating at high capacity. In such cases, gridlock becomes inevitable if mitigation measures are not implemented in advance. Mattieu Nuijten also highlights that many roads already operate at 60 to 80 percent of their capacity, meaning that even a small increase in traffic due to a detour can quickly lead to overload and network-wide congestion.

A.3.5. Traffic Safety

All five experts agree that traffic safety tends to deteriorate during temporary roadworks, though the nature and location of safety risks vary. A central theme is that driver behaviour is unpredictable in unfamiliar or rapidly changing situations. Maurice, Jan and Matthijs de Ruyter all point out that especially during weekends or in urban areas, drivers often misjudge situations, ignore signage or even physically bypass closures, leading to unsafe conditions for both workers and other road users.

Several experts stress the limitations of temporary traffic measures, such as warning signs and temporary lights, which are often ignored or misunderstood. As Jan Loopik and Mattieu Nuijten highlight, physical measures such as narrowing lanes or installing concrete barriers are far more effective in protecting work zones and deterring risky behaviour. Relying on traffic controllers, on the other hand, is seen as both dangerous and ineffective and should only be used as a last resort.

The relationship between speed and safety is nuanced. While reduced speeds generally lead to less severe accidents, as Mattieu explains, the transition zones, where traffic slows down or speeds up again, can become hazardous due to driver responses. Matthijs Klein observed that uniform speed behaviour contributes more to safety than the absolute speed limit itself.

Another key insight is that safety risks often extend beyond the immediate work zone. Displaced traffic can end up in vulnerable environments, such as school zones or residential neighborhoods. This broader impact is increasingly being recognized under environmental and safety regulations, as noted by Mattieu Nuijten. Consequently, responsibility for safety is expanding to include the full detour network and surrounding areas.

B

Microsimulation for Analyzing Accessibility

This appendix provides detailed applications of microsimulation for addressing the key accessibility challenges during temporary roadworks, as briefly summarized in Chapter 3, '3.3.4. Microsimulation for Analyzing Accessibility During Temporary Roadworks'. Microsimulations can help predict delays, traffic congestion, speed reductions, insufficient detour capacity and traffic safety issues by simulating detailed traffic behaviour and dynamically modelling traffic conditions. The following sections explore how microsimulation contributes to addressing each of these challenges. The findings, including their sources, are summarized in Table 3.4.

B.0.1. Travel Time Increase and Delays

Microsimulation models play an important role in predicting travel-time increases and delays during temporary roadworks. As described by Oh et al. [54], these models simulate traffic conditions across the network based on real-time data, which allows accurate estimations of future travel times. By modelling the physical mechanisms of traffic flow instead of relying solely on historical patterns, microsimulations can anticipate where and when significant delays are likely to occur. This adaptability is considered beneficial for real-time traffic management applications and can support planning activities during temporary roadworks. Similarly, Astarita et al. [4] demonstrate that a well-calibrated microsimulation model can accurately predict user delays by modelling individual vehicle behaviour during highway reconstruction works, providing more realistic delay estimates than traditional macroscopic methods. In addition, Golshan Khavas [29] show that microsimulations can effectively model variations in travel times by incorporating different demand and supply conditions, such as weather impacts and incidents. This allows for a more detailed prediction of both average delays and day-to-day travel time variability. In conclusion, microsimulation models can be a valuable tool in predicting travel time reliability during temporary construction activities and therefore support more informed traffic management planning.

B.0.2. Traffic Congestion

Microsimulation models are also highly effective in analyzing and predicting traffic congestion during temporary roadworks. According to Oh et al. [54], they simulate how traffic density, flow and speed evolve across the network under various conditions, which makes it possible to replicate congestion patterns around disruptions. These models capture detailed traffic behaviour, such as the formation of queues and the propagation of congestion onto adjacent links. By providing insights into where bottlenecks are likely to occur and how severe the congestion will be, microsimulations support the design of more efficient traffic management strategies. In addition, Astarita et al. [4] show that calibrated microsimulation models can realistically simulate traffic behaviour at work zones, including the development of queues and congestion. As noted by Oh et al. [54], this enables planners to evaluate measures such as dynamic speed limits and ramp metering to reduce congestion and maintain accessibility during construction activities. Similarly, Cárdenas, Valencia, and Montt [11] demonstrate that microsimulation

models can be used to evaluate congestion reduction strategies, such as the implementation of shorter bus lanes, traffic light optimisation and carpooling incentives. Their study showed that applying these measures in a congested urban corridor led to a significant decrease in queue lengths, travel times and vehicle emissions. This indicates that microsimulation models are not only effective in predicting where congestion is likely to occur, but also in evaluating the effectiveness of targeted mitigation strategies. In addition, the microsimulation model of Jing et al. [40] enables the modelling of individual behaviour of vehicles and travelers, allowing realistic congestion formation and travel time delays to be captured. By simulating both passenger and freight transportation at the agent level, the model can represent fine interactions between vehicles and traffic flows, which is essential for understanding congestion dynamics. The model was applied to evaluate various congestion pricing schemes and was able to accurately predict how these measures reduce congestion and impact travel times. In conclusion, microsimulation models can offer valuable means to predict congestion patterns and therefore evaluate targeted strategies to improve traffic flow during temporary construction activities.

B.0.3. Speed Reduction

Temporary work zones often lead to significant speed reductions due to narrowed lanes, lane closures, the merging of traffic streams and the change in driver behaviour, as explained in Section 3.2. As shown by Astarita et al. [4], microsimulation models can accurately simulate these measured speed reductions by incorporating real-world speed data collected within work zones. Their model, calibrated with experimental measurements, accurately reproduces observed variations in vehicle speeds and simulates deceleration and acceleration behaviour around bottlenecks. This enables a realistic analysis of speed impacts during temporary roadworks and supports the evaluation of mitigation strategies. Furthermore, Golshan Khavas [29] demonstrate that microsimulations can realistically model speed reductions by adjusting traffic flow parameters based on external conditions like bad weather or surface issues, leading to a better representation of driving behaviour during temporary disruptions. This demonstrates that microsimulation models are effective in realistically capturing speed reductions during temporary disruptions, making them valuable tools for evaluating and improving traffic flow in work zones.

B.0.4. Insufficient Detour Capacity

Temporary roadworks can lead to insufficient detour capacity when the alternative routes cannot accommodate the diverted traffic volumes, resulting in additional congestion and travel delays. Microsimulation models provide an effective tool to assess whether detour routes are able to handle these increased traffic loads. Although detour capacity is not a directly measurable output in simulation software like VISSIM, it can be evaluated indirectly through performance indicators such as queue lengths, travel times, congestion levels and speed reductions. These indicators reflect how well the network absorbs diverted traffic and where operational limits may be exceeded.

As shown by Adnan et al. [1], an integrated agent-based microsimulation framework was used to evaluate the effects of car access restrictions in the cities of Hasselt and Bologna. The simulations accurately captured how traffic redistributed itself when major roads were closed, revealing increased congestion on surrounding routes and longer travel times. In Hasselt, for instance, travel times increased by 9% due to drivers taking longer detours, while in Bologna a 13% increase was observed. These results demonstrate that microsimulation can provide valuable insights into the effective capacity of detour routes during temporary road closures, but only by analysing other directly measurable variables such as travel time and congestion.

B.0.5. Traffic Safety

Microsimulation models have also proven to be valuable tools for predicting and analyzing traffic safety conditions. As demonstrated by Astarita et al. [3], well-calibrated microsimulation models can realistically simulate traffic behaviour and estimate key safety performance indicators, such as Deceleration Rate to Avoid a Crash (DRAC) and Time to Collision (TTC). Their study showed that by replicating individual vehicle interactions in real time, microsimulation enables the identification of potentially unsafe scenarios, even in the absence of crash data. Similarly, Fan et al. [25] applied VISSIM combined with the Surrogate Safety Assessment Model (SSAM) to assess traffic safety at freeway merge areas. After a two-stage calibration process, their results indicated a strong correlation between simulated

traffic conflicts and field-observed conflicts, confirming that VISSIM can reliably predict safety risks when properly calibrated. The study showed that the Mean Absolute Percentage Error (MAPE) for total conflicts was reduced from 78.1% to 33.4%, illustrating the effectiveness of microsimulation for safety evaluation. Moreover, Habtemichael and Santos [32] also combined VISSIM with the SSAM. They emphasized that sensitivity analyses of VISSIM driver behaviour parameters are crucial to ensure realistic safety outcomes. Variations in parameters such as headway time and safety distance can have a significant impact on simulated traffic conflicts and should therefore be carefully calibrated to maximize the predictive value of microsimulation models in safety studies. Overall, these findings underline that when properly calibrated and validated, microsimulation models can accurately predict traffic safety conditions which makes it a powerful tool for evaluating and improving safety.

B.0.6. Conclusion

This appendix has explored how microsimulation models can effectively address key accessibility challenges during temporary roadworks, such as travel time increases, traffic congestion, speed reductions, insufficient detour capacity and traffic safety. By providing dynamic and detailed insights into traffic behaviour, microsimulations allow for more informed planning and traffic management strategies. They offer significant advantages over traditional methods by accurately modelling real-world conditions, predicting delays and evaluating mitigation strategies. As demonstrated in the detailed examples, microsimulation tools like VISSIM are powerful resources for understanding and improving traffic flow during construction activities. These capabilities make microsimulation an essential tool for enhancing accessibility in temporary roadwork scenarios.

C

Comparative Overview of Traffic Simulator Models

The following tables, based on the comparative analysis by Saidallah, Fergougui, and Elalaoui [60], provide an overview of different traffic simulators, their characteristics and functionalities. Figure C.1 presents a comparative table highlighting model type, category, visualization, infrastructure flexibility and support for vehicles and pedestrians, among others. Figure C.2 provides the legend explaining the criteria and abbreviations used in the comparison. These tables support the discussion in Chapter 3 on the selection of VISSIM as the most suitable microsimulation tool.

Simulators	Model			Category		System		Visualization		Infrastructure						Vehicles and pedestrians					Scope Area			Detectors		GIS		
										Difficulty			*Flexibility*															
	I	*E*	*A*	*O*	*C*	*D*	*C*	*2D*	*3D*	*E*	*M*	*D*	*F*	*L*	*VL*	*T*	*D*	*R*	*E*	*O*	*I*	*R*	*O*	*WD*	*WL*	*Y*	*P*	*N*
AIMSUN	√	√	√		√		√	√	√			√	√					√	√	√		√	√	√	√	√		
ARCHISIM	√				√	√		√				√			√						√			√				√
CORSIM	√				√	√		√	√						√			√	√		√	√		√				√
MATSim	√			√			√	√						√							√	√		√		√		
MITSIMLab	√			√				√						√							√			√				√
Paramics	√				√	√		√	√				√					√	√	√	√	√		√	√			
SimTraffic	√				√			√	√	√				√				√	√		√	√		√				√
SUMO	√			√			√	√				√			√						√	√		√				
TRANSIMS	√	√		√		√		√							√							√	√	√				
TransModeler	√	√	√		√			√	√					√					√			√	√	√		√		
VISSIM	√				√		√	√	√	√			√					√	√	√	√	√		√	√	√		

Figure C.1: Comparative table of traffic simulators, obtained from research of Saidallah, Fergougui, and Elalaoui [60].

Criteria		Abbreviation	Signification
Model		I E A	Microscopic Mesoscopic Macroscopic
Category		O C	Open-source Commercial
System		D C	Discrete Continuous
Visualization		2D 3D	Two-dimensional Three-dimensional
Infra-structure	*Difficulty*	E M D	Easy Medium Difficult
	Flexibility	F L VL	Flexible Limited Very Limited
Vehicles and pedestrians		T D R E O	Type Dimension Priority Pedestrian Other vehicles (Bus and Tram)
Scope Area		I R O	City Region Country
Detectors		WD WL	Wired sensor Wireless sensor
GIS		Y P N	Yes Partially No

Figure C.2: Legend.

D

Traffic Load on the N210

This appendix presents an analysis of traffic volumes and average speeds on the N210, based on loop detector data from Rijkswaterstaat. The data are derived from the report “Mobiliteitsplan – Spoor 1: Bedrijvenpark De Kroon” by Arcadis Nederland B.V., commissioned by Van Wijk Ontwikkeling [33]. The original report includes measurements for both the N210 and A2, but this appendix focuses exclusively on Location 1 (southbound) and Location 2 (northbound) on the N210.

The measurements reflect average hourly intensities (vehicles/hour) and average speeds (km/h) on weekdays in November 2018, a month known for typical high traffic volumes and no school holidays. The geographical positions of the measurement points are shown in Figure D.1, while the corresponding traffic data is presented in Figure D.2.

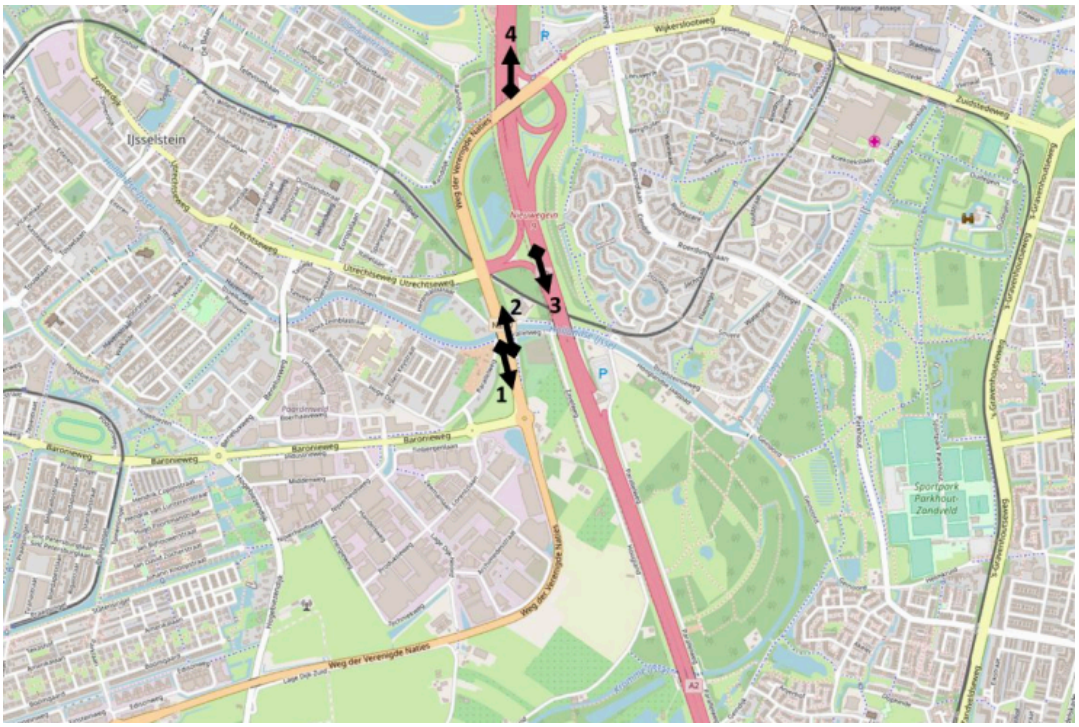

Figure D.1: Measurement locations on the N210 and A2

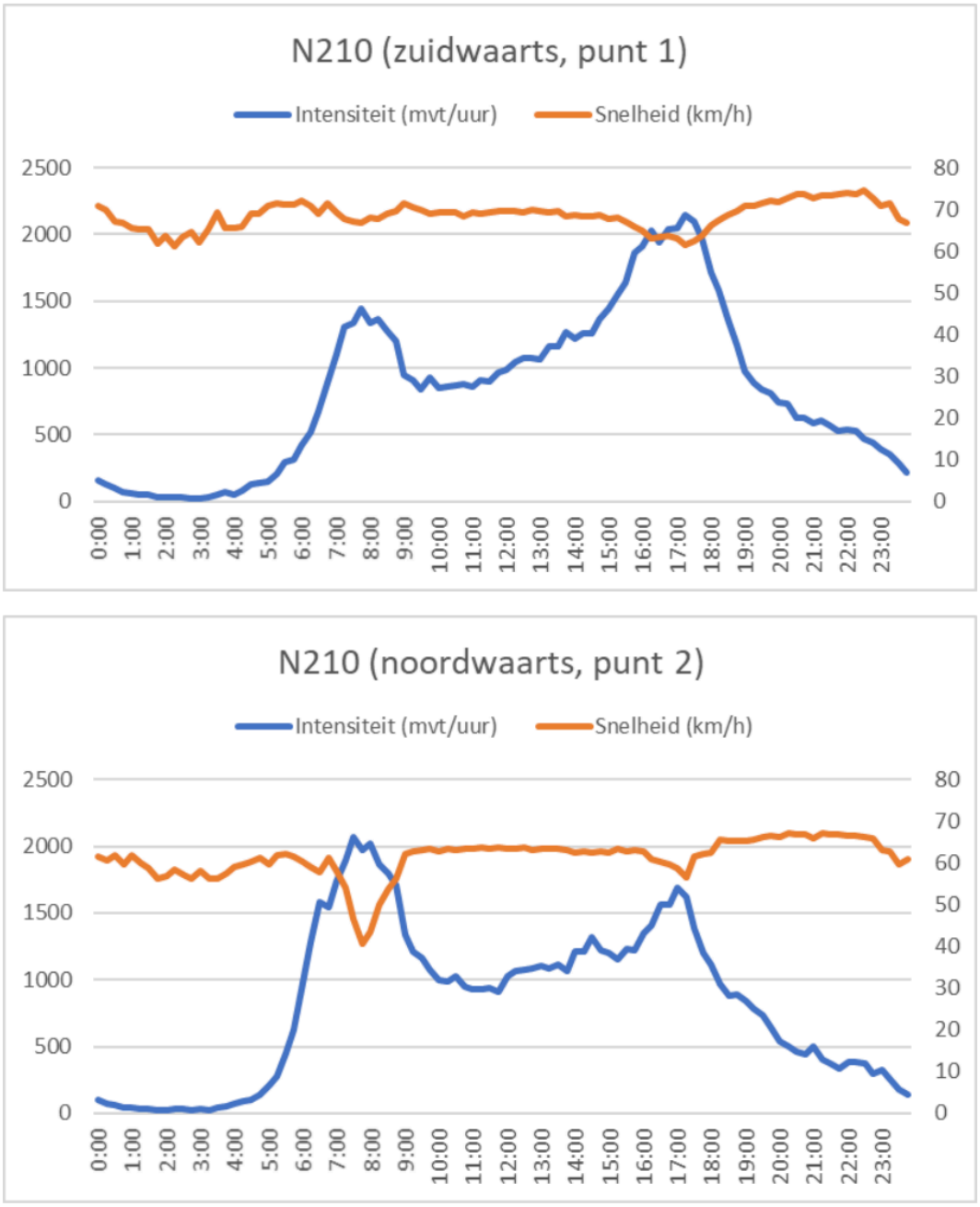

Figure D.2: Hourly traffic flow of demand and average speed on the N210 at Location 1 (southbound) and Location 2 (northbound), November 2018

Key Observations:

- Southbound direction (Location 1): A clear evening peak is observed with a sharp increase in flow of demand and a corresponding drop in speed.
- Northbound direction (Location 2): A pronounced morning peak occurs, again with reduced speeds. Average speeds also drop moderately during the evening peak.

These traffic patterns confirm the directional character of peak congestion on the N210. Locations 1 and 2 are situated directly along the approach to and exit from the Nelson Mandelaplein roundabout. The consistently high traffic volumes during peak hours at these points result in substantial inflow and outflow pressure on the roundabout, which is already reaching its operational limits. This leads to

reduced operational capacity at this critical junction, which serves as the main access point to and from Ijsselstein and its surrounding areas. These conditions must therefore be carefully considered when evaluating temporary traffic measures and assessing accessibility impacts during construction phases in the area. This situation indicates that the roundabout is operating near or beyond its functional capacity, which raises concerns for managing accessibility during construction phases.

E

Planned Infrastructure Change

This appendix provides a detailed description of the planned infrastructure change at the Nelson Mandelaplein. The current roundabout configuration will be replaced by a signalized intersection. While this study focuses exclusively on the accessibility impacts during the construction phase, the information in this appendix serves to provide background on the future situation. This includes the current situation, the future situation and the motivation behind the reconstruction.

E.0.1. Current Situation: a Roundabout

Currently, the Nelson Mandelaplein is configured as a traditional roundabout, consisting of a double circular lane designed to manage traffic from the intersecting roads (N210 and Baronieweg). Both the N210 and the Baronieweg feature two lanes for entry to and exit from the roundabout, whereas the nearby carpool facility has a dedicated single-lane connection. The specific layout of the roundabout is shown in Figure E.1. The Weg der Verenigde Naties (N210), which connects to the roundabout in the north- and southbound direction in the Figure, has a maximum speed limit of 80 km/h outside the built-up area. The Baronieweg on the other hand, being a collector road within the urban area of IJsselstein, has a maximum speed limit of 50 km/h and is indicated by the eastbound road. While this roundabout layout effectively accommodates moderate traffic volumes, it increasingly faces challenges regarding capacity during peak hours, as shown in Appendix D. According to Hermens [33], the roundabout already lacks sufficient capacity to accommodate current traffic volumes and is not expected to meet future demand as traffic continues to grow. The existing configuration struggles to manage rising volumes of regional through-traffic and local destination traffic, which results in congestion and delays, particularly during peak periods.

Figure E.1: Aerial view of the current Nelson Mandelaplein roundabout configuration.

E.0.2. Future Situation: a Signalized Intersection

The existing roundabout at the Nelson Mandelaplein will be replaced by a fully signalized intersection. In the new layout, each approach will include multiple dedicated lanes: separate left-turn, right-turn and through lanes will be provided to streamline traffic flows. The intersection will be controlled by traffic signals on all arms, coordinating movements between conflicting directions.

The planned signalized intersection will have four main approaches: two from the N210 (northbound and southbound), one from the Baronieweg and one from the carpool facility. Each approach will include dedicated lanes for different turning movements and all movements will be coordinated by traffic lights to improve flow and safety. The intersection will include clearly marked lane divisions and traffic islands to separate traffic streams.

Where possible, the layout permits concurrent green phases to minimize delays relative to the existing roundabout. However, a finalized signal timing plan for the intersection has not yet been provided by Dura Vermeer. For the purpose of this research, the exact configuration of the signal timing plan is not essential, as the focus lies on evaluating the broader impact of the intersection redesign on traffic flow and accessibility during the construction period, while the roundabout is closed for construction. It is assumed that, once implemented, an optimised signal timing plan will be developed to ensure ideal traffic flow conditions. Therefore, the use of signal timing plans will help prioritize dominant traffic flows during peak hours. Compared to the roundabout, the new intersection allows for greater control of high-volume conflict points, especially between left-turning and opposing traffic, as will be explained further in the next subsection.

Additional infrastructural changes include redesigned median strips and changes to road markings. The access to the adjacent carpool facility will be retained and integrated into the new intersection layout. The number and configuration of lanes differ depending on the road entering the intersection. The northbound approach of the N210 is wider and includes multiple through lanes, as well as separate lanes for left and right turns, reflecting the higher traffic volumes on this provincial road. This northbound direction refers to traffic coming from Lopik heading towards the A2 to Nieuwegein and Utrecht (represented by the incoming lanes on the left side of Figure E.2). The southbound approach of the

N210 is narrower, with only one through lane, but it also includes separate lanes for left and right turns. This southbound direction refers to traffic coming from the A2 from Nieuwegein and Utrecht heading towards Lopik (represented by the incoming lanes on the right side of Figure E.2). The Baronieweg, being a smaller urban road, also includes separate lanes for left and right turns and one through lane (represented by the incoming lanes on the north side of Figure E.2). In contrast, the carpool access road features fewer lanes and simpler layouts, corresponding to their lower traffic flow of demand (represented by the incoming lanes on the south side of Figure E.2).

A detailed view of the planned intersection is shown in Figure E.2 and a broader overview of the integrated network design is presented in Figure E.3. The blue dotted lines represent the trafffic signals which will be included in the new intersection design.

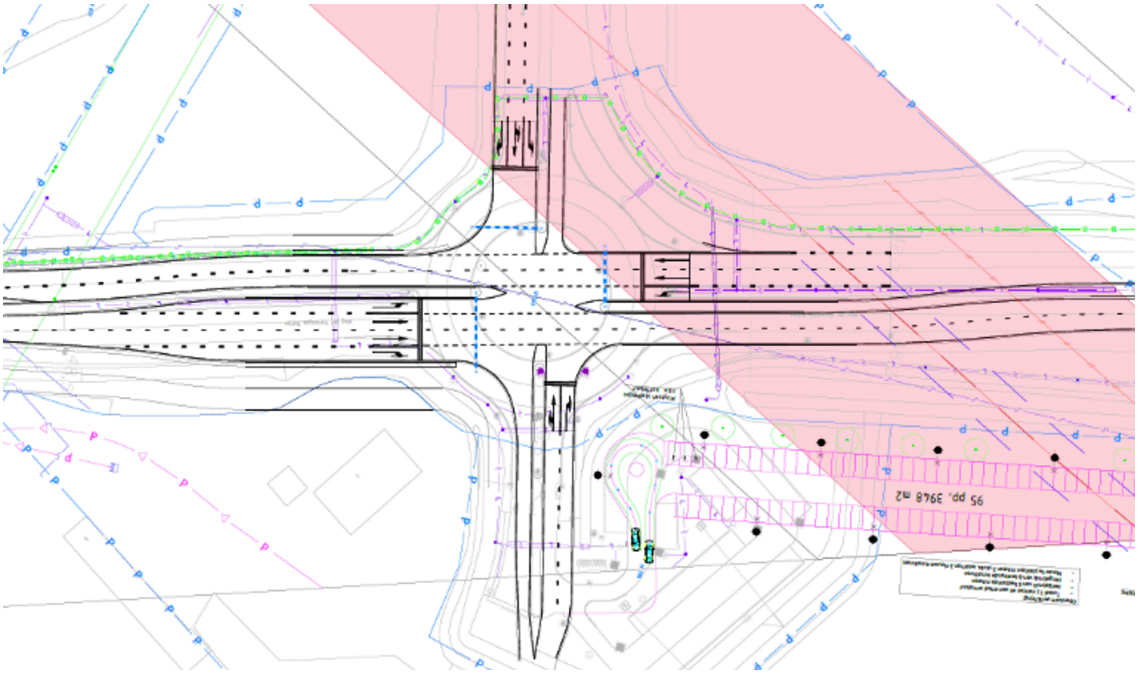

Figure E.2: Detailed design drawing of the planned signalized intersection at the Nelson Mandelaplein.

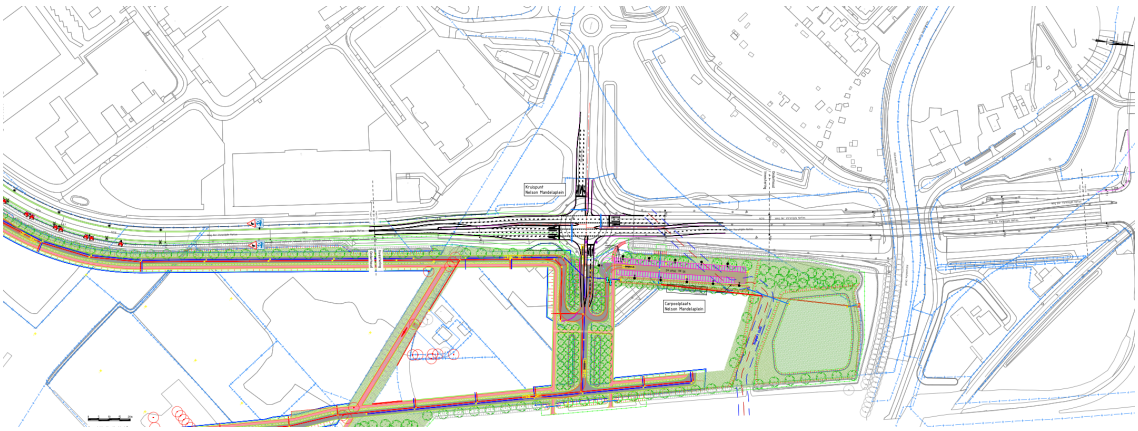

Figure E.3: Overview of the redesigned intersection and its spatial integration into the network.

E.0.3. Motivation and Planning of the Reconstruction

The reconstruction of the Nelson Mandelaplein has been initiated by the Province of Utrecht, which commissioned Dura Vermeer to prepare and execute the redesign. Based on studies and assessments earlier conducted by the province or on behalf of the province by third parties, it was determined that

replacing the existing roundabout with a signalized intersection would lead to significant improvements in both traffic safety and flow. Consequently, this study assumes that a signalized intersection is the most suitable solution for this location; no alternative design options have been evaluated as part of this study.

This decision is further supported by technical evidence from previous analyses, including the Arcadis report [33], which indicates that the current roundabout lacks sufficient capacity to accommodate present and future traffic volumes. As also discussed in Appendix D, the roundabout is already reaching its operational limits, particularly during peak hours and is expected to experience increasing congestion. Given the roundabout's strategic location within the regional road network, a more controlled and adaptable traffic solution is necessary to maintain accessibility and prevent further delays.

Moreover, roundabout configurations offer limited control over conflicting traffic movements, particularly for left-turn and crossing flows. This is especially relevant for multilane roundabouts, which introduce additional conflict types such as side-swipe collisions and improper lane changes due to complex lane navigation. According to the report of Federal Highway Administration [27], these multilane configurations may result in increased crash risk if not carefully designed. In contrast, the report indicates that a signalized intersection allows for temporal separation of conflicting traffic movements through signal phasing, which enhances safety and improves traffic regulation at high-volume or complex nodes. This approach is particularly effective for managing crossing conflicts, which are identified as the most severe conflict type, making signal control a suitable solution for locations like the Nelson Mandelaplein. If the number of conflict points is reduced, especially the severe crossing conflicts, this can contribute not only to improved safety but also to smoother traffic flow, particularly in high-volume or unbalanced situations. While roundabouts generally perform well under moderate traffic loads, signalized intersections offer greater control over traffic streams and can improve throughput at complex nodes, such as the Nelson Mandelaplein [27]. These findings provide scientific support for the Province of Utrecht's decision to convert the current roundabout into a signalized intersection.

According to current plans, the reconstruction of the Nelson Mandelaplein is scheduled to begin in early 2026. The works are expected to last approximately 6 months, during which temporary road closures and detours will be implemented. The need to maintain accessibility throughout the reconstruction period further emphasizes the importance of traffic simulation and planning.

F

OD Matrices and Data Transformation Steps

F.1. Detailed Data Transformation Explanation

This appendix presents a comprehensive explanation of the data transformation process and the full set of transformed OD matrices used for the microsimulation model in this research. The data was processed in Excel and exported as a PDF file containing eight separate tabs. The file includes eight worksheets for each hour of the morning and evening peak periods. They document each transformation step applied to both the Sweco and TomTom datasets, such as link filtering, scaling corrections, mode splits and quarter-hour disaggregation.

Each tab corresponds to a specific hour within the peak periods analysed in this study:

- Tabs 1–4 represent the four hours of the morning peak (06:00–10:00);
- Tabs 5–8 represent the four hours of the evening peak (15:00–19:00).

As described in the main text in Chapter 5, two primary data sources were used:

- **Sweco traffic model data**, exported from VISSIM under the *Matrices* section, derived from a simplified local microsimulation model provided by Sweco.
- **TomTom traffic data**, based on GPS signals collected from TomTom-enabled vehicles and partner devices. This Floating Car Data (FCD) consists of anonymized, time-stamped location records that are processed to identify individual trips by determining their origin and destination zones.

The matrices from Sweco were retrieved from the simplified VISSIM model provided by Sweco. These matrices were subsequently used as a reference for scaling and processing the TomTom matrices to make them complete and suitable for use in this research. The process is described in detail below and can be reviewed in the corresponding Excel files included with this appendix.

F.1.1. Data Sources

The original Sweco OD matrices are defined for a simplified 16 zone network, whereas the customized simulation network used in this study consists of 24 zones. Therefore, this Sweco dataset is not sufficient for the purposes of this research. This discrepancy necessitated the use of additional OD data to cover the extended network, since the Sweco data alone was insufficient to cover the entire modelled area. Due to the unavailability of extended model data from Sweco, additional OD data was generated using the licensed TomTom's Origin-Destination Analysis tool [69] in this research.

The Sweco data consisted of **16×16 OD matrices**, where each matrix cell represents the number of trips between two unique zone IDs (e.g., `1000000` = A2 North). This dataset spans the period from **August 26, 2024 to October 3, 2024**, covering six weeks with no national holidays or school vacations, ensuring a representative sample of typical traffic conditions.

The analysis focuses on weekdays (*Monday through Friday*) during the following peak periods:

- **Morning peak (AM)**: 06:00–10:00
- **Evening peak (PM)**: 15:00–19:00

Each Sweco OD matrix is defined for a 15-minute interval and disaggregated by vehicle type:

- **PA** – Passenger cars
- **VR** – Freight vehicles

This results in a total of 64 matrices (4 hours × 4 15-min intervals × 2 peaks × 2 modes).

The TomTom data is essential for this research but could not be used directly. As it is based on GPS measurements from only a subset of road users, the raw dataset lacked vehicle type classification and only provided hourly OD matrices without finer temporal resolution. To ensure consistency and comparability with the Sweco data, the TomTom dataset was extracted for the same time periods and subsequently transformed to match the resolution and structure of the Sweco matrices.

Three key transformations were required:

1. **Scaling correction**: Since TomTom only captures a subset of the actual traffic (as not every road user is equipped with a TomTom device), the matrix had to be scaled up to represent total traffic volumes.
2. **Mode split**: Based on the modal split ratios derived from the Sweco model, the TomTom traffic was separated into passenger car (PA) and freight vehicle (VR) components.
3. **Quarter-hour disaggregation**: The hourly matrices were subsequently divided into quarter-hour intervals based on the 15-min ratios derived from the Sweco model, in accordance with the temporal resolution required by the simulation model.

F.1.2. Deriving the Scaling Factor

To accurately scale TomTom traffic data to represent total traffic volumes, a comparison was made with the Sweco dataset. Since TomTom data captures only a subset of real-world trips (due to limited GPS device penetration), a scaling factor was required to correct for underrepresentation.

To ensure compatibility between datasets, the Sweco OD matrices were first cleaned in Excel. These matrices are labeled with titles such as 'SWECO model PA 06.00-06.15', 'SWECO model PA 06.15-06.30' and so on, covering all relevant time intervals and peak periods per hour for each peak period. This is done seperately for Passenger (PA) and Freight Vehicles (VR). In total, eleven matrices were included: eight quarter-hour matrices for each hour (separately for PA and VR), one aggregate matrix for all passenger cars, one for all freight vehicles and one combined matrix for PA and VR per hour, serving as a comparison matrix ("SWECO model PA+VR TOTAAL 06.00-07.00')). Three links that were not included in the updated network were removed:

- `716` – Moeder Theresaplein
- `1000004` – Baronieweg
- `1000010` – Weg der VN

After this filtering step, each matrix consisted of 13 active links. Using the same set of 13 links, a TomTom OD matrix was generated via the TomTom web interface. This matrix served as a direct point of comparison to the cleaned Sweco matrix and enabled the calibration of the TomTom data. These matrices are labelled as 'TOMTOM model PA+VR TOTAAL 06.00-07.00 (Comparison matrix with Sweco matrices to obtain scale factor)', for example.

This part of the analysis was crucial to determine the scaling factor for correcting the TomTom-based OD matrix, enabling the estimation of total traffic volumes in the network and not only TomTom users and allowed for:

- A direct assessment of the number of GPS-based trips recorded via the TomTom webinterface, with the same origin-destination pairs of the Sweco data sets.

- The derivation of a **scaling factor** for each peak hour, representing the ratio between modelled (Sweco) and observed, incomplete TomTom traffic volumes.

This scaling factor is represented in every Excel tab by the green formulas.

F.1.3. Expansion to the Full Network

After determining the hour-specific scaling factors based on the Sweco comparison matrix, a new TomTom OD matrix was generated for the **complete set of 26 links** used in the simulation network of this research. Unlike the 13x13 TomTom reference matrix, which was used solely for calibration, this 26×26 matrix served as the foundation for the actual traffic input. These matrices are labelled as 'TOMTOM model PA+VR TOTAAL 06.00-07.00 (TomTom model obtained via web interface with all additional zones used for this research)', for example.

This matrix:

- Was scaled using the previously derived scaling factors (per peak hour);
- Represents, after scaling, estimated total traffic volumes, including vehicles not captured by GPS;
- Contains combined traffic flows of both passenger cars and freight vehicles.

This produced a complete 26×26 OD matrix per peak hour, with all vehicle types combined. These matrices are labelled as 'TOMTOM model PA+VR TOTAAL 06.00-07.00 (TomTom matrix, calculated with scale factor to ensure representability for the total traffic)', for example.

After this step, it became clear that two of the 26 links were redundant, as these connections were modelled as part of cut-through routes and not used as separate OD zones in the simulation. Therefore, the following two zones were excluded from the implemented network, although they are still included in the OD matrices listed below:

- 1000009 – Boerhaaveweg
- 1000021 – Nijverheidsweg Noord

F.1.4. Modal Split

To separate vehicle types, mode ratios were obtained from the Sweco matrices were applied to the scaled TomTom matrices. This resulted in two separate matrices:

- One OD matrix for passenger cars (PA);
- One OD matrix for freight vehicles (VR).

These mode ratios are represented by the yellow formulas in the Excel files. This completed the second transformation step. These matrices are labelled as 'TOMTOM model PA TOTAAL 06.00-07.00 (Calculated for passenger cars)', 'TOMTOM model VR TOTAAL 06.00-07.00 (Calculated for freight vehicles)' and so on.

Quarter-Hour Disaggregation

To match the required input format for VISSIM, the hourly TomTom matrices were split into 15-minute intervals:

- The **relative quarter-hour share** was derived from the 13x13 Sweco matrices;
- Applied **separately to both Tomtom 26x26 PA and VR matrices**;
- Resulting in **quarter-hour OD matrices** per mode and per peak hour.

These relative 15-min shares are represented by the pink formulas in the Excel files. This completed the total transformation step. These matrices are labelled as 'TOMTOM model PA TOTAAL 06.00-06.15 (Calculated per 15 min)' and so on.

F.1.5. Real world validation

After implementing the OD matrices, validation was conducted using expert consultation and online tools such as Google Maps and Street View. This revealed that traffic queues in the simulation were significantly longer than expected in reality, indicating an overestimation of traffic volumes. However,

the relative distribution of trips between OD pairs appeared realistic, suggesting that the internal structure of the matrices was accurate, but the total volumes were too high.

This discrepancy can be explained by a combination of scaling and zoning effects. The TomTom OD matrices, derived from GPS-based Floating Car Data, required an upscaling factor to represent total traffic demand. However, because the TomTom model used more and smaller zones than the Sweco reference model, certain trips were split into multiple shorter OD pairs. When combined with the scaling factor, this finer zoning contributed to an overestimation of total vehicle volumes in the simulation. As a result, queues were systematically overestimated, requiring a downward adjustment of the OD matrices.

To correct for this issue, all OD matrices were uniformly scaled down by 29%. This correction factor was derived from the average observed difference between the total demand levels in the Sweco and TomTom datasets. While the Sweco model covered a smaller and more simplified network, its traffic volumes provided a reasonable benchmark for total demand. In combination with expert consultation and validation against Google Maps and Street View, this adjustment was considered more representative of real-world traffic conditions. The correction preserved the detailed internal structure of the TomTom matrices while aligning total volumes with observed demand levels. This adjustment is justified by observed real-world and simulation behaviour, as it results a more realistic and validated model outcome.

F.2. Summary

The following elements are shown in the appendix for each hour, representing the step-by-step transformation of raw Sweco and TomTom data into the final OD matrices used in the VISSIM simulation:

- **Original 13×13 Sweco OD matrices per 15 minutes for PA and VR (8 in total)**: These represent quarter-hourly traffic flows between 13 zones, separated into passenger cars (PA) and freight vehicles (VR), based on Sweco's data.
- **Two 13×13 Sweco OD matrices per hour for PA and VR (2 in total)**: These represent total hourly traffic flows between 13 zones, separated into passenger cars (PA) and freight vehicles (VR), based on Sweco's data.
- **One 13×13 Sweco OD matrix per hour in total (PA+VR)**: These represent total hourly traffic flows between 13 zones, combined for passenger cars (PA) and freight vehicles (VR), based on Sweco's data.
- **Corresponding 13×13 TomTom OD matrix for comparison**: A matrix of the same dimensions generated from TomTom data, used to compare with the Sweco matrices and derive scaling factors.
- **Calculated scaling factor (green formulas)**: Since TomTom only captures a subset of total traffic, a correction factor was computed per hour to scale TomTom flows to represent full traffic volumes.
- **Full 26×26 TomTom OD matrix**: A custom-made matrix showing traffic flows between all 26 network access and exit points, generated from TomTom data.
- **Scaled 26×26 OD matrix**: The TomTom-based matrix was scaled using the computed correction factor to reflect the total traffic demand.
- **Modal split into PA and VR (yellow formulas)**: As TomTom does not distinguish vehicle types, the total volume was split into passenger cars and freight vehicles based on Sweco proportions.
- **Resulting separate OD matrices for PA and VR**: The scaled matrix was divided into two new matrices for passenger and freight traffic, each sized 26×26.
- **Temporal disaggregation into 15-minute intervals (pink formulas)**: TomTom data is hourly, so each hour was split into four 15-minute segments using quarter-hour distribution patterns from Sweco data.
- **Application of the quarter-hour shares to PA and VR matrices**: For both PA and VR, the hourly matrices were disaggregated into four separate 15-minute matrices.

- **Real-world validation**: Scaling down all OD matrices by 29% after real-world observations and expert consultation.
- **Final 15-minute OD matrices for PA and VR**: These matrices, representing quarter-hourly flows by vehicle type, form the final input for the VISSIM simulation model.

The first worksheet includes detailed formulas and calculations that explain how the OD matrices were constructed and adjusted. The same calculation methods and logic were applied consistently across the remaining seven worksheets for the remaining hours.

These detailed calculations ensure full transparency and reproducibility of the OD matrix construction process. The final matrices form the quantitative foundation for the traffic demand input used in the simulations discussed in Chapter 6.

SWECO model PA 06.00-06.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	538,293	0	230,939	5,318	57,463	21,246	10,778	30,115	6,151	13,527	66,851	0	0	95,905
1000000	A2 Noord	135,654	0	52,199	2,516	26,64	8,523	6,22	17,664	2,937	7,535	11,42	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	7,832	0	3,124	0	0,256	0,336	0,658	0,891	0,14	0,723	1,302	0	0	0,402
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,667	0	1,007	0,023	0,105	0	0,015	0,03	0,004	0,019	0,092	0	0	0,372
1000006	Nijverheidsweg Noord	4,991	0	4,234	0,173	0,002	0,04	0	0,017	0	0,011	0,052	0	0	0,512
1000007	Hoogland	2,611	0	1,672	0,25	0,041	0,056	0,012	0	0	0,172	0,13	0	0	0,278
1000008	Nijverheidsweg Zuid	0,046	0	0	0,046	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	25,256	0	20,955	0,07	0,035	0,085	0,06	0,365	0,031	0	0,148	0	0	3,507
1000011	N210 West	66,27	0	59,018	0,525	0,116	0,744	0,039	2,099	1,345	0,372	0	0	0	2,012
1000012	Aansluiting A2 Oost	191,019	0	0	1,706	30,266	11,132	3,774	8,995	1,694	4,662	53,748	0	0	75,042
1000013	Utrechtseweg	102,947	0	88,73	0,009	0,002	0,33	0	0,054	0	0,033	0,009	0	0	13,78
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model PA 06.15-06.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	711,816	0	305,383	7,03	75,986	28,099	14,249	39,825	8,137	17,888	88,399	0	0	126,82
1000000	A2 Noord	179,381	0	69,025	3,326	35,227	11,271	8,224	23,359	3,884	9,964	15,101	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	10,358	0	4,131	0	0,338	0,445	0,87	1,178	0,186	0,956	1,722	0	0	0,532
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,202	0	1,332	0,03	0,139	0	0,019	0,04	0,005	0,025	0,121	0	0	0,491
1000006	Nijverheidsweg Noord	6,603	0	5,599	0,229	0,003	0,054	0	0,023	0	0,015	0,003	0	0	0,677
1000007	Hoogland	3,451	0	2,211	0,33	0,054	0,074	0,015	0	0	0,227	0,172	0	0	0,368
1000008	Nijverheidsweg Zuid	0,061	0	0	0,061	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	33,398	0	27,71	0,092	0,046	0,113	0,079	0,483	0,042	0	0,196	0	0	4,637
1000011	N210 West	87,635	0	78,043	0,694	0,154	0,984	0,052	2,776	1,779	0,492	0	0	0	2,661
1000012	Aansluiting A2 Oost	252,594	0	0	2,256	40,022	14,721	4,99	11,894	2,241	6,165	71,073	0	0	99,232
1000013	Utrechtseweg	136,133	0	117,332	0,012	0,003	0,437	0	0,072	0	0,044	0,011	0	0	18,222
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model PA 06.30-06.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	957,169	0	410,644	9,455	102,178	37,784	19,161	53,551	10,94	24,053	118,860	0	0	170,534
1000000	A2 Noord	241,209	0	92,816	4,473	47,369	15,156	11,059	31,41	5,222	13,398	20,306	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	13,926	0	5,555	0	0,455	0,598	1,169	1,583	0,25	1,286	2,315	0	0	0,715
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,962	0	1,791	0,04	0,187	0	0,026	0,054	0,007	0,033	0,163	0	0	0,661
1000006	Nijverheidsweg Noord	8,878	0	7,529	0,307	0,004	0,072	0	0,031	0	0,02	0,004	0	0	0,911
1000007	Hoogland	4,642	0	2,973	0,444	0,073	0,1	0,021	0	0	0,305	0,231	0	0	0,495
1000008	Nijverheidsweg Zuid	0,082	0	0	0,082	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	44,911	0	37,262	0,124	0,062	0,152	0,106	0,649	0,056	0	0,264	0	0	6,236
1000011	N210 West	117,843	0	104,943	0,934	0,207	1,324	0,07	3,733	2,392	0,662	0	0	0	3,578
1000012	Aansluiting A2 Oost	339,66	0	0	3,034	53,817	19,795	6,71	15,994	3,013	8,29	95,571	0	0	133,436
1000013	Utrechtseweg	183,056	0	157,775	0,017	0,004	0,587	0	0,097	0	0,059	0,015	0	0	24,502
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model PA 06.45-07.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	966,63	0	414,701	9,55	103,188	38,158	19,35	54,079	11,048	24,292	120,044	0	0	172,22
1000000	A2 Noord	243,596	0	93,734	4,517	47,838	15,306	11,169	31,72	5,274	13,531	20,507	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	14,064	0	5,61	0	0,459	0,604	1,181	1,599	0,252	1,299	2,338	0	0	0,722
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,991	0	1,808	0,041	0,189	0	0,026	0,054	0,007	0,034	0,165	0	0	0,667
1000006	Nijverheidsweg Noord	8,965	0	7,603	0,31	0,004	0,073	0	0,031	0	0,02	0,004	0	0	0,92
1000007	Hoogland	4,688	0	3,002	0,449	0,074	0,101	0,021	0	0	0,308	0,233	0	0	0,5
1000008	Nijverheidsweg Zuid	0,083	0	0	0,083	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	45,352	0	37,63	0,126	0,062	0,153	0,107	0,655	0,056	0	0,266	0	0	6,297
1000011	N210 West	119,007	0	106,98	0,943	0,209	1,337	0,07	3,77	2,416	0,668	0	0	0	3,614
1000012	Aansluiting A2 Oost	343,018	0	0	3,064	54,349	19,991	6,776	16,152	3,043	8,372	96,516	0	0	134,755
1000013	Utrechtseweg	184,866	0	159,334	0,017	0,004	0,593	0	0,098	0	0,06	0,015	0	0	24,745
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model PA TOTAAL 06.00-07.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	3173,908	0	1361,667	31,353	338,815	125,287	63,538	177,57	36,276	79,76	394,163	0	0	565,479
1000000	A2 Noord	799,84	0	307,774	14,832	157,074	50,256	36,672	104,153	17,317	44,426	67,334	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	46,18	0	18,42	0	1,508	1,983	3,878	5,251	0,828	4,264	7,677	0	0	2,371
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	9,822	0	5,938	0,134	0,62	0	0,086	0,178	0,023	0,111	0,541	0	0	2,191
1000006	Nijverheidsweg Noord	29,437	0	24,965	1,019	0,013	0,239	0	0,102	0	0,066	0,013	0	0	3,02
1000007	Hoogland	15,392	0	9,858	1,473	0,242	0,331	0,069	0	0	1,012	0,766	0	0	1,641
1000008	Nijverheidsweg Zuid	0,272	0	0	0,272	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	148,917	0	123,557	0,412	0,205	0,503	0,352	2,152	0,185	0	0,874	0	0	20,677
1000011	N210 West	390,755	0	347,984	3,096	0,686	4,389	0,231	12,378	7,932	2,194	0	0	0	11,865
1000012	Aansluiting A2 Oost	1126,291	0	0	10,06	178,454	65,639	22,25	53,035	9,991	27,489	316,908	0	0	442,465
1000013	Utrechtseweg	607,002	0	523,171	0,055	0,013	1,947	0	0,321	0	0,196	0,05	0	0	81,249
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model VR 06.00-06.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	92,783	0	23,804	0,766	15,634	1,025	0,689	9,667	0	2,745	7,152	0	0	31,301
1000000	A2 Noord	15,005	0	9,532	0,028	1,84	0,194	0,077	0,785	0	0,141	2,408	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,272	0	0,064	0	0,059	0,032	0,128	0,673	0	0,119	0,129	0	0	0,068
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	0,982	0	0,211	0,014	0,236	0	0,047	0,217	0	0,057	0,041	0	0	0,159
1000006	Nijverheidsweg Noord	3,635	0	1,377	0,122	0,012	0,073	0	0,338	0	0,113	0,061	0	0	1,539
1000007	Hoogland	10,483	0	2,587	0,277	2,626	0,284	0,131	0	0	0,66	0,354	0	0	3,564
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	4,558	0	0,421	0,147	1,619	0,071	0,094	0,786	0	0	0,629	0	0	0,791
1000011	N210 West	8,382	0	3,57	0,024	0,219	0,042	0,015	0,355	0	0,687	0	0	0	3,47
1000012	Aansluiting A2 Oost	31,39	0	0	0,107	8,986	0,135	0,196	5,77	0	0,385	3,399	0	0	12,412
1000013	Utrechtseweg	17,076	0	6,042	0,047	0,037	0,194	0,001	0,743	0	0,583	0,131	0	0	9,298
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model VR 06.15-06.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	122,703	0	31,479	1,013	20,675	1,356	0,913	12,784	0	3,63	9,459	0	0	41,394
1000000	A2 Noord	19,841	0	12,605	0,037	2,433	0,256	0,102	1,038	0	0,186	3,184	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,685	0	0,085	0	0,079	0,043	0,17	0,89	0	0,157	0,171	0	0	0,09
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,302	0	0,28	0,019	0,312	0	0,062	0,288	0	0,076	0,054	0	0	0,211
1000006	Nijverheidsweg Noord	4,807	0	1,82	0,162	0,016	0,096	0	0,447	0	0,149	0,081	0	0	2,036
1000007	Hoogland	13,863	0	3,421	0,366	3,473	0,376	0,173	0	0	0,873	0,469	0	0	4,712
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,029	0	0,557	0,194	2,141	0,094	0,125	1,04	0	0,832	0	0	0	1,046
1000011	N210 West	11,084	0	4,721	0,032	0,289	0,055	0,02	0,469	0	0,909	0	0	0	4,589
1000012	Aansluiting A2 Oost	41,51	0	0	0,141	11,883	0,179	0,259	7,63	0	0,509	4,495	0	0	16,414
1000013	Utrechtseweg	22,582	0	7,99	0,062	0,049	0,257	0,002	0,982	0	0,771	0,173	0	0	12,296
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model VR 06.30-06.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	164,992	0	42,33	1,363	27,8	1,824	1,225	17,19	0	4,882	12,719	0	0	55,659
1000000	A2 Noord	26,681	0	16,949	0,05	3,271	0,345	0,137	1,396	0	0,251	4,282	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,265	0	0,114	0	0,106	0,058	0,228	1,197	0	0,211	0,23	0	0	0,121
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,748	0	0,376	0,026	0,419	0	0,083	0,387	0	0,102	0,072	0	0	0,283
1000006	Nijverheidsweg Noord	6,464	0	2,448	0,218	0,021	0,129	0	0,601	0	0,201	0,109	0	0	2,737
1000007	Hoogland	18,641	0	4,601	0,492	4,67	0,505	0,232	0	0	1,174	0,63	0	0	6,337
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	8,106	0	0,749	0,261	2,879	0,126	0,168	1,398	0	0	1,119	0	0	1,406
1000011	N210 West	14,904	0	6,349	0,043	0,389	0,074	0,027	0,63	0	1,222	0	0	0	6,17
1000012	Aansluiting A2 Oost	55,817	0	0	0,19	15,979	0,241	0,348	10,26	0	0,684	6,044	0	0	22,071
1000013	Utrechtseweg	30,366	0	10,744	0,083	0,066	0,346	0,002	1,321	0	1,037	0,233	0	0	16,534
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model VR 06.45-07.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	166,617	0	42,747	1,376	28,074	1,84	1,238	17,36	0	4,93	12,844	0	0	56,208
1000000	A2 Noord	26,943	0	17,117	0,05	3,303	0,348	0,138	1,41	0	0,253	4,324	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,287	0	0,115	0	0,107	0,058	0,231	1,209	0	0,213	0,232	0	0	0,122
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,765	0	0,38	0,026	0,423	0	0,084	0,39	0	0,103	0,073	0	0	0,286
1000006	Nijverheidsweg Noord	6,526	0	2,472	0,22	0,021	0,13	0	0,608	0	0,203	0,11	0	0	2,764
1000007	Hoogland	18,825	0	4,646	0,497	4,716	0,51	0,235	0	0	1,186	0,636	0	0	6,399
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	8,186	0	0,756	0,264	2,908	0,127	0,169	1,412	0	0	1,13	0	0	1,42
1000011	N210 West	15,051	0	6,411	0,043	0,393	0,075	0,027	0,637	0	1,234	0	0	0	6,231
1000012	Aansluiting A2 Oost	56,37	0	0	0,192	16,137	0,243	0,352	10,362	0	0,691	6,104	0	0	22,289
1000013	Utrechtseweg	30,664	0	10,85	0,084	0,066	0,349	0,002	1,334	0	1,047	0,235	0	0	16,697
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SWECO model VR TOTAAL 06.00-07.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	646,095	0	140,36	4,518	92,183	6,045	4,065	57,001	0	16,187	42,174	0	0	184,562
1000000	A2 Noord	88,47	0	56,203	0,165	10,847	1,143	0,454	4,629	0	0,831	14,198	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	7,509	0	0,378	0	0,351	0,191	0,757	3,969	0	0,7	0,762	0	0	0,401
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	5,797	0	1,247	0,085	1,39	0	0,276	1,282	0	0,338	0,24	0	0	0,939
1000006	Nijverheidsweg Noord	21,432	0	8,117	0,722	0,07	0,428	0	1,992	0	0,666	0,361	0	0	9,076
1000007	Hoogland	61,812	0	15,255	1,632	15,485	1,675	0,771	0	0	3,893	2,089	0	0	21,012
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	26,979	0	2,483	0,866	9,547	0,418	0,556	4,636	0	0	3,71	0	0	4,663

1000011	N210 West	49,421	0	21,051	0,142	1,29	0,246	0,089	2,091	0	4,052	0	0	0	20,46
1000012	Aansluiting A2 Oost	185,087	0	0	0,63	52,985	0,798	1,155	34,022	0	2,269	20,042	0	0	73,186
1000013	Utrechtseweg	100,688	0	35,626	0,276	0,218	1,146	0,007	4,38	0	3,438	0,772	0	0	54,825
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	547,095													

SWECO model PA+VR TOTAAL 06.00-07.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	1502,027	35,871	430,998	131,332	67,603	234,571	36,276	95,947	436,337	0	0	750,041
1000000	A2 Noord	888,31	0	363,977	14,997	167,921	51,399	37,126	108,782	17,317	45,259	81,532	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	53,689	0	18,798	0	1,859	2,174	4,635	9,22	0,828	4,964	8,439	0	0	2,772
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	15,619	0	7,185	0,219	2,01	0	0,362	1,46	0,023	0,449	0,781	0	0	3,13
1000006	Nijverheidsweg Noord	50,869	0	33,082	1,741	0,083	0,667	0	2,094	0	0,732	0,374	0	0	12,096
1000007	Hoogland	77,204	0	25,113	3,105	15,727	2,006	0,84	0	0	4,905	2,855	0	0	22,653
1000008	Nijverheidsweg Zuid	0,272	0	0	0,272	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	175,796	0	126,04	1,278	9,752	0,921	0,908	6,788	0,185	0	4,584	0	0	25,34
1000011	N210 West	440,176	0	369,035	3,238	1,976	4,635	0,32	14,469	7,932	6,246	0	0	0	32,325
1000012	Aansluiting A2 Oost	1311,378	0	0	10,69	231,439	86,437	23,405	87,057	9,991	29,758	336,95	0	0	515,651
1000013	Utrechtseweg	707,69	0	558,797	0,331	0,231	3,093	0,007	4,701	0	3,634	0,822	0	0	136,074
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3721,003													

TOMTOM model PA+VR TOTAAL 06.00-07.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	29	334	1	53	0	1	26	7	4	60	43	10	65
1000000	A2 Noord	105	29	40	0	19	0	0	6	1	0	9	0	0	1
1000001	Aansluiting A2 Oost	84	0	84	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3	0	0	0	0	0	0	1	0	0	2	0	0	0
1000003	Utrechtseweg	2	0	0	0	2	0	0	0	0	0	0	0	0	0
1000005	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000006	Nijverheidsweg Noord	7	0	6	0	0	0	0	0	1	0	0	0	0	0
1000007	Hoogland	10	0	9	0	0	0	0	0	0	0	0	0	0	1
1000008	Nijverheidsweg Zuid	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	20	0	18	0	0	0	0	0	0	2	0	0	0	0
1000011	N210 West	160	0	119	0	2	0	0	1	0	1	27	1	0	9
1000012	Aansluiting A2 Oost	162	0	11	1	30	0	0	1	18	4	1	22	42	0	32
1000013	Utrechtseweg	59	0	44	0	0	0	0	0	1	0	0	0	10	4
1000014	A2 Zuid	18	0	0	0	0	0	0	0	0	0	0	0	0	18
	TOTAL	633													

TOMTOM model PA+VR TOTAAL 06.00-07.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenind NZ (Li	Heemraadslaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	7	22	9	2	3	13	1	21	2	1	1	54	10	12	1	30	417	2	0	1	26	8	4	64	43	72
1000000	Bovenind NZ (Link 1)	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
1000001	Heemraadslaan (Link 2)	20	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	2
1000002	Schepenensingel (Link3))	31	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	1	0	1
1000003	Boedapestlaan (Link 4)	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
1000004	Tuinensingel (Link 5)	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	1
1000005	Hogebiezen (Link 6)	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0
1000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	9	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
1000013	Utrechtseweg	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	62	0	0	0	0	0	0	2	0	0	0	0	0	50	1	0	0	44	0	0	0	1	0	0	0	0	4
1000015	Europalaan (Link 11)	24	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	19	0	0	0	0	0	0	1	0	1
1000016	Ringoven (Link 12)	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1
1000017	A2 Noord	127	0	1	2	0	2	5	1	7	0	0	1	10	0	2	0	21	40	0	0	0	6	1	0	4	0	1
1000018	Aansluiting A2 Oost	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	0	0	0	0	0	0	0	0	0
1000019	Parallelweg	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
1000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0
1000022	Hoogland	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1
1000023	Nijverheidsweg Zuid	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
1000024	Parklaan	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0
1000025	N210 West	168	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	119	0	0	0	1	0	1	21	1	7
1000026	Aansluiting A2 Oost	196	4	2	3	1	0	5	0	12	1	1	0	36	0	5	0	0	11	1	0	1	18	4	1	22	42	32
1000027	A2 Zuid	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	TOTAL	826																										

TOMTOM model PA+VR TOTAAL 06.00-07.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenind NZ (Li	Heemraadslaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	41,14853239	129,3239589	52,90525592	11,75672354	17,63508531	76,418703	5,878361769	123,4459572	11,75672354	5,878361769	5,878361769	317,4315355	58,78361769	70,54034123	5,878361769	176,3508531	2451,276858	11,75672354	0	5,878361769	152,837406	47,02689415	23,51344708	376,2151532	252,7695561	423,2420474
1000000	Bovenind NZ (Link 1)	70,54034123	17,63508531	5,878361769	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47,02689415	0	0	0	0	0	0	0	0	0
1000001	Heemraadslaan (Link 2)	117,5672354	0	47,02689415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47,02689415	0	0	0	0	0	0	11,75672354	0	11,75672354
1000002	Schepenensingel (Link3))	182,2292148	0	11,75672354	23,51344708	0	0	0	0	0	0	0	0	0	0	0	0	0	135,2023207	0	0	0	0	0	0	5,878361769	0	5,878361769
1000003	Boedapestlaan (Link 4)	23,51344708	0	0	0	5,878361769	0	0	0	0	0	0	0	0	0	5,878361769	0	0	11,75672354	0	0	0	0	0	0	0	0	0
1000004	Tuinensingel (Link 5)	52,90525592	0	0	0	0	5,878361769	0	0	0	0	0	0	0	0	0	0	0	35,27017062	5,878361769	0	0	0	0	0	0	0	5,878361769
1000005	Hogebiezen (Link 6)	29,39188085	0	0	0	0	0	5,878361769	0	0	0	0	0	0	0	0	0	0	11,75672354	0	0	5,878361769	0	0	0	0	0	5,878361769
1000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	52,90525592	0	0	0	0	5,878361769	0	0	5,878361769	0	0	0	0	0	0	0	0	41,14853239	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	11,75672354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,75672354	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	23,51344708	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,51344708	0	0	0	0	0	0	0	0	0
1000013	Utrechtseweg	11,75672354	0	0	0	0	0	0	0	0	0	0	0	11,75672354	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	364,4584297	0	0	0	0	0	0	11,75672354	0	0	0	0	0	58,78361769	5,878361769	0	0	258,8479179	0	0	5,878361769	0	0	0	0	0	23,51344708
1000015	Europalaan (Link 11)	141,0806825	0	0	0	0	0	0	0	0	0	0	0	5,878361769	0	11,75672354	0	0	111,6888736	0	0	0	0	0	5,878361769	0	0	5,878361769
1000016	Ringoven (Link 12)	23,51344708	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,878361769	0	11,75672354	0	0	0	0	0	0	0	0	5,878361769
1000017	A2 Noord	746,5519447	0	5,878361769	11,75672354	0	11,75672354	29,39188085	5,878361769	41,14853239	0	0	5,878361769	111,6888736	0	11,75672354	5,878361769	170,4724913	235,1344708	0	0	35,27017062	5,878361769	0	52,90525592	0	0	5,878361769
1000018	Aansluiting A2 Oost	493,7623886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	493,7623886	0	0	0	0	0	0	0	0	0
1000019	Parallelweg	17,63508531	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,878361769	0	0	11,75672354	0	0	0
1000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	41,14853239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,27017062	0	0	0	5,878361769	0	0	0	0	0
1000022	Hoogland	58,7836769	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52,90525592	0	0	0	0	0	0	0	0	5,878361769
1000023	Nijverheidsweg Zuid	23,51344708	0	0	0	0	5,878361769	0	0	0	0	0	0	0	0	0	0	0	17,63508531	0	0	0	0	0	0	0	0	0
1000024	Parklaan	123,4459572	0	0	0	0	0	0	0	0	0	0	0	0	0	5,878361769	0	0	105,8105118	0	0	0	0	0	11,75672354	0	0	0
1000025	N210 West	987,5647773	0	47,02689415	0	0	0	0	0	0	0	0	0	11,75672354	0	0	0	0	699,5250506	0	0	5,878361769	0	5,878361769	158,7157678	5,878361769	52,90525592	0
1000026	Aansluiting A2 Oost	1152,158907	23,51344708	11,75672354	17,63508531	5,878361769	0	29,39188085	18	70,54034123	5,878361769	5,878361769	0	176,3508531	0	29,39188085	0	0	64,66197946	5,878361769	0	5,878361769	105,8105118	23,51344708	5,878361769	129,3239589	246,8911943	188,1075766
1000027	A2 Zuid	105,8105118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,8105118	0
	TOTAL	4855,526821																										

Scale factor (total traffic)	5,878361769	Formula =	(TOTAL (SWECO model PA+VR TOTAAL 06.00-07.00)) / TOTAL (TOMTOM model PA+VR TOTAAL 06.00-07.00)
Percentual difference	4,878361769 %		

PA share	0,8529710941	Formula =	(TOTAL (SWECO model PA TOTAAL 06.00-07.00) / TOTAL (SWECO model PA+VR TOTAAL 06.00-07.00)
VR share	0,1470289059	Formula =	(TOTAL (SWECO model VR TOTAAL 06.00-07.00) / TOTAL (SWECO model PA+VR TOTAAL 06.00-07.00)

TOMTOM model PA TOTAAL 06.00-07.00 (Calculated for Passenger Cars)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenind NZ (Li	Heemraadslaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	35,09850869	110,3095887	45,12965403	10,02814534	15,04221801	65,18294471	5,01407267	105,2952521	10,02814534	5,01407267	5,01407267	270,7592642	50,1407267	60,16887204	5,01407267	150,4221801	2090,868303	10,02814534	0	5,01407267	130,3654894	40,11258136	20,05629068	320,9006509	215,6051248	361,0132122
1000000	Bovenind NZ (Link 1)	60,16887204	15,04221801	5,01407267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,11258136	0	0	0	0	0	0	0	0	0
1000001	Heemraadslaan (Link 2)	100,2814534	0	40,11258136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,11258136	0	0	0	0	0	10,02814534	0	0	10,02814534
1000002	Schepenensingel (Link3))	155,4362528	0	10,02814534	20,05629068	0	0	0	0	0	0	0	0	0	0	0	0	0	115,3236714	0	0	0	0	0	0	5,01407267	0	5,01407267
1000003	Boedapestlaan (Link 4)	20,05629068	0	0	0	5,01407267	0	0	0	0	0	0	0	0	0	5,01407267	0	0	10,02814534	0	0	0	0	0	0	0	0	0
1000004	Tuinensingel (Link 5)	45,12665403	0	0	0	0	5,01407267	0	0	0	0	0	0	0	0	0	0	0	30,08443602	5,01407267	0	0	0	0	0	0	0	5,01407267
1000005	Hogebiezen (Link 6)	25,07036335	0	0	0	0	0	5,01407267	0	0	0	0	0	0	0	0	0	0	10,02814534	0	0	5,01407267	0	0	0	0	0	5,01407267
1000006	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000007	Jan van der Heydenweg (Link 8)	45,12665403	0	0	0	0	0	5,01407267	0	0	5,01407267	0	0	0	0	0	0	0	35,09850869	0	0	0	0	0	0	0	0	0
1000008	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Linnaeusweg (Link 10.1)	10,02814534	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,02814534	0	0	0	0	0	0	0	0	0
1000010	Panoven (Link 10.2)	20,05629068	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,05629068	0	0	0	0	0	0	0	0	0
1000011	Utrechtseweg	10,02814534	0	0	0	0	0	0	0	0	0	0	0	10,02814534	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000012	Utrechtseweg	310,8725055	0	0	0	0	0	0	10,02814534	0	0	0	0	0	50,1407267	5,01407267	0	0	220,6191975	0	0	5,01407267	0	0	0	0	0	20,05629068
1000013	Europalaan (Link 11)	120,3377441	0	0	0	0	0	0	0	0	0	0	0	5,01407267	0	10,02814534	0	0	95,26738073	0	0	0	0	0	5,01407267	0	0	5,01407267
1000014	Ringoven (Link 12)	20,05629068	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,01407267	0	10,02814534	0	0	0	0	0	0	0	0	5,01407267
1000015	A2 Noord	636,7872291	0	5,01407267	10,02814534	0	10,02814534	25,07036335	5,01407267	35,09850869	0	0	5,01407267	95,26738073	0	10,02814534	5,01407267	145,4081074	200,5629068	0	0	30,08443602	5,01407267	0	45,12665403	0	0	5,01407267
1000016	Aansluiting A2 Oost	421,1821043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	421,1821043	0	0	0	0	0	0	0	0	0
1000017	Parallelweg	15,04221801	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,01407267	0	0	10,02814534	0	0	0
1000018	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000019	Nijverheidsweg Noord	35,09850869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30,08443602	0	0	0	5,01407267	0	0	0	0	0
1000020	Hoogland	50,1407267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,12665403

Share PA 0600 - 0615	0,1695994339	Formula =	(TOTAL (SWECO model PA 06.00-06.15) / TOTAL (SWECO model PA TOTAAL 06.00-07.00))
Share PA 0615 - 0630	0,2242715929	Formula =	(TOTAL (SWECO model PA 06.15-06.30) / TOTAL (SWECO model PA TOTAAL 06.00-07.00))
Share PA 0630 - 0645	0,3015742737	Formula =	(TOTAL (SWECO model PA 06.30-06.45) / TOTAL (SWECO model PA TOTAAL 06.00-07.00))
Share PA 0645 - 0700	0,3045551415	Formula =	(TOTAL (SWECO model PA 06.45-07.00) / TOTAL (SWECO model PA TOTAAL 06.00-07.00))

TOMTOM model PA 06.00-06.15 (Calculated per 15 min)

26x26

	Name		10000000 Boveneind NZ (Li	10000001 Heemdanlaan (Lan	10000002 Schepenseinge (Link3)	10000003 Boedapestlaan (Lin	10000004 Tuinensingel (Lin	10000005 Hogebiezen (Link	10000007 Hogebiezendijk (	10000008 Jan van der Heyc	10000009 Boerhaaveweg (L	10000011 Linnaesweg (Link	10000012 Panoven (Link 10	10000013 Utrechtseweg	10000014 Utrechtseweg	10000015 Europalaan (Link	10000016 Ringoven (Link 1	10000017 A2 Noord	10000018 Aansluiting A2 O	10000019 Parallelweg	Carpool	10000021 Nijverheidsweg N	10000022 Hoogland	10000023 Nijverheidsweg Z	10000024 Parklaan	10000025 N210 West	10000026 Aansluiting A2 O	10000027 A2 Zuid
		Sum	5,952687204	18,7084455	7,653454976	1,700767773	2,551151659	11,05490052	8,850383863	17,85806161	1,700767773	8,850383863	8,850383863	45,92072986	8,503838863	10,20460664	8,850383863	25,51151659	354,6100806	1,700767773	0	8,850383863	22,10968104	6,80307109	3,401535545	54,42456872	36,56650711	61,22763981
10000000	Boveneind NZ (Link 1)	10,20460664	2,551151659	0,850383863	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,80307109	0	0	0	0	0	0	0	0
10000001	Heemdanlaan (Link 2)	17,00767773	0	6,80307109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,80307109	0	0	0	0	0	1,700767773	0	1,700767773
10000002	Schepenseingel (Link3)	26,36190047	0	1,700767773	3,401535545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,55882938	0	0	0	0	0	0,850383863	0	0,850383863
10000003	Boedapestlaan (Link 4)	3,401535545	0	0	0	0,850383863	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700767773	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	7,653454976	0	0	0	0	0,850383863	0	0	0	0	0	0	0	0	0	0	0	0	5,102303318	0,850383863	0	0	0	0	0	0	0,850383863
10000005	Hogebiezen (Link 6)	4,251919431	0	0	0	0	0	0,850383863	0	0	0	0	0	0	0	0	0	0	0	1,700767773	0	0	0,850383863	0	0	0	0	0,850383863
10000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000008	Jan van der Heydenweg (Link 8)	7,653454976	0	0	0	0	0	0,850383863	0	0	0,850383863	0	0	0	0	0	0	0	0	5,952687204	0	0	0	0	0	0	0	0
10000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaesweg (Link 10,1)	1,700767773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700767773	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	3,401535545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,401535545	0	0	0	0	0	0	0	0
10000013	Utrechtseweg	1,700767773	0	0	0	0	0	0	0	0	0	0	0	1,700767773	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	52,72380095	0	0	0	0	0	0	0	1,700767773	0	0	0	0	8,503838863	8,503838863	0	0	0	37,41689	0	0	0,850383863	0	0	0	0	3,401535545
10000015	Europalaan (Link 11)	20,40921327	0	0	0	0	0	0	0	0	0	0	0	0,850383863	0	1,700767773	0	0	0	16,15729384	0	0	0	0	0	0,850383863	0	0,850383863
10000016	Ringoven (Link 12)	3,401535545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,850383863	1,700767773	0	0	0	0	0	0	0	0	0	0,850383863
10000017	A2 Noord	107,9987536	0	0,850383863	1,700767773	0	1,700767773	4,251919431	0,850383863	5,952687204	0	0	0,850383863	16,15729384	0	1,700767773	0,850383863	24,66113271	34,01535545	0	0	5,102303318	0,850383863	0	7,653454976	0	0	0,850383863
10000018	Aansluiting A2 Oost	71,43224645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71,43224645	0	0	0	0	0	0	0	0	0
10000019	Parallelweg	2,551151659	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,850383863	0	0	0	1,700767773	0	0	0
10000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	5,952687204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,102303318	0	0	0,850383863	0	0	0	0	0
10000022	Hoogland	8,503838863	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,653454976	0	0	0	0	0	0	0	0,850383863
10000023	Nijverheidsweg Zuid	3,401535545	0	0	0	0	0	0,850383863	0	0	0	0	0	0	0	0	0	0	0	2,551151659	0	0	0	0	0	0	0	0
10000024	Parklaan	17,85806161	0	0	0	0	0	0	0	0	0	0	0	0	0	0,850383863	0	0	0	15,30690995	0	0	0	1,700767773	0	0	0	0
10000025	N210 West	142,8644929	0	6,80307109	0	0	0	0	0	0	0	0	0	1,700767773	0	0	0	0	0	101,1958825	0	0	0,850383863	0	2,960364693	0,850383863	7,653454976	0
10000026	Aansluiting A2 Oost	199,6752417	3,401535545	1,700767773	2,551151659	0,850383863	0	4,251919431	0	10,20460664	0,850383863	0,850383863	0	25,51151659	0	4,251919431	0	9,354222749	0,850383863	0	0	0,850383863	15,30690995	3,401535545	0,850383863	18,7084455	35,71612322	27,21228436
10000027	A2 Zuid	15,30690995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,30690995
	TOTAL	702,41709																										

TOMTOM model PA 06.15-06.30 (Calculated per 15 min)

26x26

	Name		10000000 Boveneind NZ (Li	10000001 Heemdanlaan (Lan	10000002 Schepenseinge (Link3)	10000003 Boedapestlaan (Lin	10000004 Tuinensingel (Lin	10000005 Hogebiezen (Link	10000007 Hogebiezendijk (	10000008 Jan van der Heyc	10000009 Boerhaaveweg (L	10000011 Linnaesweg (Link	10000012 Panoven (Link 10	10000013 Utrechtseweg	10000014 Utrechtseweg	10000015 Europalaan (Link	10000016 Ringoven (Link 1	10000017 A2 Noord	10000018 Aansluiting A2 O	10000019 Parallelweg	Carpool	10000021 Nijverheidsweg N	10000022 Hoogland	10000023 Nijverheidsweg Z	10000024 Parklaan	10000025 N210 West	10000026 Aansluiting A2 O	10000027 A2 Zuid
		Sum	7,871582938	24,73926066	10,12606064	2,249023697	3,373535545	14,61865403	1,124511848	23,61474882	2,249023697	1,124511848	1,124511848	60,72363981	11,24511848	13,49414218	1,124511848	33,73535545	468,9214408	2,249023697	0	1,124511848	29,23730806	8,998094787	4,498047393	71,96875829	48,35400948	80,96485308
10000000	Boveneind NZ (Link 1)	13,49414218	3,373535545	1,124511848	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,996094787	0	0	0	0	0	0	0	0	0
10000001	Heemdanlaan (Link 2)	22,49023697	0	8,996094787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,996094787	0	0	0	0	0	0	2,249023697	0	2,249023697
10000002	Schepenseingel (Link3)	34,8598673	0	2,249023697	4,498047393	0	0	0	0	0	0	0	0	0	0	0	0	0	25,86377251	0	0	0	0	0	0	1,124511848	0	1,124511848
10000003	Boedapestlaan (Link 4)	4,498047393	0	0	0	1,124511848	0	0	0	0	0	0	0	0	0	0	0	0	2,249023697	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	10,12606064	0	0	0	0	1,124511848	0	0	0	0	0	0	0	0	0	0	0	6,74707109	1,124511848	0	0	0	0	0	0	0	1,124511848
10000005	Hogebiezen (Link 6)	5,622559242	0	0	0	0	0	1,124511848	0	0	0	0	0	0	0	0	0	0	2,249023697	0	0	0	1,124511848	0	0	0	0	1,124511848
10000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000008	Jan van der Heydenweg (Link 8)	10,12606064	0	0	0	0	0	1,124511848	0	0	1,124511848	0	0	0	0	0	0	0	7,87158238	0	0	0	0	0	0	0	0	0
10000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaesweg (Link 10,1)	2,249023697	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,249023697	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	4,498047393	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,498047393	0	0	0	0	0	0	0	0	0
10000013	Utrechtseweg	2,249023697	0	0	0	0	0	0	0	0	0	0	0	2,249023697	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	69,7197346	0	0	0	0	0	0	0	2,249023697	0	0	0	0	11,24511848	1,124511848	0	0	49,47852133	0	0	0	1,124511848	0	0	4,498047393	0	0
10000015	Europalaan (Link 11)	26,98828436	0	0	0	0	0	0	0	0	0	0	0	1,124511848	0	2,249023697	0	0	21,36572512	0	0	0	0	1,124511848	0	1,124511848	0	1,124511848
10000016	Ringoven (Link 12)	4,498047393	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,124511848	2,249023697	0	0	0	0	0	0	0	0	0	1,124511848
10000017	A2 Noord	142,8130047	0	1,124511848	2,249023697	0	2,249023697	5,622559242	1,124511848	7,871582938	0	0	1,124511848	21,36572512	0	2,249023697	1,124511848	32,6108436	44,98047393	0	0	6,74707109	1,124511848	0	10,12606064	0	1,124511848	0
10000018	Aansluiting A2 Oost	94,45899526	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94,45899526	0	0	0	0	0	0	0	0	0
10000019	Parallelweg	3,373535545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,124511848	0	0	2,249023697	0	0	0
10000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	7,871582938	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,74707109	0	0	0	1,124511848	0	0	0	0	0
10000022	Hoogland	11,24511848	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,12606064	0	0	0	0	0	0	1,124511848	0	0
10000023	Nijverheidsweg Zuid	4,498047393	0	0	0	0	1,124511848	0	0	0	0	0	0	0	0	0	0	0	3,373535545	0	0	0	0	0	0	0	0	0
10000024	Parklaan	23,61474882	0	0	0	0	0	0	0	0	0	0	0	0	0	1,124511848	0	0	20,24121327	0	0	0	0	0	2,249023697	0	0	0
10000025	N210 West	188,9179005	0	8,996094787	0	0	0	0	0	0	0	0	0	2,249023697	0	0	0	0	133,81691	0	0	0	1,124511848	0	1,124511848	30,36181991	1,124511848	10,12606064
10000026	Aansluiting A2 Oost	220,4043223	4,498047393	2,249023697	3,373535545	1,124511848	0	5,622559242	0	13,49414218	1,124511848	1,124511848	0	33,73535545	0	5,622559242	0	0	12,36963033	1,124511848	0	1,124511848	20,24121327	4,498047393	1,124511848	24,73926066	47,22940763	35,98437915
10000027	A2 Zuid	20,24121327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,24121327
	TOTAL	928,8467867																										

TOMTOM model PA 06.30-06.45 (Calculated per 15 min)

26x26

	Name		10000000 Boveneind NZ (Li	10000001 Heemdanlaan (Lan	10000002 Schepenseinge (Link3)	10000003 Boedapestlaan (Lin	10000004 Tuinensingel (Lin	10000005 Hogebiezen (Link	10000007 Hogebiezendijk (	10000008 Jan van der Heyc	10000009 Boerhaaveweg (L	10000011 Linnaesweg (Link	10000012 Panoven (Link 10	10000013 Utrechtseweg	10000014 Utrechtseweg	10000015 Europalaan (Link	10000016 Ringoven (Link 1	10000017 A2 Noord	10000018 Aansluiting A2 O	10000019 Parallelweg	Carpool	10000021 Nijverheidsweg N	10000022 Hoogland	10000023 Nijverheidsweg Z	10000024 Parklaan	10000025 N210 West	10000026 Aansluiting A2 O	10000027 A2 Zuid
		Sum	10,58480727	33,26653712	13,60903791	3,024230648	4,536345972	19,65749921	1,512115324	31,7544218	3,024230648	1,512115324	1,512115324	81,65422749	15,12115324	18,14538389	1,512115324	45,36345972	630,55209	3,024230648	0	1,512115324	39,31499842	12,09692259	6,048461295	96,77538073	65,02095893	108,8723033
10000000	Boveneind NZ (Link 1)	18,14538389	4,536345972	1,512115324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,09692259	0	0	0	0	0	0	0	0	0
10000001	Heemdanlaan (Link 2)	30,24230648	0	12,09692259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,09692259	0	0	0	0	0	0	3,024230648	0	3,024230648
10000002	Schepenseingel (Link3)	46,87567504	0	3,024230648	6,048461295	0	0	0	0	0	0	0	0	0	0	0	0	0	34,77866245	0	0	0	0	0	0	1,512115324	0	1,512115324
10000003	Boedapestlaan (Link 4)	6,048461295	0	0	0	1,512115324	0	0	0	0	0	0	0	0	0	0	0	0	3,024230648	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	13,60903791	0	0	0	0	1,512115324	0	0	0	0	0	0	0	0	0	0	0	9,072691943	1,512115324	0	0	0	0	0	0	0	1,512115324
10000005	Hogebiezen (Link 6)	7,560576819	0	0	0	0	0	1,512115324	0	0	0	0	0	0	0	0	0	0	3,024230648	0	0	1,512115324	0	0	0	0	0	1,512115324
10000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000008	Jan van der Heydenweg (Link 8)	13,60903791	0	0	0	0	0	1,512115324	0	0	1,512115324	0	0	0	0	0	0	0	10,58480727	0	0	0	0	0	0	0	0	0
10000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaesweg (Link 10,1)	3,024230648	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,024230648	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	6,048461295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,048461295	0	0	0	0	0	0	0	0	0
10000013	Utrechtseweg	3,024230648	0	0	0	0	0	0	0	0	0	0	0	3,024230648	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	93,75115008	0	0	0	0	0	0	0	3,024230648	0	0	0	0	15,12115324	1,512115324	0	0	66,53307425	0	0	0	1,512115324	0	0	6,048461295	0	0
10000015	Europalaan (Link 11)	36,29076777	0	0	0	0	0	0	0	0	0	0	0	1,512115324	0	3,024230648	0	0	28,73019315	0	0	0	0	0	0	1,512115324	0	1,512115324
10000016	Ringoven (Link 12)	6,048461295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,512115324	3,024230648	0	0	0	0	0	0	0	0	0	1,512115324
10000017	A2 Noord	192,0386461	0	1,512115324	3,024230648	0	3,024230648	7,560576819	1,512115324	10,58480727	0	0	1,512115324	28,73019315	0	3,024230648	1,512115324	43,85134439	60,48461295	0	0	9,072691943	1,512115324	0	13,60903791	0	1,512115324	0
10000018	Aansluiting A2 Oost	127,0176872	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127,0176872	0	0	0	0	0	0	0	0	0
10000019	Parallelweg	4,536345972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,512115324	0	0	3,024230648	0	0	0
10000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	10,58480727	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,072691943	0	0	0	1,512115324	0	0	0	0	0
10000022	Hoogland	15,12115324	0	0	0	0	0	0	0	0	0	0	0	3,024230648	0	0	0	0	13,60903791	0	0	0	0	0	0	1,512115324	0	0
10000023	Nijverheidsweg Zuid	6,048461295	0	0	0	0	1,512115324	0	0	0	0	0	0	0	0	0	0	0	4,536345972	0	0	0	0	0	0	0	0	0
10000024	Parklaan	31,7544218	0	0	0	0	0	0	0	0	0	0	0	0	0	1,512115324	0	0	27,21807583	0	0	0	0	0	3,024230648	0	0	0
10000025	N210 West	254,0353744	0	12,09692259	0	0	0	0	0	0	0	0	0	3,024230648	0	0	0	0	179,9417235	0	0	0	1,512115324	0	1,512115324	40,82713174	1,512115324	13,60903791
10000026	Aansluiting A2 Oost	296,3746035	6,048461295	3,024230648	4,536345972	1,512115324	0	7,560576819	0	18,14538389	1,512115324	1,512115324	0	45,36345972	0	7,560576819	0	0	16,63326856	1,512115324	0	1,512115324	27,21807583	6,048461295	1,512115324	33,26653712	63,50884936	48,38769036
10000027	A2 Zuid	27,21807583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,21807583
	TOTAL	1249,007258																										

TOMTOM model PA 06.45-07.00 (Calculated per 15 min)

26x26

	Name		10000000 Boveneind NZ (Li	10000001 Heemdanlaan (Lan	10000002 Schepenseinge (Link3)	10000003 Boedapestlaan (Lin	10000004 Tuinensingel (Lin	10000005 Hogebiezen (Link	10000007 Hogebiezendijk (	10000008 Jan van der Heyc	10000009 Boerhaaveweg (L	10000011 Linnaesweg (Link	10000012 Panoven (Link 10	10000013 Utrechtseweg	10000014 Utrechtseweg	10000015 Europalaan (Link	10000016 Ringoven (Link 1	10000017 A2 Noord	10000018 Aansluiting A2 O	10000019 Parallelweg	Carpool	10000021 Nijverheidsweg N	10000022 Hoogland	10000023 Nijverheidsweg Z	10000024 Parklaan	10000025 N210 West	10000026 Aansluiting A2 O	10000027 A2 Zuid
		Sum	10,68943128	33,59535545	13,7435545	3,054123223	4,581184834	19,95180095	1,527061611	32,06820384	3,054123223	1,527061611	1,527061611	82,46133701	15,27061611	18,32473934	1,527061611	45,81184834	636,7846919	3,054123223	0	1,527061611	39,7036019	12,21649289	6,108246445	97,73194313	65,86364929	109,948436
10000000	Boveneind NZ (Link 1)	18,32473934	4,581184834	1,527061611	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,21649289	0	0	0	0	0	0	0	0	0
10000001	Heemdanlaan (Link 2)	30,54123223	0	12,21649289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,21649289	0	0	0	0	0	0	3,054123223	0	3,054123223
10000002	Schepenseingel (Link3)	47,33800995	0	3,054123223	6,108246445	0	0	0	0	0	0	0	0	0	0	0	0	0	35,12241706	0	0	0	0	0	0	1,527061611	0	1,527061611
10000003	Boedapestlaan (Link 4)	6,108246445	0	0	0	1,527061611	0	0	0	0	0	0	0	0	0	0	0	0	3,054123223	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	13,7435545	0	0	0	0	1,527061611	0	0	0	0	0	0	0	0	0	0	0	9,162369668	1,527061611	0	0	0	0	0	0	0	1,527061611
10000005	Hogebiezen (Link 6)	7,633080857	0	0	0	0	0	1,527061611	0	0	0	0	0	0	0	0	0	0	3,054123223	0	0	1,527061611	0	0	0	0	0	1,527061611
10000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000008	Jan van der Heydenweg (Link 8)	13,7435545	0	0	0	0	0	1,527061611	0	0	1,527061611	0	0	0	0	0	0	0	10,68943128	0	0	0	0	0	0	0	0	0
10000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0

1000008	Jan van der Heydenweg (Link 8)	1,744592417	0	0	0	0	0	0,1938436019	0	0	0,1938436019	0	0	0	0	0	0	0	0	1,356905213	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	0,3876872038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,3876872038	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	0,7753744076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,7753744076	0	0	0	0	0	0	0	0	0
1000013	Utrechtseweg	0,3876872038	0	0	0	0	0	0	0	0	0	0	0	0	0,3876872038	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	12,01830332	0	0	0	0	0	0	0,3876872038	0	0	0	0	0	0	1,938436019	0,1938436019	0	0	8,529118483	0	0	0	0	0,1938436019	0	0	0	0,7753744076
1000015	Europalaan (Link 11)	4,652246445	0	0	0	0	0	0	0	0	0	0	0	0,1938436019	0	0,3876872038	0	0	0	3,683028436	0	0	0	0	0	0	0,1938436019	0	0,1938436019
1000016	Ringoven (Link 12)	0,7753744076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1938436019	0,3876872038	0	0	0	0	0	0	0	0	0	0,1938436019
1000017	A2 Noord	24,61813744	0	0,1938436019	0,3876872038	0	0,3876872038	0,9692180095	0,1938436019	1,356905213	0	0	0,1938436019	3,683028436	0	0,3876872038	0,1938436019	5,621464455	7,75374 4076	0	0	0	1,163061611	0,1938436019	0	1,744592417	0	0	0,1938436019
1000018	Aansluiting A2 Oost	16,28286256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,28286256	0	0	0	0	0	0	0	0	0	0
1000019	Parallelweg	0,5815308057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1938436019	0	0	0,3876872038	0	0
1000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	1,356905213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,163061611	0	0	0	0	0	0,1938436019	0	0	0	0
1000022	Hoogland	1,938436019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,744592417	0	0	0	0	0	0	0	0	0	0,1938436019
1000023	Nijverheidsweg Zuid	0,7753744076	0	0	0	0	0	0,1938436019	0	0	0	0	0	0	0	0	0	0	0,5815308057	0	0	0	0	0	0	0	0	0	0
1000024	Parklaan	4,07071564	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1938436019	0	3,489184834	0	0	0	0	0	0	0,3876872038	0	0	0
1000025	N210 West	32,56572512	0	1,550748815	0	0	0	0	0	0	0	0	0	0	0,3876872038	0	0	0	0	0	0	0	0	0,1938436019	0	0,1938436019	5,233777251	0,1938436019	1,744592417
1000026	Aansluiting A2 Oost	37,99334597	0,7753744076	0,3876872038	0,5815308057	0,1938436019	0	0,9692180095	0	2,326123223	0,1938436019	0,1938436019	0	5,815308057	0	0,9692180095	0	0	2,132279621	0,1938436019	0	0,1938436019	3,489184834	0,7753744076	0,1938436019	4,264559242	8,14143128	6,202995261	
1000027	A2 Zuid	3,489184834	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,489184834
	TOTAL	160,1148152																											

TOMTOM model VR 06.30-06.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan (	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Limaasweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	1,824556082	5,734319115	2,34585782	0,521301737	0,781952606	3,388461295	0,2606508689	5,473682645	0,521301737	0,2606508689	0,2606508689	14,07514952	2,606508689	3,127810427	0,2606508689	7,819526066	108,6914123	0,521301737	0	0,2606508689	6,776922591	2,085206951	1,042603476	16,68165581	11,20798736	18,76686256
1000000	Boveneind NZ (Link 1)	3,127810427	0,7819526066	0,2606508889	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,085206951	0	0	0	0	0	0	0	0	0	0
1000001	Heemradenlaan (Link 2)	5,213017378	0	2,085206951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,085206951	0	0	0	0	0	0	0,521301737	0	0,521301737	0
1000002	Schepenensingel (Link3)	8,080176935	0	0,521301737	1,042603476	0	0	0	0	0	0	0	0	0	0	0	0	0	5,994969584	0	0	0	0	0	0	0	0	0,2606508689	0
1000003	Boedapestlaan (Link 4)	1,042603476	0	0	0	0,2606508689	0	0	0	0	0	0	0	0	0	0,2606508689	0	0	0,521301737	0	0	0	0	0	0	0	0	0	0
1000004	Tuinensingel (Link 5)	2,34585782	0	0	0	0	0,2606508689	0	0	0	0	0	0	0	0	0	0	0	1,563905213	0,2606508689	0	0	0	0	0	0	0	0	0,2606508689
1000005	Hogebiezen (Link 6)	1,303254344	0	0	0	0	0	0,2606508689	0	0	0	0	0	0	0	0	0	0	0,521301737	0	0	0	0	0	0,2606508689	0	0	0	0,2606508689
1000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	2,34585782	0	0	0	0	0	0,2606508689	0	0	0,2606508689	0	0	0	0	0	0	0	1,824556082	0	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	0,5213017378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,5213017378	0	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	1,042603476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,042603476	0	0	0	0	0	0	0	0	0	0
1000013	Utrechtseweg	0,5213017378	0	0	0	0	0	0	0	0	0	0	0	0,5213017378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	16,16035387	0	0	0	0	0	0	0,5213017378	0	0	0	0	0	2,606508689	0,2606508689	0	0	11,46863823	0	0	0	0	0	0,2606508689	0	0	0	1,042603476
1000015	Europalaan (Link 11)	6,256620853	0	0	0	0	0	0	0	0	0	0	0	0,2606508689	0	0,5213017378	0	0	4,952366509	0	0	0	0	0	0	0,2606508689	0	0	0,2606508689
1000016	Ringoven (Link 12)	1,042603476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2606508689	0,5213017378	0	0	0	0	0	0	0	0	0	0,2606508689
1000017	A2 Noord	33,10266035	0	0,2606508889	0,5213017378	0	0,5213017378	1,303254344	0,2606508689	1,824556082	0	0	0,2606508689	4,952366509	0	0,5213017378	0,2606508889	7,558875197	10,42603476	0	0	0	1,563905213	0,2606508689	0	2,34585782	0	0,2606508689	
1000018	Aansluiting A2 Oost	21,89467299	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,89467299	0	0	0	0	0	0	0	0	0	0
1000019	Parallelweg	0,7819526066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2606508889	0	0	0	0,5213017378	0	0	0
1000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	1,824556082	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,563905213	0	0	0	0,2606508689	0	0	0	0	0	0
1000022	Hoogland	2,606508689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,34585782	0	0	0	0	0	0	0	0	0	0,2606508689
1000023	Nijverheidsweg Zuid	1,042603476	0	0	0	0	0	0,2606508889	0	0	0	0	0	0	0	0	0	0	0,7819526066	0	0	0	0	0	0	0	0	0	0
1000024	Parklaan	5,473668246	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2606508689	0	0	4,69171564	0	0	0	0	0	0	0,5213017378	0	0	0
1000025	N210 West	43,78934597	0	2,085206951	0	0	0	0	0	0	0	0	0	0,5213017378	0	0	0	0	31,0174534	0	0	0	0,2606508889	0,2606508889	7,03757346	0,2606508889	2,34585782		
1000026	Aansluiting A2 Oost	51,0875703	1,042603476	0,5213017378	0,7819526066	0,2606508889	0	1,303254344	0	0,1278104277	0,2606508889	0,2606508689	0	7,819526066	0	1,303254344	0	0	2,867159558	0,2606508689	0	0,2606508689	4,69171564	1,042603476	0,2606508689	5,734319115	10,94733649	8,340627804	
1000027	A2 Zuid	4,69171564	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,69171564
	TOTAL	215,2976177																											

TOMTOM model VR 06.45-07.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan (	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Limaasweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	1,842526066	5,790796209	2,368962085	0,526436019	0,789654284	3,421834123	0,2632180095	5,527578199	0,526436019	0,2632180095	0,2632180095	14,21377251	2,632180095	3,158616114	0,2632180095	7,896540284	109,76191	0,526436019	0	0,2632180095	6,843868246	2,105744076	1,052872038	16,84595261	11,31837441	18,95169668
1000000	Boveneind NZ (Link 1)	3,158616114	0,7896540284	0,2632180095	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,105744076	0	0	0	0	0	0	0	0	0	0
1000001	Heemradenlaan (Link 2)	5,26436019	0	2,105744076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,105744076	0	0	0	0	0	0	0,526436019	0	0,526436019	0
1000002	Schepenensingel (Link3)	8,159758294	0	0,526436019	1,052872038	0	0	0	0	0	0	0	0	0	0	0	0	0	6,054014218	0	0	0	0	0	0	0	0,2632180095	0	0,2632180095
1000003	Boedapestlaan (Link 4)	1,052872038	0	0	0	0,2632180095	0	0	0	0	0	0	0	0	0	0,2632180095	0	0	0,526436019	0	0	0	0	0	0	0	0	0	0
1000004	Tuinensingel (Link 5)	2,368962085	0	0	0	0	0,2632180095	0	0	0	0	0	0	0	0	0	0	0	1,579308057	0,2632180095	0	0	0	0	0	0	0	0	0,2632180095
1000005	Hogebiezen (Link 6)	1,316090047	0	0	0	0	0	0,2632180095	0	0	0	0	0	0	0	0	0	0	0,526436019	0	0	0	0	0	0,2632180095	0	0	0	0,2632180095
1000007	Hogebiezendijk (Link 7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	2,368962085	0	0	0	0	0	0,2632180095	0	0	0,2632180095	0	0	0	0	0	0	0	1,842526066	0	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	0,526436019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,526436019	0	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	1,052872038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,052872038	0	0	0	0	0	0	0	0	0	0
1000013	Utrechtseweg	0,526436019	0	0	0	0	0	0	0	0	0	0	0	0,526436019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	16,31951659	0	0	0	0	0	0	0,526436019	0	0	0	0	0	2,632180095	0,2632180095	0	0	11,58150242	0	0	0	0	0	0,2632180095	0	0	0	1,052872038
1000015	Europalaan (Link 11)	6,317232227	0	0	0	0	0	0	0	0	0	0	0	0,2632180095	0	0,526436019	0	0	5,00114218	0	0	0	0	0	0	0,2632180095	0	0	0,2632180095
1000016	Ringoven (Link 12)	1,052872038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2632180095	0,526436019	0	0	0	0	0	0	0	0	0	0,2632180095
1000017	A2 Noord	33,4286872	0	0,2632180095	0,526436019	0	0,526436019	1,316090047	0,2632180095	1,842526066	0	0	0,2632180095	5,00114218	0	0,526436019	0,2632180095	7,633322275	10,52872038	0	0	0	1,579308057	0,2632180095	0	2,368962085	0	0,2632180095	
1000018	Aansluiting A2 Oost	22,1103128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,1103128	0	0	0	0	0	0	0	0	0	0
1000019	Parallelweg	0,7896540284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2632180095	0	0,526436019	0	0	0
1000020	Carpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	1,842526066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,579308057	0	0	0	0	0	0,2632180095	0	0	0	0
1000022	Hoogland	2,632180095	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,368962085	0	0	0	0	0	0	0	0	0	0,2632180095
1000023	Nijverheidsweg Zuid	1,052872038	0	0	0	0	0,2632180095	0	0	0	0	0	0	0	0	0	0	0	0,7896540284	0	0	0	0	0	0	0	0	0	0
1000024	Parklaan	5,527578199	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2632180095	0	0	4,737924171	0	0	0	0	0	0	0,526436019	0	0	0
1000025	N210 West	44,22062659	0	2,105744076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31,32294313	0	0	0	0,2632180095	0	0	0,2632180095	7,106886256	0,2632180095	2,368962085
1000026	Aansluiting A2 Oost	51,59072986	1,052872038	0,526436019	0,7896540284	0,2632180095	0	1,316090047	0	3,158616114	0,2632180095	0,2632180095	0	7,896540284	0	1,316090047	0	0	2,893398104	0,2632180095	0	0,2632180095	4,737924171	1,052872038	0,2632180095	5,790796209	11,0551964	8,422976303	
1000027	A2 Zuid	4,737924171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,737924171
	TOTAL	217,4180758																											

SWECO model PA 07.00-07.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	484,707	11,162	120,607	44,597	22,616	63,208	12,912	28,392	140,309	0	0	201,291	0
1000000	A2 Noord	284,715	0	109,557	5,28	55,913	17,889	13,054	37,075	6,164	15,815	23,968	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	16,439	0	6,557	0	0,537	0,706	1,38	1,869	0,295	1,518	2,733	0	0	0,844
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	3,497	0	2,114	0,048	0,221	0	0,031	0,063	0,008	0,039	0,193	0	0	0,78
1000006	Nijverheidsweg Noord	10,48	0	8,887	0,363	0,005	0,085	0	0,036	0	0,024	0,005	0	0	1,075
1000007	Hoogland	5,477	0	3,509	0,524	0,086	0,117	0,024	0	0	0,36	0,273	0	0	0,584
1000008	Nijverheidsweg Zuid	0,097	0	0	0,097	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	53,009	0	43,982	0,147	0,073	0,179	0,125	0,766	0,066	0	0,311	0	0	7,36
1000011	N210 West	139,095	0	123,87	1,102	0,244	1,563	0,082	4,406	2,823	0,781	0	0	0	4,224
1000012	Aansluiting A2 Oost	400,919	0	0	3,581	63,523	23,365	7,92	18,879	3,556	9,785	112,808	0	0	157,502
1000013	Utrechtseweg	216,073	0	186,231	0,02	0,005	0,693	0	0,114	0	0,07	0,018	0	0	28,922
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1129,801													

SWECO model PA 07.15-07.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	546,721	12,588	136,038	50,303	25,511	71,296	14,565	32,024	158,26	0	0	227,045	
1000000	A2 Noord	321,142	0	123,574	5,955	63,067	20,178	14,724	41,818	6,953	17,838	27,035	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	18,542	0	7,396	0	0,606	0,796	1,557	2,108	0,333	1,712	3,082	0	0	0,952
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	3,944	0	2,384	0,054	0,249	0	0,035	0,072	0,009	0,044	0,217	0	0	0,88
1000006	Nijverheidsweg Noord	11,82	0	10,024	0,409	0,005	0,096	0	0,041	0	0,027	0,005	0	0	1,213
1000007	Hoogland	6,178	0	3,958	0,591	0,097	0,132	0,027	0	0	0,406	0,308	0	0	0,659
1000008	Nijverheidsweg Zuid	0,109	0	0	0,109	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	59,791	0	49,609	0,166	0,082	0,202	0,141	0,864	0,074	0	0,351	0	0	8,302
1000011	N210 West	156,891	0	139,718	1,243	0,275	1,762	0,093	4,97	3,185	0,881	0	0	0	4,764
1000012	Aansluiting A2 Oost	452,215	0	0	4,039	71,651	26,355	8,933	21,294	4,011	11,037	127,242	0	0	177,653
1000013	Utrechtseweg	243,719	0	210,058	0,022	0,006	0,782	0,001	0,129	0	0,079	0,02	0	0	32,622
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1274,351													

SWECO model PA 07.30-07.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	604,677	13,924	150,488	55,638	28,216	78,854	16,108	35,42	175,036	0	0	251,113	
1000000	A2 Noord	355,186	0	136,674	6,587	69,752	22,317	16,285	46,251	7,69	19,729	29,901	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	20,509	0	8,18	0	0,67	0,881	1,722	2,332	0,368	1,894	3,409	0	0	1,053
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	4,362	0	2,637	0,06	0,275	0	0,039	0,079	0,01	0,049	0,24	0	0	0,973
1000006	Nijverheidsweg Noord	13,073	0	11,086	0,453	0,006	0,106	0	0,045	0	0,03	0,006	0	0	1,341
1000007	Hoogland	6,833	0	4,377	0,654	0,107	0,147	0,03	0	0	0,449	0,34	0	0	0,729
1000008	Nijverheidsweg Zuid	0,121	0	0	0,121	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	66,129	0	54,868	0,183	0,091	0,224	0,156	0,955	0,082	0	0,388	0	0	9,182
1000011	N210 West	173,524	0	154,529	1,375	0,305	1,949	0,103	5,497	3,522	0,975	0	0	0	5,269
1000012	Aansluiting A2 Oost	500,153	0	0	4,467	79,246	29,149	9,88	23,552	4,436	12,207	140,73	0	0	196,486
1000013	Utrechtseweg	269,554	0	232,326	0,024	0,006	0,865	0,001	0,143	0	0,087	0,022	0	0	36,08
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1409,444													

SWECO model PA 07.45-08.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	605,692	13,946	150,71	55,731	28,264	78,986	16,135	35,479	175,331	0	0	251,536	
1000000	A2 Noord	355,782	0	136,903	6,598	69,869	22,355	16,312	46,329	7,703	19,762	29,951	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	20,543	0	8,194	0	0,671	0,882	1,725	2,336	0,368	1,897	3,415	0	0	1,055
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	4,37	0	2,641	0,06	0,276	0	0,039	0,079	0,01	0,049	0,241	0	0	0,975
1000006	Nijverheidsweg Noord	13,095	0	11,105	0,453	0,006	0,106	0	0,045	0	0,03	0,006	0	0	1,344
1000007	Hoogland	6,845	0	4,385	0,655	0,107	0,147	0,03	0	0	0,45	0,341	0	0	0,73
1000008	Nijverheidsweg Zuid	0,121	0	0	0,121	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	66,24	0	54,96	0,183	0,091	0,224	0,157	0,957	0,082	0	0,389	0	0	9,197
1000011	N210 West	173,815	0	154,789	1,377	0,305	1,953	0,103	5,506	3,528	0,976	0	0	0	5,278
1000012	Aansluiting A2 Oost	500,994	0	0	4,475	79,379	29,198	9,897	23,591	4,444	12,228	140,966	0	0	196,816
1000013	Utrechtseweg	270,005	0	232,715	0,024	0,006	0,866	0,001	0,143	0	0,087	0,022	0	0	36,141
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1411,81													

SWECO model PA TOTAAL 07.00-08.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	2241,797	51,62	557,813	206,269	104,607	292,344	59,72	131,315	648,936	0	0	930,985	
1000000	A2 Noord	1316,825	0	506,708	24,42	258,601	82,739	60,375	171,473	28,51	73,144	110,855	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	76,033	0	30,327	0	2,484	3,265	6,384	8,645	1,364	7,021	12,639	0	0	3,904
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	16,173	0	9,776	0,222	1,021	0	0,144	0,293	0,037	0,181	0,891	0	0	3,608
1000006	Nijverheidsweg Noord	48,468	0	41,102	1,678	0,022	0,393	0	0,167	0	0,111	0,022	0	0	4,973
1000007	Hoogland	25,333	0	16,229	2,424	0,397	0,543	0,111	0	0	1,665	1,262	0	0	2,702
1000008	Nijverheidsweg Zuid	0,448	0	0	0,448	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	245,169	0	203,419	0,679	0,337	0,829	0,579	3,542	0,304	0	1,439	0	0	34,041
1000011	N210 West	643,325	0	572,906	5,097	1,129	7,227	0,381	20,379	13,058	3,613	0	0	0	19,535
1000012	Aansluiting A2 Oost	1854,281	0	0	16,562	293,799	108,067	36,63	87,316	16,447	45,257	521,746	0	0	728,457
1000013	Utrechtseweg	999,351	0	861,33	0,09	0,023	3,206	0,003	0,529	0	0,323	0,082	0	0	133,765
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5225,406													

SWECO model VR 07.00-07.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	49,963	1,609	32,813	2,151	1,446	20,291	0	5,762	15,013	0	0	65,698	
1000000	A2 Noord	31,493	0	20,006	0,059	3,861	0,407	0,162	1,648	0	0,296	5,054	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,674	0	0,134	0	0,125	0,068	0,27	1,413	0	0,249	0,272	0	0	0,143
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,062	0	0,444	0,03	0,495	0	0,098	0,456	0	0,12	0,085	0	0	0,334
1000006	Nijverheidsweg Noord	7,628	0	2,889	0,257	0,025	0,152	0	0,709	0	0,237	0,128	0	0	3,231
1000007	Hoogland	22,002	0	5,43	0,581	5,512	0,596	0,274	0	0	1,386	0,744	0	0	7,479
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	9,57	0	0,884	0,309	3,398	0,149	0,198	1,651	0	0	1,321	0	0	1,66
1000011	N210 West	17,591	0	7,494	0,051	0,459	0,087	0,031	0,744	0	1,442	0	0	0	7,283
1000012	Aansluiting A2 Oost	65,885	0	0	0,224	18,861	0,284	0,411	12,111	0	0,808	7,134	0	0	26,052
1000013	Utrechtseweg	35,841	0	12,682	0,098	0,077	0,408	0,002	1,559	0	1,224	0,275	0	0	19,516
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	194,746													

SWECO model VR 07.15-07.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	56,358	1,814	37,011	2,427	1,632	22,887	0	6,498	16,934	0	0	74,103	
1000000	A2 Noord	35,522	0	22,566	0,066	4,355	0,459	0,182	1,859	0	0,334	5,701	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3,015	0	0,152	0	0,141	0,077	0,304	1,593	0	0,281	0,306	0	0	0,161
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,327	0	0,501	0,034	0,558	0	0,111	0,515	0	0,135	0,096	0	0	0,377
1000006	Nijverheidsweg Noord	8,605	0	3,259	0,29	0,028	0,172	0	0,8	0	0,267	0,145	0	0	3,644
1000007	Hoogland	24,817	0	6,125	0,655	6,217	0,672	0,31	0	0	1,563	0,839	0	0	8,436
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	10,793	0	0,997	0,348	3,833	0,168	0,223	1,862	0	0	1,49	0	0	1,872
1000011	N210 West	19,842	0	8,452	0,057	0,518	0,099	0,035	0,839	0	1,627	0	0	0	8,215
1000012	Aansluiting A2 Oost	74,314	0	0	0,253	21,274	0,32	0,464	13,66	0	0,911	8,047	0	0	29,385
1000013	Utrechtseweg	40,427	0	14,304	0,111	0,087	0,46	0,003	1,759	0	1,38	0,31	0	0	22,013
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	219,662													

SWECO model VR 07.30-07.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	62,331	2,007	49,936	2,684	1,803	25,311	0	7,187	18,729	0	0	81,959	
1000000	A2 Noord	39,288	0	24,958	0,074	4,817	0,508	0,201	2,056	0	0,369	6,305	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3,333	0	0,168	0	0,155	0,085	0,336	1,762	0	0,31	0,339	0	0	0,178
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,573	0	0,554	0,038	0,617	0	0,122	0,569	0	0,15	0,106	0	0	0,417
1000006	Nijverheidsweg Noord	9,516	0	3,604	0,32	0,031	0,19	0	0,884	0	0,296	0,16	0	0	4,031
1000007	Hoogland	27,451	0	6,775	0,725	6,877	0,744	0,342	0	0	1,729	0,928	0	0	9,331
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	11,937	0	1,103	0,385	4,24	0,185	0,247	2,059	0	0	1,648	0	0	2,07
1000011	N210 West	21,945	0	9,348	0,063	0,573	0,109	0,039	0,928	0	1,799	0	0	0	9,086
1000012	Aansluiting A2 Oost	82,191	0	0	0,279	23,529	0,354	0,513	15,108	0	1,008	8,9	0	0	32,5
1000013	Utrechtseweg	44,713	0	15,821	0,123	0,097	0,509	0,003	1,945	0	1,526	0,343	0	0	24,346
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	242,947													

SWECO model VR 07.45-08.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	62,435	2,011	41,005	2,688	1,809	25,355	0	7,2	18,761	0	0	82,096	
1000000	A2 Noord	39,354	0	25	0,074	4,825	0,508	0,202	2,059	0	0,37	6,316	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3,339	0	0,168	0	0,156	0,085	0,337	1,765	0	0,311	0,339	0	0	0,178
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,579	0	0,555	0,038	0,618	0	0,123	0,57	0	0,15	0,107	0	0	0,418
1000006	Nijverheidsweg Noord	9,531	0	3,61	0,321	0,031	0,19	0	0,886	0	0,296	0,16	0	0	4,037
1000007	Hoogland	27,495	0	6,786	0,726	6,888	0,745	0,343	0	0	1,732	0,929	0	0	9,346
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	11,96	0	1,105	0,386	4,247	0,186	0,248	2,063	0	0	1,651	0	0	2,074
1000011	N210 West	21,982	0	9,364	0,063	0,574	0,109	0,039	0,93	0	1,802	0	0	0	9,101
1000012	Aansluiting A2 Oost	82,332	0	0	0,28	23,569	0,355	0,514	15,134	0	1,01	8,915	0	0	32,555
1000013	Utrechtseweg	44,788	0	15,847	0,123	0,097	0,51	0,003	1,948	0	1,529	0,344	0	0	24,387
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	243,36													

SWECO model VR TOTAAL 07.00-08.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	231,085	7,441	151,765	9,95	6,69	93,844	0	26,647	69,437	0	0	303,856	
1000000	A2 Noord	145,657	0	92,53	0,273	17,858	1,882	0,747	7,622	0	1,369	23,376	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	12,361	0	0,622	0	0,577	0,315	1,247	6,533	0	1,151	1,256	0	0	0,66
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	9,541	0	2,054	0,14	2,288	0	0,454	2,11	0	0,555	0,394	0	0	1,546
1000006	Nijverheidsweg Noord	35,28	0	13,362	1,188	0,115	0,704	0	3,279	0	1,096	0,593	0	0	14,943
1000007	Hoogland	101,765	0	25,116	2,687	25,494	2,757	1,269	0	0	6,41	3,44	0	0	34,592
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	44,26	0	4,089	1,428	15,718	0,688	0,916	7,635	0	0	6,11	0	0	7,676

1000011	N210 West	81,36	0	34,658	0,234	2,124	0,404	0,144	3,441	0	6,67	0	0	0	33,685
1000012	Aansluiting A2 Oost	304,722	0	0	1,036	87,233	1,313	1,902	56,013	0	3,737	32,996	0	0	120,492
1000013	Utrechtseweg	165,769	0	58,654	0,455	0,358	1,887	0,011	7,211	0	5,659	1,272	0	0	90,262
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	900,715													

SWECO model PA+VR TOTAAL 07.00-08.00

13x13

	Name		1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 Oost	1000013 Utrechtseweg	1000014 A2 Zuid
		Sum	0	2472,882	59,061	709,578	216,219	111,267	386,188	59,72	157,962	718,373	0	0	1234,841
1000000	A2 Noord	1462,482	0	599,238	24,693	276,459	84,621	61,122	179,095	28,51	74,513	134,231	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	88,394	0	30,949	0	3,061	3,58	7,631	15,178	1,364	8,172	13,895	0	0	4,564
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	25,714	0	11,83	0,362	3,309	0	0,598	2,403	0,037	0,736	1,285	0	0	5,154
1000006	Nijverheidsweg Noord	83,748	0	54,464	2,866	0,137	1,097	0	3,446	0	1,207	0,615	0	0	19,916
1000007	Hoogland	127,098	0	41,345	5,111	25,891	3,3	1,38	0	0	8,075	4,702	0	0	37,294
1000008	Nijverheidsweg Zuid	0,448	0	0	0,448	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	289,429	0	207,508	2,107	16,055	1,517	1,495	11,177	0,304	0	7,549	0	0	41,717
1000011	N210 West	724,685	0	607,564	5,331	3,253	7,631	0,525	23,82	13,058	10,283	0	0	0	53,22
1000012	Aansluiting A2 Oost	2159,003	0	0	17,586	381,032	109,38	38,532	143,329	16,447	48,994	554,742	0	0	848,949
1000013	Utrechtseweg	1165,12	0	919,984	0,545	0,381	5,093	0,014	7,74	0	5,982	1,354	0	0	224,027
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	6126,121													

TOMTOM model PA+VR TOTAAL 07.00-08.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13

	Name		1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 Oost	1000013 Utrechtseweg	1000014 A2 Zuid
		Sum	58	473	7	98	6	6	25	4	22	142	109	98	104
1000000	A2 Noord	216	57	53	3	36	0	1	9	0	3	18	0	36	0
1000001	Aansluiting A2 Oost	132	1	128	0	1	0	0	0	0	0	0	1	1	0
1000002	Parallelweg	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1000003	Utrechtseweg	13	0	1	0	6	0	0	0	0	0	0	0	6	0
1000005	Carpool	2	0	1	0	0	0	0	0	0	0	0	0	0	1
1000006	Nijverheidsweg Noord	11	0	3	0	2	1	1	0	0	0	0	0	2	2
1000007	Hoogland	8	0	3	1	0	0	0	2	0	0	0	0	0	2
1000008	Nijverheidsweg Zuid	10	0	7	0	0	0	0	0	2	0	0	0	0	1
1000009	Parklaan	34	0	13	0	5	1	0	0	0	7	0	0	5	3
1000011	N210 West	235	0	144	0	0	1	1	0	0	0	67	0	0	22
1000012	Aansluiting A2 Oost	344	0	10	0	46	3	3	14	2	10	57	108	46	45
1000013	Utrechtseweg	124	0	109	1	2	0	0	0	0	2	0	0	2	8
1000014	A2 Zuid	20	0	0	0	0	0	0	0	0	0	0	0	0	20
	TOTAL	1152													

TOMTOM model PA+VR TOTAAL 07.00-08.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Linnaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	19	92	18	1	9	11	15	21	2	3	8	104	12	24	1	58	610	10	8	7	25	5	24	151	109	113
1000000	Boveneind NZ (Link 1)	22	9	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1000001	Heemraadlaan (Link 2)	57	4	20	1	0	0	0	1	1	0	0	0	1	0	0	0	0	18	1	0	0	0	0	2	8	0	0
1000002	Schepenensingel (Link3))	60	0	12	8	0	0	0	2	0	2	0	0	0	1	0	0	0	32	0	1	0	0	0	0	0	2	2
1000003	Boedapestlaan (Link 4)	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1
1000004	Tuinensingel (Link 5)	26	0	1	0	0	2	1	1	0	1	0	0	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	17	0	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	0	1
1000007	Hogebiezendijk (Link 7)	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	17	0	2	0	0	0	0	0	5	0	0	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	5	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0
1000012	Panoven (Link 10.2)	10	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	4	0	0	0	0	0	0	0	0	1
1000013	Utrechtseweg	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	140	0	0	0	0	0	1	1	0	0	2	2	2	11	2	0	0	103	1	0	0	0	2	0	0	0	8
1000015	Europalaan (Link 11)	43	0	1	0	0	0	0	1	0	0	0	0	0	0	10	0	0	26	0	1	0	0	0	0	0	0	4
1000016	Ringoven (Link 12)	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	204	2	13	1	0	0	1	0	2	0	0	0	36	0	2	0	51	53	3	0	1	6	0	3	13	0	0
1000018	Aansluiting A2 Oost	132	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	128	0	0	0	0	0	0	0	1	0
1000019	Parallelweg	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
1000020	Carpool	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1
1000021	Nijverheidsweg Noord	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	1	0	1	0	0	0	0	0
1000022	Hoogland	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	0	0	2
1000023	Nijverheidsweg Zuid	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	2	0	0	0	1
1000024	Parklaan	31	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	1	0	0	7	0	3	3
1000025	N210 West	244	0	6	0	0	0	2	1	0	0	0	0	0	0	0	0	0	144	0	1	1	0	0	0	67	0	22
1000026	Aansluiting A2 Oost	375	9	32	6	0	5	1	1	12	0	0	0	2	46	0	9	1	0	0	10	2	3	3	14	2	10	97
1000027	A2 Zuid	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1460																										

TOMTOM model PA+VR TOTAAL 07.00-08.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Linnaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	101,038454	489,2388299	95,72064063	5,317813368	47,86032031	58,40594705	79,76720052	111,6740807	10,63562674	15,9534401	42,54250694	553,0525903	63,81376042	127,6275208	5,317813368	308,4331753	3243,866155	53,17813368	42,54250694	37,22469358	132,9453342	26,58906884	127,6275208	802,9898186	579,6416571	600,9129106
1000000	Boveneind NZ (Link 1)	116,9918941	31,90688021	10,63562674	5,317813368	0	0	5,317813368	10,63562674	0	0	0	0	0	0	0	0	0	47,86032031	0	0	0	0	0	0	0	5,317813368	0
1000001	Heemraadlaan (Link 2)	303,115362	21,27125347	106,3562674	5,317813368	0	0	0	5,317813368	5,317813368	0	0	0	5,317813368	0	0	0	0	95,72064063	5,317813368	0	0	0	0	10,63562674	42,54250694	0	0
1000002	Schepenensingel (Link3))	319,0688021	0	63,81376042	42,54250694	0	0	0	10,63562674	0	10,63562674	0	0	0	5,317813368	0	0	0	170,170278	0	5,317813368	0	0	0	0	0	0	10,63562674
1000003	Boedapestlaan (Link 4)	53,17813368	0	0	0	5,317813368	0	0	0	0	0	0	0	0	0	0	0	0	42,54250694	0	0	0	0	0	0	0	0	5,317813368
1000004	Tuinensingel (Link 5)	138,2631476	0	5,317813368	0	0	10,63562674	5,317813368	5,317813368	0	0	0	0	5,317813368	0	0	0	0	106,3562674	0	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	90,40282726	0	5,317813368	5,317813368	0	0	15,95344015	10,63562674	0	0	0	0	0	0	0	0	0	42,54250694	0	5,317813368	0	0	0	0	0	0	5,317813368
1000007	Hogebiezendijk (Link 7)	26,58906884	0	0	0	0	5,317813368	10,63562674	10,63562674	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	90,40282726	0	10,63562674	0	0	0	0	0	26,58906684	0	0	0	5,317813368	0	0	0	0	47,86032031	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	5,317813368	5,317813368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	26,58906884	0	0	0	0	0	0	0	0	0	5,317813368	10,63562674	0	10,63562674	0	0	0	5,317813368	0	0	0	5,317813368	0	0	0	0	0
1000012	Panoven (Link 10.2)	53,17813368	0	0	0	10,63562674	0	0	0	0	0	0	10,63562674	0	5,317813368	0	0	0	21,27125347	0	0	0	0	0	0	0	5,317813368	0
1000013	Utrechtseweg	37,22469358	0	0	0	0	0	0	0	0	0	0	31,90688021	0	0	0	0	0	5,317813368	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	744,4938715	0	0	0	0	0	5,317813368	0	0	0	10,63562674	10,63562674	58,49594705	10,63562674	0	0	0	579,6416571	5,317813368	0	0	0	0	10,63562674	0	42,54250694	0
1000015	Europalaan (Link 11)	228,5659748	0	5,317813368	0	0	0	5,317813368	0	0	0	0	0	0	53,17813368	0	0	0	138,2631476	0	5,317813368	0	0	0	0	0	21,27125347	0
1000016	Ringoven (Link 12)	10,63562674	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,63562674	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	1084,833027	10,63562674	69,13157378	5,317813368	0	0	5,317813368	0	10,63562674	0	0	15,9534401	191,4412813	10,63562674	58,49594705	10,63562674	0	303,115362	281,8441085	15,9534401	0	5,317813368	47,86032031	0	15,9534401	95,72064063	0
1000018	Aansluiting A2 Oost	701,9513846	0	0	0	0	5,317813368	0	0	0	0	0	0	5,317813368	0	0	0	0	5,317813368	680,6801111	0	0	0	0	0	0	0	5,317813368
1000019	Parallelweg	15,9534401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,317813368	10,63562674	0	0	0	0	0	0	0	0
1000020	Carpool	15,9534401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,317813368	0	5,317813368	0	0	0	0	0	0	5,317813368
1000021	Nijverheidsweg Noord	42,54250694	0	0	0	0	0	0	0	0	0	0	10,63562674	0	0	0	0	0	15,9534401	0	0	5,317813368	0	0	0	0	0	10,63562674
1000022	Hoogland	42,54250694	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,9534401	5,317813368	0	0	10,63562674	0	0	0	0	10,63562674
1000023	Nijverheidsweg Zuid	53,17813368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,22469358	0	0	0	0	10,63562674	0	0	0	5,317813368
1000024	Parklaan	164,8522144	0	10,63562674	0	0	0	0	0	0	0	0	26,58906684	0	0	0	0	0	69,13157378	0	5,317813368	0	0	0	37,22469358	0	0	15,9534401
1000025	N210 West	1297,546462	0	31,90688021	0	0	0	0	10,63562674	5,317813368	0	0	0	0	0	0	0	0	765,765125	0	5,317813368	5,317813368	0	0	0	356,2934957	0	116,9918941
1000026	Aansluiting A2 Oost	1994,180013	31,90688021	170,170278	31,90688021	0	26,58906684	5,317813368	5,317813368	63,81376042	0	0	10,63562674	244,6194149	0	47,86032031	5,317813368	0	53,17813368	10,63562674	15,9534401	15,9534401	74,44938715	10,63562674	53,17813368	303,115362	574,3238438	239,3016016
1000027	A2 Zuid	106,3562674	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106,3562674
	TOTAL	7764,007517																										

Scale factor (total traffic)	5,31813368	
Percentual difference	4,31813368	%

PA share	0,852971399
VR share	0,147028601

TOMTOM model PA TOTAAL 07.00-08.00 (Calculated for Passenger Cars)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Linnaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	86,18291146	417,3067292	81,64696875	4,535942708	40,82348438	49,8953899	68,03914063	95,25479688	9,071885417	13,60782813	36,28754167	471,7380417	54,43131125	108,862625	4,535942708	263,0846771	2766,625052	45,35942708	36,28754167	31,75158896	113,3985677	22,67971354	108,862625	684,927349	494,417752	512,561526
1000000	Boveneind NZ (Link 1)	99,79073958	27,21565625	9,071885417	4,535942708	0	0	4,535942708	9,071885417	0	0	0	0	0	0	0	0	0	40,82348438	0	0	0	0	0	0	4,535942708	0	0
1000001	Heemraadlaan (Link 2)	258,5487344	18,14377083	90,71885417	4,535942708	0	0	0	4,535942708	4,535942708	0	0	4,535942708	0	0	0	0	0	81,64696875	4,535942708	0	0	0	0	9,071885417	36,28754167	0	0
1000002	Schepenensingel (Link3))	272,1565625	0	54,4313125	36,28754167	0	0	0	9,071885417	0	9,071885417	0	0	0	4,535942708	0	0	0	145,1501667	0	4,535942708	0	0	0	0	0	0	9,071885417
1000003	Boedapestlaan (Link 4)	45,35942708	0	0	0	4,535942708	0	0	0	0	0	0	0	0	0	0	0	0	36,28754167	0	0	0	0	0	0	0	0	4,535942708
1000004	Tuinensingel (Link 5)	117,9345104	0	4,535942708	0	0	9,071885417	4,535942708	4,535942708	0	0	0	0	4,535942708	0	0	0	0	90,71885417	0	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	77,11102604	0	4,535942708	4,535942708	0	0	13,60782813	9,071885417	0	0	0	0	0	0	0	0	0	36,28754167	0	0	4,535942708	0	0	0	0	0	4,535942708
1000007	Hogebiezendijk (Link 7)	22,67971354	0	0	0	4,535942708	9,071885417	9,071885417	9,071885417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	77,11102604	0	9,071885417	0	0	0	0	0	22,67971354	0	0	0	4,535942708	0	0	0	0	40,82348438	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	4,535942708	4,535942708	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	22,67971354	0	0	0	0	0	0	0	0	0	4,535942708	0	9,071885417	0	0	0	0	4,535942708	0	0	0	4,535942708	0	0	0	0	0
1000012	Panoven (Link 10.2)	45,35942708	0	0	0	9,071885417	0	0	0	0	0	0	0	4,535942708	4,535942708	0	0	0	18,14377083	0	0	0	0	0	0	0	4,535942708	0
1000013	Utrechtseweg	31,75158896	0	0	0	0	0	0	0	0	0	0	0	27,21565625	0	0	0	0	4,535942708	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	635,0319792	0	0	0	0	0	4,535942708	0	0	9,071885417	9,071885417	9,071885417	49,89536979	9,071885417	0	0	0	494,4177552	4,535942708	0	0	0	0	9,071885417	0	36,28754167	0
1000015	Europalaan (Link 11)	195,0455365	0	4,535942708	0	0	0	4,535942708	0	0	0	0	0	45,3594708	0	0	0	0	117,9345104	0	4,535942708	0	0	0	0	0	0	18,14377083
1000016	Ringoven (Link 12)	9,071885417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,071885417	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	925,3323125	9,071885417	58,96725521	4,535942708	0	0	4,535942708	0	9,071885417	0	0	13,60782813	163,2939375	0	9,071885417	0	258,5487344	240,4049635	13,60782813	0	4,535942708	40,82348438	0	13,60782813	81,64696875	0	0
1000018	Aansluiting A2 Oost	598,7444375	0	0	0	0	4,535942708	0	0	0	0	0	0	4,535942708	0	0	0	4,535942708	580,6006667	0	0	0	0	0	0	0	4,535942708	0
1000019	Parallelweg	13,60782813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,535942708	9,071885417	0	0	0	0	0	0	0	0
1000020	Carpool	13,60782813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,535942708	0	4,535942708	0	0	0	0	0	4,535942708	0
1000021	Nijverheidsweg Noord	36,28754167	0	0	0	0	0	0	0	0	0	0	0	9,071885417	0	0	0	0	13,60782813	0	0	4,535942708	0	0	0	0	9,071885417	0
1000022	Hoogland	36,28754167	0	0	0	0	0	0	0

Share PA 0700 - 0715	0.216213056
Verdeling PA 0715 - 0730	0.243759782
Share PA 0730 - 0745	0.269729089
Share PA 0745 - 0800	0.270181768

TOMTOM model PA 07.00-07.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraadenlaan	Schepenensingel	Boedapestlaan (i	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
		Sum	18,63387066	90,22716319	17,65314063	0,980730347	8,826570313	10,78803038	14,71095052	20,59533073	1,961460069	2,942190104	7,845840278	101,9959236	11,76876042	23,53752083	0,980730347	56,88234201	598,2453212	9,807300347	7,845840278	6,865110243	24,51825087	4,903650174	25,53752083	148,0902352	106,8995738	110,8224939
1000000	Boveneind NZ (Link 1)	21,57606078	5,884380208	1,961460069	0,980730347	0	0	0,980730347	1,961460069	0	0	0	0	0	0	0	0	0	0	8,826570313	0	0	0	0	0	0	0,980730347	0
1000001	Heemraadenlaan (Link 2)	55,90161198	3,922920139	19,61460069	0,980730347	0	0	0	0,980730347	0,980730347	0	0	0	0,980730347	0	0	0	0	0	17,65314063	0,980730347	0	0	0	0	1,961460069	7,845840278	0
1000002	Schepenensingel (Link3)	58,84380208	0	11,76876042	7,845840278	0	0	1,961460069	0	0	1,961460069	0	0	0	0,980730347	0	0	0	0	34,31838111	0	0,980730347	0	0	0	0	0	1,961460069
1000003	Boedapestlaan (Link 4)	9,807300347	0	0	0	0,980730347	0	0	0	0	0	0	0	0	0	0	0	0	0	7,845840278	0	0	0	0	0	0	0	0,980730347
1000004	Tuinensingel (Link 5)	25,4989809	0	0,980730347	0	0	1,961460069	0,980730347	0,980730347	0	0	0	0	0,980730347	0	0	0	0	0	19,61460069	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	16,67241059	0	0,980730347	0,980730347	0	0	2,942190104	1,961460069	0	0	0	0	0	0	0	0	0	0	7,845840278	0	0,980730347	0	0	0	0	0	0,980730347
1000007	Hogebiezendijk (Link 7)	4,903650174	0	0	0	0	0,980730347	1,961460069	1,961460069	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	16,67241059	0	1,961460069	0	0	0	0	0	4,903650174	0	0	0	0,980730347	0	0	0	0	0	8,826570313	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0,980730347	0,980730347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,980730347	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	4,903650174	0	0	0	0	0	0	0	0	0	0,980730347	0	1,961460069	0	0	0	0	0	0,980730347	0	0	0	0,980730347	0	0	0	0
1000012	Panoven (Link 10,2)	9,807300347	0	0	0	0	1,961460069	0	0	0	0	0	0	1,961460069	0	0	0	0	0,980730347	3,922920139	0	0	0	0	0	0	0	0,980730347
1000013	Utrechtseweg	6,865110243	0	0	0	0	0	0	0	0	0	0	0	5,884380208	0	0	0	0	0	0,980730347	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	137,3022049	0	0	0	0	0	0	0,980730347	0	0	1,961460069	1,961460069	1,961460069	10,78803038	1,961460069	0	0	0	106,8995738	0,980730347	0	0	0	0	1,961460069	0	7,845840278
1000015	Europalaan (Link 11)	42,17139149	0	0,980730347	0	0	0	0	0,980730347	0	0	0	0	0	0	0	0	0	0	25,4989809	0	0,980730347	0	0	0	0	0	0,922920139
1000016	Ringoven (Link 12)	1,961460069	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,961460069	0	0	0	0	0	0	0	0
1000017	A2 Noord	200,0689271	1,961460069	12,74940045	0,980730347	0	0	0,980730347	0	1,961460069	0	0	2,942190104	35,30628125	0	1,961460069	0	55,90161198	51,97869184	2,942190104	0	0,980730347	8,826570313	0	2,942190104	17,65314063	0	0
1000018	Aansluiting A2 Oost	129,4563646	0	0	0	0	0,980730347	0	0	0	0	0	0	0,980730347	0	0	0	0,980730347	125,5334444	0	0	0	0	0	0	0	0,980730347	0
1000019	Parallelweg	2,942190104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,980730347	1,961460069	0	0	0	0	0	0	0	0
1000020	Carpool	2,942190104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,980730347	0	0,980730347	0	0	0	0	0	0	0,980730347
1000021	Nijverheidsweg Noord	7,845840278	0	0	0	0	0	0	0	0	0	0	0	1,961460069	0	0	0	0	2,942190104	0	0,980730347	0	0	0	0	0	0	1,961460069
1000022	Hoogland	7,845840278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,942190104	0,980730347	0	1,961460069	0	0	0	0	0	1,961460069
1000023	Nijverheidsweg Zuid	9,807300347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,865110243	0	0	0	1,961460069	0	0	0	0	0,980730347
1000024	Parklaan	30,40263108	0	1,961460069	0	0	0	0	0	0	0	0	0	4,903650174	0	0	0	0	12,74940045	0	0,980730347	0	0	0	6,865110243	0	0	2,942190104
1000025	N210 West	239,2981285	0	5,884380208	0	0	0	1,961460069	0,980730347	0	0	0	0	0	0	0	0	0	141,2225125	0	0,980730347	0,980730347	0	0	0	65,70891233	0	21,57606076
1000026	Aansluiting A2 Oost	367,773763	5,884380208	31,38336111	5,884380208	0	4,903650174	0,980730347	0,980730347	11,76876042	0	0	1,961460069	45,1135816	0	8,826570313	0,980730347	0	9,807300347	1,961460069	2,942190104	2,942190104	13,73020949	1,961460069	9,807300347	55,90161198	105,9188438	44,13255156
1000027	A2 Zuid	19,61460069	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,61460069
	TOTAL	1431,865851																										

TOMTOM model PA 07.15-07.30 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraadenlaan	Schepenensingel	Boedapestlaan (i	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
		Sum	21,01794184	101,7710868	19,91173438	1,106207465	9,958867188	12,16282812	16,59311198	23,23035677	2,212414931	3,318622396	8,849659722	115,0455764	13,27448958	26,54897917	1,106207465	64,16003299	674,7865538	11,06207465	8,849659722	7,743452257	27,65518863	5,531037326	26,54897917	167,0373273	120,5766137	125,0014436
1000000	Boveneind NZ (Link 1)	24,33656424	6,637244792	2,212414931	1,106207465	0	0	1,106207465	2,212414931	0	0	0	0	0	0	0	0	0	0	9,956867188	0	0	0	0	0	1,106207465	0	0
1000001	Heemraadenlaan (Link 2)	63,05382552	4,424829861	22,12414931	1,106207465	0	0	0	1,106207465	1,106207465	0	0	1,106207465	0	0	0	0	0	0	19,91173438	1,106207465	0	0	0	2,212414931	8,849659722	0	0
1000002	Schepenensingel (Link3)	66,37244792	0	13,27448958	8,849659722	0	0	2,212414931	0	0	2,212414931	0	0	0	1,106207465	0	0	0	0	35,39863889	0	1,106207465	0	0	0	0	0	2,212414931
1000003	Boedapestlaan (Link 4)	11,06207465	0	0	0	1,106207465	0	0	0	0	0	0	0	0	0	0	0	0	0	8,849659722	0	0	0	0	0	0	0	1,106207465
1000004	Tuinensingel (Link 5)	28,7613941	0	1,106207465	0	0	2,212414931	1,106207465	1,106207465	0	0	0	0	1,106207465	0	0	0	0	0	22,12414931	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	18,80552691	0	1,106207465	1,106207465	0	0	3,318622396	2,212414931	0	0	0	0	0	0	0	0	0	0	8,849659722	0	1,106207465	0	0	0	0	0	1,106207465
1000007	Hogebiezendijk (Link 7)	5,531037326	0	0	0	1,106207465	2,212414931	2,212414931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	18,80552691	0	2,212414931	0	0	0	0	0	5,531037326	0	0	0	1,106207465	0	0	0	0	0	9,956867188	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	1,106207465	1,106207465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	5,531037326	0	0	0	0	0	0	0	0	0	1,106207465	0	2,212414931	0	0	0	0	0	1,106207465	0	0	0	1,106207465	0	0	0	0
1000012	Panoven (Link 10,2)	11,06207465	0	0	0	0	2,212414931	0	0	0	0	0	0	2,212414931	0	1,106207465	0	0	0	4,424829861	0	0	0	0	0	0	0	1,106207465
1000013	Utrechtseweg	7,743452257	0	0	0	0	0	0	0	0	0	0	0	6,637244792	0	0	0	0	0	1,106207465	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	154,8690451	0	0	0	0	0	1,106207465	0	0	0	2,212414931	2,212414931	2,212414931	12,16282812	2,212414931	0	0	0	120,5766137	1,106207465	0	0	0	2,212414931	0	0	0
1000015	Europalaan (Link 11)	47,56692101	0	1,106207465	0	0	0	1,106207465	0	0	0	0	0	0	0	11,06207465	0	0	0	28,7613941	0	1,106207465	0	0	0	4,424829861	0	0
1000016	Ringoven (Link 12)	2,212414931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,212414931	0	0	0	0	0	0	0	0
1000017	A2 Noord	225,6663229	2,212414931	14,38069705	1,106207465	0	0	1,106207465	0	2,212414931	0	0	3,318622396	39,82346875	0	2,212414931	0	63,05382552	58,62899566	3,318622396	0	1,106207465	9,955867188	0	3,318622396	19,91173438	0	0
1000018	Aansluiting A2 Oost	146,0193854	0	0	0	0	1,106207465	0	0	0	0	0	0	1,106207465	0	0	0	1,106207465	141,5945556	0	0	0	0	0	0	0	1,106207465	0
1000019	Parallelweg	3,318622396	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,106207465	2,212414931	0	0	0	0	0	0	0	0
1000020	Carpool	3,318622396	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,106207465	0	1,106207465	0	0	0	0	0	0	1,106207465
1000021	Nijverheidsweg Noord	8,849659722	0	0	0	0	0	0	0	0	0	0	0	2,212414931	0	0	0	0	3,318622396	0	1,106207465	0	0	0	0	0	0	2,212414931
1000022	Hoogland	8,849659722	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,318622396	1,106207465	0	2,212414931	0	0	0	0	0	2,212414931
1000023	Nijverheidsweg Zuid	11,06207465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,743452257	0	0	0	0	2,212414931	0	0	0	1,106207465
1000024	Parklaan	34,29243142	0	2,212414931	0	0	0	0	0	0	0	0	0	5,531037326	0	0	0	0	14,38069705	0	1,106207465	0	0	0	7,743452257	0	0	3,318622396
1000025	N210 West	269,9146215	0	6,637244792	0	0	0	2,212414931	1,106207465	0	0	0	0	0	0	0	0	0	159,293875	0	1,106207465	1,106207465	0	0	0	74,11590017	0	24,33656424
1000026	Aansluiting A2 Oost	414,8277995	6,637244792	35,39863889	6,637244792	0	5,531037326	1,106207465	1,106207465	13,27448958	0	0	2,212414931	50,8855434	0	9,955867188	1,106207465	0	11,06207465	2,212414931	3,318622396	3,318622396	15,48690451	2,212414931	11,06207465	63,05382552	119,4704063	49,77933594
1000027	A2 Zuid	22,12414931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,12414931
	TOTAL	1615,062899																										

TOMTOM model PA 07.30-07.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraadenlaan	Schepenensingel	Boedapestlaan (i	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
		Sum	23,24603819	112,5597639	22,0225625	1,223475694	11,01128125	13,45823264	18,35213542	25,69289558	2,449651389	3,670427083	9,787805556	127,2414722	14,88170833	29,36341667	1,223475694	70,96159028	746,3201736	12,23475694	9,787805556	8,564329861	30,58689236	6,117378472	29,36341667	184,7448299	133,3588507	138,2527535
1000000	Boveneind NZ (Link 1)	26,91646528	7,340854167	2,449651389	1,223475694	0	0	1,223475694	2,449651389	0	0	0	0	0	0	0	0	0	0	11,01128125	0	0	0	0	0	1,223475694	0	0
1000001	Heemraadenlaan (Link 2)	69,73811458	4,893002778	24,49651389	1,223475694	0	0	0	1,223475694	1,223475694	0	0	0	2,449651389	0	0	0	0	0	22,0225625	1,223475694	0	0	0	2,449651389	9,787805556	0	0
1000002	Schepenensingel (Link3)	73,40854167	0	14,68170833	9,787805556	0	0	2,449651389	0	0	2,449651389	0	0	0	1,223475694	0	0	0	0	39,15122222	0	1,223475694	0	0	0	0	0	2,449651389
1000003	Boedapestlaan (Link 4)	12,23475694	0	0	0	1,223475694	0	0	0	0	0	0	0	0	0	0	0	0	0	9,787805556	0	0	0	0	0	0	0	1,223475694
1000004	Tuinensingel (Link 5)	31,81036806	0	1,223475694	0	0	2,449651389	1,223475694	1,223475694	0	0	0	0	1,223475694	0	0	0	0	0	24,49651389	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	20,79908681	0	1,223475694	1,223475694	0	0	3,670427083	2,449651389	0	0	0	0	0	0	0	0	0	0	9,787805556	0	1,223475694	0	0	0	0	0	1,223475694
1000007	Hogebiezendijk (Link 7)	6,117378472	0	0	0	1,223475694	2,449651389	2,449651389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	20,79908681	0	2,449651389	0	0	0	0	0	6,117378472	0	0	0	1,223475694	0	0	0	0	0	11,01128125	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	1,223475694	1,223475694	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	6,117378472	0	0	0	0	0	0	0	0	0	1,223475694	0	2,449651389	0	0	0	0	0	1,223475694	0	0	0	1,223475694	0	0	0	0
1000012	Panoven (Link 10,2)	12,23475694	0	0	0	2,449651389	0	0	0	0	0	0	0	2,449651389	0	1,223475694	0	0	0	4,893902778	0	0	0	0	0	0	0	1,223475694
1000013	Utrechtseweg	8,564329861	0	0	0	0	0	0	0	0	0	0	0	7,340854167	0	0	0	0	0	1,223475694	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	171,2865972	0	0	0	0	0	1,223475694	0	0	2,449651389	2,449651389	2,449651389	13,45823264	2,449651389	0	0	0	0	133,3588507	1,223475694	0	0	0	0	2,449651389	0	9,787805556
1000015	Europalaan (Link 11)	52,60945486	0	1,223475694	0	0	0	1,223475694	0	0	0	0	0	0	0	12,23475694	0	0	0	31,81368906	0	1,223475694	0	0	0	4,893902778	0	0
1000016	Ringoven (Link 12)	2,449651389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,449651389	0	0	0	0	0	0	0	0
1000017	A2 Noord	249,5890417	2,449651389	15,90518403	1,223475694	0	0	1,223475694	0	2,449651389	0	0	3,670427083	44,045125	0	2,449651389	0	69,73811458	64,84421181	3,670427083	0	1,223475694	11,01128125	0	3,670427083	22,025625	0	0
1000018	Aansluiting A2 Oost	161,4987917	0	0	0	1,223475694	0	0	0	0	0	0	0	1,223475694	0	0	0	1,223475694	156,8048889	0	0	0	0	0	0	0	1,223475694	0
1000019	Parallelweg	3,670427083	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,223475694	2,449651389	0	0	0	0	0	0	0	0
1000020	Carpool	3,670427083	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,223475694	0	1,223475694	0	0	0	0	0	0	1,223475694
1000021	Nijverheidsweg Noord	9,787805556	0	0	0	0	0	0	0	0	0	0	0	2,449651389	0	0	0	0	3,670427083	0	1,223475694	0	0	0	0	0	0	2,449651389
1000022	Hoogland	9,787805556	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,670427083	1,223475694	0	2,449651389	0	0	0	0	0	2,449651389
1000023	Nijverheidsweg Zuid	12,23475694	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,564329861	0	0	0	2,449651389	0	0	0	0	1,223475694
1000024	Parklaan	37,92774653	0	2,449651389	0	0	0	0	0	0	0	0	0	6,117378472	0	0	0	0	15,90518403	0	1,223475694	0	0	0	8,564329861	0	0	3,670427083
1000025	N210 West	298,5280694	0	7,340854167	0	0	0	2,449651389	1,223475694	0	0	0	0	0	0	0	0	0	176,1805	0	1,223475694	1,223475694	0	0	0	81,97287153	0	26,91646528
1000026	Aansluiting A2 Oost	458,8033854	7,340854167	39,15122222	7,340854167	0	6,117378472	1,223475694	1,223475694	14,68170833	0	0	2,449651389	56,27988194	0	11,01128125	1,223475694	0	12,23475694	2,449651389	3,670427083	3,670427083	17,12865972	2,449651389	12,23475694	69,73811458	132,135375	55,05840625
1000027	A2 Zuid	24,49651389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,49651389
	TOTAL	1788,274514																										

TOMTOM model PA 07.45-08.00 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraadenlaan	Schepenensingel	Boedapestlaan (i	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
		Sum	23,28506076	112,7487153	22,05953125	1,225525514	11,02976563	13,48082465	18,38294271	25,73611979	2,451059028	3,676588542	9,804236111	127,4550694	14,70635417	29,41270833	1,225525514	71,08071181	747,5730035	12,25529514	9,804236111	8,578706597	30,63823785	6,127647569	29,41270833	185,0540566	133,582717	138,4848351
1000000	Boveneind NZ (Link 1)	26,96164931	7,353177083	2,451059028	1,225525514	0	0	1,225525514	2,451059028	0	0	0	0	0	0	0	0	0	0	11,02976563	0	0	0	0	0	1,225525514	0	0
1000001	Heemraadenlaan (Link 2)	69,85518229	4,902118056	24,51059028	1,225525514	0	0	0	1,225525514	1,225525514	0	0	0	2,451059028	0	0	0	0	0	22,05953125	1,225525514	0	0	0	2,451059028	9,804236111	0	0
1000002	Schepenensingel (Link3)	73,53177083	0	14,70635417	9,804236111	0	0	2,451059028	0	0	2,451059028	0	0	0	1,225525514	0	0	0	0	39,21694444	0	1,225525514	0	0	0	0	0	2,451059028
1000003	Boedapestlaan (Link 4)	12,25525514	0	0	0	1,225525514	0	0	0	0	0	0	0	0	0	0	0	0	0	9,804236111	0	0	0	0	0	0	0	1,225525514
1000004	Tuinensingel (Link 5)	31,86376736	0	1,225525514	0	0	2,451059028	1,225525514	1,225525514	0

1000008	Jan van der Heydenweg (Link 8)	3,241539931	0	0,3813576389	0	0	0	0	0	0,9533940972	0	0	0	0,1906788194	0	0	0	0	1,7161093750	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0,1906788194	0,1906788194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	0,9533940972	0	0	0	0	0	0	0	0	0	0,1906788194	0	0,3813576389	0	0	0	0	0,1906788194	0	0	0	0,1906788194	0	0	0	0
1000012	Panoven (Link 10,2)	1,1906788194	0	0	0	0	0	0,3813576389	0	0	0	0	0	0,3813576389	0	0,1906788194	0	0	0,7627152778	0	0	0	0	0	0	0	0,1906788194
1000013	Utrechtseweg	1,334751736	0	0	0	0	0	0	0	0	0	0	0	1,144072917	0	0	0	0	0,1906788194	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	26,69503472	0	0	0	0	0	0,1906788194	0	0	0	0	0,3813576389	0,3813576389	0,3813576389	2,097467014	0,3813576389	0	20,78399132	0,1906788194	0	0	0	0,3813576389	0	0	1,525430556
1000015	Europalaan (Link 11)	8,199189236	0	0,1906788194	0	0	0	0,1906788194	0	0	0	0	0	0	0	1,906788194	0	0	4,957643036	0	0,1906788194	0	0	0	0	0	0,7627152778
1000016	Ringoven (Link 12)	0,3813576389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,3813576389	0	0	0	0	0	0	0	0
1000017	A2 Noord	38,89847917	0,3813576389	2,478824653	0,1906788194	0	0	0,1906788194	0	0,3813576389	0	0	0	0,5720364583	6,8644375	0	0,3813576389	0	10,86869271	10,10597743	0,5720364583	0	0,1906788194	1,716109375	0	0,5720364583	3,432218750	0	0
1000018	Aansluiting A2 Oost	25,16960417	0	0	0	0	0,1906788194	0	0	0	0	0	0	0,1906788194	0	0	0	0	0,1906788194	24,40888889	0	0	0	0	0	0	0,1906788194	0
1000019	Parallelweg	0,5720364583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1906788194	0,3813576389	0	0	0	0	0	0	0	0
1000020	Carpool	0,5720364583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1906788194	0	0,1906788194	0	0	0	0	0	0	0,1906788194
1000021	Nijverheidsweg Noord	1,525430556	0	0	0	0	0	0	0	0	0	0	0	0,3813576389	0	0	0	0	0,5720364583	0	0	0,1906788194	0	0	0	0	0	0,3813576389
1000022	Hoogland	1,525430556	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,5720364583	0,1906788194	0	0	0	0,3813576389	0	0	0	0,3813576389
1000023	Nijverheidsweg Zuid	1,906788194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,334751736	0	0	0	0	0	0,3813576389	0	0	0,1906788194
1000024	Parklaan	5,911043403	0	0,3813576389	0	0	0	0	0	0	0	0	0	0,9533940972	0	0	0	0	2,478824653	0	0,1906788194	0	0	0	1,334751736	0	0	0,5720364583
1000025	N210 West	46,52563194	0	1,144072917	0	0	0	0	0,3813576389	0,1906788194	0	0	0	0	0	0	0	0	27,45775	0	0,1906788194	0,1906788194	0	0	0	12,7754809	0	4,194934028
1000026	Aansluiting A2 Oost	71,50455729	1,144072917	6,101722222	1,144072917	0	0,9533940972	0,1906788194	0,1906788194	2,288145833	0	0	0,3813576389	8,771225694	0	1,716109375	0,1906788194	0	1,906788194	0,3813576389	0,5720364583	0,5720364583	2,669503472	0,3813576389	1,906788194	10,86869271	20,59331250	8,580546875
1000027	A2 Zuid	3,813576389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,813576389
	TOTAL	278,3910764																									

TOMTOM model VR 07.30-07.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan (	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,006983698	19,46201736	3,796046875	0,210891493	1,898023438	2,319806424	3,163372396	4,428721354	0,421782986	0,632674792	1,687131944	21,93271528	2,530697917	5,061359583	0,210891493	12,23117066	128,8438108	2,108914931	1,687131944	1,476240451	5,272287326	1,054457465	5,061395833	31,84461545	22,98717274	23,83073872
1000000	Boveneind NZ (Link 1)	4,639612847	1,265348958	0,421782861	0,210891493	0	0	0,210891493	0,421782861	0	0	0	0	0	0	0	0	0	1,898023438	0	0	0	0	0	0	0,210891493	0	0
1000001	Heemradenlaan (Link 2)	12,0208151	0,843569722	4,217829861	0,210891493	0	0	0	0,210891493	0,210891493	0	0	0,210891493	0	0	0	0	0	3,796046875	0,210891493	0	0	0	0	0,421782861	1,687131944	0	0
1000002	Schepenensingel (Link3)	12,65348958	0	2,530697917	1,687131944	0	0	0	0,421782861	0	0,421782861	0	0	0	0,210891493	0	0	0	6,748527778	0	0,210891493	0	0	0	0	0	0	0,421782861
1000003	Boedapestlaan (Link 4)	2,108914931	0	0	0	0,210891493	0	0	0	0	0	0	0	0	0	0	0	0	1,687131944	0	0	0	0	0	0	0	0	0,210891493
1000004	Tuinensingel (Link 5)	5,483178819	0	0,210891493	0	0	0,421782861	0,210891493	0,210891493	0	0	0	0	0,210891493	0	0	0	0	4,217829861	0	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	3,585155382	0	0,210891493	0,210891493	0	0	0,632674792	0,421782861	0	0	0	0	0	0	0	0	0	1,687131944	0	0	0,210891493	0	0	0	0	0	0,210891493
1000007	Hogebiezendijk (Link 7)	1,054457465	0	0	0	0	0,210891493	0,421782861	0,421782861	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	3,585155382	0	0,421782861	0	0	0	0	0	1,054457465	0	0	0	0,210891493	0	0	0	0	1,898023438	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0,210891493	0,210891493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,054457465	0	0	0	0	0	0	0	0	0	0,210891493	0	0,421782861	0	0	0	0	0,210891493	0	0	0	0	0,210891493	0	0	0	0
1000012	Panoven (Link 10,2)	2,108914931	0	0	0	0	0	0,421782861	0	0	0	0	0	0,421782861	0	0,210891493	0	0	0,843569722	0	0	0	0	0	0	0	0	0,210891493
1000013	Utrechtseweg	1,476240451	0	0	0	0	0	0	0	0	0	0	0	1,265348958	0	0	0	0	0,210891493	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	29,52480903	0	0	0	0	0	0,210891493	0	0	0,421782861	0,421782861	0,421782861	2,319806424	0,421782861	0	0	0	22,98717274	0,210891493	0	0	0	0	0,421782861	0	0	1,687131944
1000015	Europalaan (Link 11)	9,068334201	0	0,210891493	0	0	0	0	0,210891493	0	0	0	0	0	0	2,108914931	0	0	5,483178819	0	0,210891493	0	0	0	0	0	0	0,843569722
1000016	Ringoven (Link 12)	0,421782861	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,421782861	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	43,02188458	0,421782861	2,74158941	0,210891493	0	0	0,210891493	0	0,421782861	0	0	0	0,632674792	7,59209375	0	0,421782861	0	12,02208151	11,17724913	0,632674792	0	0,210891493	1,898023438	0	0,632674792	3,796046875	0	0
1000018	Aansluiting A2 Oost	27,85767708	0	0	0	0	0,210891493	0	0	0	0	0	0	0,210891493	0	0	0	0	0,210891493	26,99411111	0	0	0	0	0	0	0,210891493	0
1000019	Parallelweg	0,632674792	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,210891493	0,421782861	0	0	0	0	0	0	0
1000020	Carpool	0,632674792	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,210891493	0	0,210891493	0	0	0	0	0	0	0,210891493
1000021	Nijverheidsweg Noord	1,687131944	0	0	0	0	0	0	0	0	0	0	0	0,421782861	0	0	0	0	0,632674792	0	0	0,210891493	0	0	0	0	0	0,421782861
1000022	Hoogland	1,687131944	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,632674792	0,210891493	0	0	0,421782861	0	0	0	0	0,421782861
1000023	Nijverheidsweg Zuid	2,108914931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,476240451	0	0	0	0	0,421782861	0	0	0	0,210891493
1000024	Parklaan	6,537636285	0	0,421782861	0	0	0	0	0	0	0	0	0	1,054457465	0	0	0	0	2,74158941	0	0,210891493	0	0	0	1,476240451	0	0	0,632674792
1000025	N210 West	51,45752431	0	1,265348958	0	0	0	0	0,421782861	0,210891493	0	0	0	0	0	0	0	0	30,368375	0	0,210891493	0,210891493	0	0	0	14,12973003	0	4,639612847
1000026	Aansluiting A2 Oost	79,0843099	1,265348958	6,748527778	1,265348958	0	1,054457465	0,210891493	0,210891493	2,530697917	0	0	0,421782861	9,701038681	0	1,898023438	0,210891493	0	0,210891493	0,421782861	0,632674792	0,632674792	2,952480903	0,421782861	2,108914931	12,0208151	22,77628125	9,490117188
1000027	A2 Zuid	4,217829861	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,217829861
	TOTAL	307,9015799																										

TOMTOM model VR 07.45-08.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan (	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,01375	19,435	3,8025	0,21125	1,90125	2,32375	3,16875	4,43625	0,4225	0,63375	1,69	21,97	2,535	5,07	0,21125	12,2525	128,8625	2,1125	1,69	1,47875	5,28125	1,05625	5,07	31,89875	23,02825	23,87125
1000000	Boveneind NZ (Link 1)	4,6475	1,2675	0,4225	0,21125	0	0	0,21125	0,4225	0	0	0	0	0	0	0	0	0	1,90125	0	0	0	0	0	0	0,21125	0	0
1000001	Heemradenlaan (Link 2)	12,04125	0,845	4,225	0,21125	0	0	0	0,21125	0,21125	0	0	0,21125	0	0	0	0	0	3,8025	0,21125	0	0	0	0	0,4225	1,69	0	0
1000002	Schepenensingel (Link3)	12,675	0	2,535	1,69	0	0	0	0,4225	0	0,4225	0	0	0	0,21125	0	0	0	6,76	0	0,21125	0	0	0	0	0	0	0,4225
1000003	Boedapestlaan (Link 4)	2,1125	0	0	0	0,21125	0	0	0	0	0	0	0	0	0	0	0	0	1,69	0	0	0	0	0	0	0	0	0,21125
1000004	Tuinensingel (Link 5)	5,4925	0	0,21125	0	0	0,4225	0,21125	0,21125	0	0	0	0	0,21125	0	0	0	0	4,225	0	0	0	0	0	0	0	0	0
1000005	Hogebiezen (Link 6)	3,59125	0	0,21125	0,21125	0	0	0,63375	0,4225	0	0	0	0	0	0	0	0	0	1,69	0	0	0,21125	0	0	0	0	0	0,21125
1000007	Hogebiezendijk (Link 7)	1,05625	0	0	0	0	0,21125	0,4225	0,4225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	3,59125	0	0,4225	0	0	0	0	0	1,05625	0	0	0	0,21125	0	0	0	0	1,90125	0	0	0	0	0	0	0	0	0
1000009	Boerhaaveweg (Link 9)	0,21125	0,21125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,05625	0	0	0	0	0	0	0	0	0	0,21125	0	0,4225	0	0	0	0	0,21125	0	0	0	0	0,21125	0	0	0	0
1000012	Panoven (Link 10,2)	2,1125	0	0	0	0	0,4225	0	0	0	0	0	0	0,4225	0	0,21125	0	0	0,845	0	0	0	0	0	0	0	0	0,21125
1000013	Utrechtseweg	1,47875	0	0	0	0	0	0	0	0	0	0	0	1,2675	0	0	0	0	0,21125	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	29,575	0	0	0	0	0	0,21125	0	0	0,4225	0,4225	0,4225	2,32375	0,4225	0	0	0	23,02625	0,21125	0	0	0	0	0,4225	0	0	1,69
1000015	Europalaan (Link 11)	9,08375	0	0,21125	0	0	0	0	0,21125	0	0	0	0	0	0	2,1125	0	0	5,4925	0	0,21125	0	0	0	0	0	0	0,845
1000016	Ringoven (Link 12)	0,4225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,4225	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	43,095	0,4225	2,74625	0,21125	0	0	0,21125	0	0,4225	0	0	0,63375	7,605	0	0,4225	0	0	12,04125	11,19625	0,63375	0	0,21125	1,90125	0	0,63375	3,8025	0	0
1000018	Aansluiting A2 Oost	27,885	0	0	0	0	0,21125	0	0	0	0	0	0	0,21125	0	0	0	0	0,21125	27,04	0	0	0	0	0	0	0,21125	0
1000019	Parallelweg	0,63375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,21125	0,4225	0	0	0	0	0	0	0
1000020	Carpool	0,63375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,21125	0	0,21125	0	0	0	0	0	0	0,21125
1000021	Nijverheidsweg Noord	1,69	0	0	0	0	0	0	0	0	0	0	0	0,4225	0	0	0	0	0,63375	0	0	0,21125	0	0	0	0	0	0,4225
1000022	Hoogland	1,69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,63375	0,21125	0	0	0,4225	0	0	0	0	0,4225
1000023	Nijverheidsweg Zuid	2,1125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,47875	0	0	0	0	0,4225	0	0	0	0,21125
1000024	Parklaan	6,54875	0	0,4225	0	0	0	0	0	0	0	0	0,1,05625	0	0	0	0	0	2,74625	0	0,21125	0	0	0	1,47875	0	0	0,63375
1000025	N210 West	51,545	0	1,2675	0	0	0	0	0,4225	0,21125	0	0	0	0	0	0	0	0	30,42	0	0,21125	0,21125	0	0	0	14,15375	0	4,9475
1000026	Aansluiting A2 Oost	79,21875	1,2675	6,76	1,2675	0	1,05625	0,21125	0,21125	2,535	0	0	0,4225	9,7175	0	1,90125	0,21125	0	2,1125	0,4225	0,63375	0,63375	2,9575	0,4225	2,1125	12,04125	22,815	9,50625
1000027	A2 Zuid	4,225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,225
	TOTAL	308,425																										

SWECO model PA 08.00-08.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	603,155	13,887	150,08	55,497	28,145	78,656	16,068	35,331	174,596	0	0	250,481
1000000	A2 Noord	354,293	0	136,33	6,57	69,577	22,261	16,244	46,135	7,671	19,679	29,826	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	20,455	0	8,159	0	0,688	0,879	1,717	2,326	0,367	1,889	3,4	0	0	1,05
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	4,349	0	2,63	0,059	0,274	0	0,038	0,079	0,01	0,049	0,24	0	0	0,97
1000006	Nijverheidsweg Noord	13,041	0	11,058	0,452	0,006	0,106	0	0,045	0	0,03	0,006	0	0	1,338
1000007	Hoogland	6,815	0	4,366	0,652	0,107	0,146	0,03	0	0	0,448	0,339	0	0	0,727
1000008	Nijverheidsweg Zuid	0,12	0	0	0,12	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	65,964	0	54,73	0,183	0,091	0,223	0,156	0,953	0,082	0	0,387	0	0	9,159
1000011	N210 West	173,087	0	154,141	1,371	0,304	1,944	0,103	5,483	3,513	0,972	0	0	0	5,256
1000012	Aansluiting A2 Oost	498,897	0	0	4,456	79,047	29,075	9,856	23,493	4,425	12,177	140,376	0	0	195,992
1000013	Utrechtseweg	268,875	0	231,741	0,024	0,006	0,863	0,001	0,142	0	0,087	0,022	0	0	35,989
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1405,896													

SWECO model PA 08.15-08.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	580,2	13,359	144,369	53,386	27,075	75,661	15,458	33,985	167,953	0	0	240,949
1000000	A2 Noord	340,809	0	131,141	6,32	66,929	21,414	15,626	44,379	7,379	18,93	28,691	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	19,677	0	7,849	0	0,643	0,845	1,652	2,237	0,353	1,817	3,271	0	0	1,01
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	4,186	0	2,53	0,057	0,264	0	0,037	0,076	0,01	0,047	0,231	0	0	0,934
1000006	Nijverheidsweg Noord	12,542	0	10,637	0,434	0,006	0,102	0	0,043	0	0,028	0,005	0	0	1,287
1000007	Hoogland	6,557	0	4,2	0,628	0,103	0,141	0,029	0	0	0,431	0,326	0	0	0,699
1000008	Nijverheidsweg Zuid	0,116	0	0	0,116	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	63,454	0	52,647	0,176	0,087	0,215	0,15	0,917	0,079	0	0,373	0	0	8,81
1000011	N210 West	166,499	0	148,274	1,319	0,292	1,87	0,099	5,274	3,38	0,935	0	0	0	5,056
1000012	Aansluiting A2 Oost	479,91	0	0	4,286	76,039	27,969	9,481	22,598	4,257	11,713	135,034	0	0	188,533
1000013	Utrechtseweg	258,645	0	222,922	0,023	0,006	0,83	0,001	0,137	0	0,084	0,022	0	0	34,62
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1352,395													

SWECO model PA 08.30-08.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	554,075	12,757	137,868	50,981	25,855	72,256	14,76	32,456	160,39	0	0	230,101
1000000	A2 Noord	325,463	0	125,236	6,035	63,915	20,45	14,922	42,381	7,047	18,078	27,399	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	18,792	0	7,495	0	0,614	0,807	1,578	2,137	0,337	1,735	3,124	0	0	0,965
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	3,997	0	2,416	0,055	0,252	0	0,035	0,073	0,009	0,045	0,22	0	0	0,892
1000006	Nijverheidsweg Noord	11,978	0	10,158	0,415	0,006	0,097	0	0,041	0	0,027	0,005	0	0	1,229
1000007	Hoogland	6,262	0	4,011	0,599	0,098	0,134	0,028	0	0	0,412	0,312	0	0	0,668
1000008	Nijverheidsweg Zuid	0,11	0	0	0,11	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	60,596	0	50,277	0,168	0,083	0,205	0,143	0,875	0,075	0	0,356	0	0	8,414
1000011	N210 West	159,002	0	141,598	1,26	0,279	1,786	0,094	5,037	3,227	0,893	0	0	0	4,828
1000012	Aansluiting A2 Oost	458,3	0	0	4,093	72,615	26,709	9,054	21,581	4,065	11,186	128,953	0	0	180,044
1000013	Utrechtseweg	246,999	0	212,884	0,022	0,006	0,793	0,001	0,131	0	0,08	0,021	0	0	33,061
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1291,499													

SWECO model PA 08.45-09.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	543,169	12,506	135,154	49,978	25,345	70,834	14,47	31,817	157,232	0	0	225,57
1000000	A2 Noord	319,056	0	122,771	5,917	62,657	20,047	14,628	41,547	6,908	17,722	26,859	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	18,422	0	7,348	0	0,602	0,791	1,547	2,095	0,33	1,701	3,062	0	0	0,946
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	3,917	0	2,368	0,053	0,247	0	0,035	0,071	0,009	0,044	0,216	0	0	0,874
1000006	Nijverheidsweg Noord	11,743	0	9,958	0,407	0,005	0,095	0	0,041	0	0,027	0,005	0	0	1,205
1000007	Hoogland	6,137	0	3,932	0,587	0,096	0,132	0,027	0	0	0,403	0,306	0	0	0,654
1000008	Nijverheidsweg Zuid	0,108	0	0	0,108	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	59,403	0	49,287	0,164	0,082	0,201	0,14	0,858	0,074	0	0,349	0	0	8,248
1000011	N210 West	155,874	0	138,811	1,235	0,274	1,751	0,092	4,938	3,164	0,876	0	0	0	4,733
1000012	Aansluiting A2 Oost	449,279	0	0	4,013	71,185	26,184	8,875	21,156	3,985	10,966	126,415	0	0	176,5
1000013	Utrechtseweg	242,136	0	208,694	0,022	0,006	0,777	0,001	0,128	0	0,078	0,02	0	0	32,41
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1266,075													

SWECO model PA TOTAAL 08.00-09.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	2280,599	52,509	567,471	209,842	106,42	297,407	60,756	133,589	660,171	0	0	947,101
1000000	A2 Noord	1339,621	0	515,478	24,842	263,078	84,172	61,42	174,442	29,005	74,409	112,775	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	77,346	0	30,851	0	2,527	3,322	6,494	8,795	1,387	7,142	12,857	0	0	3,971
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	16,449	0	9,944	0,224	1,037	0	0,145	0,299	0,038	0,185	0,907	0	0	3,67
1000006	Nijverheidsweg Noord	49,304	0	41,811	1,708	0,023	0,4	0	0,17	0	0,112	0,021	0	0	5,059
1000007	Hoogland	25,771	0	16,509	2,466	0,404	0,553	0,114	0	0	1,694	1,283	0	0	2,748
1000008	Nijverheidsweg Zuid	0,454	0	0	0,454	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	249,417	0	206,941	0,691	0,343	0,844	0,589	3,603	0,31	0	1,465	0	0	34,631
1000011	N210 West	654,462	0	582,824	5,185	1,149	7,351	0,388	20,732	13,284	3,676	0	0	0	19,873
1000012	Aansluiting A2 Oost	1886,386	0	0	16,848	298,886	109,937	37,266	88,828	16,732	46,042	530,778	0	0	741,069
1000013	Utrechtseweg	1016,655	0	876,241	0,091	0,024	3,263	0,004	0,538	0	0,329	0,085	0	0	136,08
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5315,865													

SWECO model VR 08.00-08.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	62,172	2,002	40,832	2,679	1,801	25,249	0	7,17	18,682	0	0	81,753
1000000	A2 Noord	39,188	0	24,895	0,073	4,805	0,506	0,201	2,051	0	0,368	6,289	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3,327	0	0,167	0	0,155	0,085	0,336	1,758	0	0,31	0,338	0	0	0,178
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,567	0	0,552	0,038	0,616	0	0,122	0,568	0	0,149	0,106	0	0	0,416
1000006	Nijverheidsweg Noord	9,494	0	3,595	0,32	0,031	0,19	0	0,882	0	0,295	0,16	0	0	4,021
1000007	Hoogland	27,38	0	6,757	0,723	6,859	0,742	0,341	0	0	1,725	0,926	0	0	9,307
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	11,908	0	1,1	0,384	4,229	0,185	0,247	2,054	0	0	1,644	0	0	2,065
1000011	N210 West	21,891	0	9,325	0,063	0,571	0,109	0,039	0,026	0	1,795	0	0	0	9,063
1000012	Aansluiting A2 Oost	81,985	0	0	0,279	23,47	0,354	0,512	15,07	0	1,005	8,877	0	0	32,418
1000013	Utrechtseweg	44,6	0	15,781	0,122	0,096	0,508	0,003	1,94	0	1,523	0,342	0	0	24,285
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	242,34													

SWECO model VR 08.15-08.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	0	0	0	0	0	0	0	0	0	0	0	23,361
1000000	A2 Noord	37,697	0	23,948	0,071	4,622	0,487	0,193	1,972	0	0,354	6,05	0	0	0
1000001	Aansluiting A2 Oost	0,171	0	0	0	0	0	0	0	0	0	0	0	0	0,171
1000002	Parallelweg	3,029	0	0,161	0	0,149	0,082	0,323	1,691	0	0,298	0,325	0	0	0
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,468	0	0,531	0,036	0,592	0	0,117	0,546	0	0,144	0,102	0	0	0,4
1000006	Nijverheidsweg Noord	9,131	0	3,458	0,307	0,03	0,182	0	0,848	0	0,284	0,154	0	0	3,868
1000007	Hoogland	26,337	0	6,5	0,695	6,598	0,714	0,328	0	0	1,659	0,89	0	0	8,953
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	11,453	0	1,058	0,369	4,068	0,178	0,237	1,976	0	0	1,581	0	0	1,986
1000011	N210 West	12,43	0	8,97	0,061	0,55	0,105	0,038	0,891	0	1,726	0	0	0	0,089
1000012	Aansluiting A2 Oost	56,399	0	0	0,268	22,577	0,34	0,492	14,497	0	0,967	8,54	0	0	8,718
1000013	Utrechtseweg	50,726	0	15,18	0,118	0,093	0,488	0,003	1,866	0	1,465	0,329	0	0	31,184
1000014	A2 Zuid	23,361	0	0	0	0	0	0	0	0	0	0	0	0	23,361
	TOTAL	233,202													

SWECO model VR 08.30-08.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	57,116	1,839	37,511	2,46	1,654	23,195	0	6,585	17,162	0	0	75,1
1000000	A2 Noord	36,001	0	22,87	0,067	4,414	0,465	0,185	1,884	0	0,338	5,778	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	3,055	0	0,154	0	0,142	0,078	0,308	1,615	0	0,284	0,311	0	0	0,163
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,358	0	0,507	0,035	0,566	0	0,112	0,522	0	0,137	0,097	0	0	0,382
1000006	Nijverheidsweg Noord	8,721	0	3,303	0,294	0,029	0,174	0	0,81	0	0,271	0,147	0	0	3,693
1000007	Hoogland	25,153	0	6,208	0,664	6,301	0,682	0,314	0	0	1,584	0,85	0	0	8,55
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	10,939	0	1,011	0,353	3,885	0,17	0,226	1,887	0	0	1,51	0	0	1,897
1000011	N210 West	20,11	0	8,566	0,058	0,525	0,1	0,036	0,851	0	1,648	0	0	0	8,326
1000012	Aansluiting A2 Oost	75,314	0	0	0,256	21,56	0,325	0,47	13,844	0	0,924	8,155	0	0	29,78
1000013	Utrechtseweg	40,971	0	14,497	0,112	0,089	0,466	0,003	1,782	0	1,399	0,314	0	0	22,309
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	222,622													

SWECO model VR 08.45-09.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	55,99	1,803	36,771	2,41	1,622	22,737	0	6,456	16,825	0	0	73,624
1000000	A2 Noord	35,292	0	22,419	0,066	4,327	0,456	0,181	1,847	0	0,332	5,664	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,995	0	0,151	0	0,14	0,076	0,302	1,583	0	0,279	0,304	0	0	0,16
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,312	0	0,497	0,034	0,554	0	0,11	0,511	0	0,135	0,096	0	0	0,375
1000006	Nijverheidsweg Noord	8,549	0	3,238	0,288	0,028	0,171	0	0,794	0	0,265	0,144	0	0	3,621
1000007	Hoogland	24,658	0	6,085	0,651	6,177	0,668	0,308	0	0	1,553	0,834	0	0	8,382
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	10,723	0	0,991	0,346	3,808	0,166	0,222	1,85	0	0	1,48	0	0	1,86
1000011	N210 West	19,714	0	8,398	0,057	0,514	0,098	0,035	0,834	0	1,616	0	0	0	8,162
1000012	Aansluiting A2 Oost	73,831	0	0	0,251	21,136	0,318	0,461	13,571	0	0,905	7,995	0	0	29,194
1000013	Utrechtseweg	40,164	0	14,211	0,11	0,087	0,457	0,003	1,747	0	1,371	0,308	0	0	21,87
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	218,238													

SWECO model VR TOTAAL 08.00-09.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	235,084	7,569	154,393	10,125	6,808	95,468	0	27,108	70,64	0	0	309,207
1000000	A2 Noord	148,178	0	94,132	0,277	18,168	1,914	0,76	7,754	0	1,392	23,781	0	0	0
1000001	Aansluiting A2 Oost	0,171	0	0	0	0	0	0	0	0	0	0	0	0	0,171
1000002	Parallelweg	12,406	0	0,633	0	0,586	0,321	1,269	6,647	0	1,171	1,278	0	0	0,501
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	9,705	0	2,087	0,143	2,328	0	0,461	2,147	0	0,565	0,401	0	0	1,573
1000006	Nijverheidsweg Noord	35,895	0	13,594	1,209	0,118	0,717	0	3,334	0	1,115	0,605	0	0	15,203
1000007	Hoogland	103,528	0	25,55	2,733	25,935	2,806	1,291	0	0	6,521	3,5	0	0	35,192
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	45,023	0	4,16	1,452	15,99	0,699	0,932	7,767	0	0	6,215	0	0	7,808

1000011	N210 West	74,145	0	35,259	0,239	2,16	0,412	0,148	3,502	0	6,785	0	0	0	25,64
1000012	Aansluiting A2 Oost	287,529	0	0	1,054	88,743	1,337	1,935	56,982	0	3,801	33,567	0	0	100,11
1000013	Utrechtseweg	176,461	0	59,669	0,462	0,365	1,919	0,012	7,335	0	5,758	1,293	0	0	99,648
1000014	A2 Zuid	23,361	0	0	0	0	0	0	0	0	0	0	0	0	23,361
	TOTAL	916,402													

SWECO model PA+VR TOTAAL 08.00-09.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	2515,683	60,079	721,864	219,967	113,228	362,875	60,756	160,697	730,811	0	0	1256,308
1000000	A2 Noord	1487,799	0	609,61	25,119	281,246	86,086	62,18	182,196	29,005	75,801	136,556	0	0	0
1000001	Aansluiting A2 Oost	0,171	0	0	0	0	0	0	0	0	0	0	0	0	0,171
1000002	Parallelweg	89,752	0	31,484	0	3,113	3,643	7,763	15,442	1,387	8,313	14,135	0	0	4,472
1000013	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	26,154	0	12,031	0,367	3,365	0	0,606	2,446	0,038	0,75	1,308	0	0	5,243
1000006	Nijverheidsweg Noord	85,199	0	55,405	2,917	0,141	1,117	0	3,504	0	1,227	0,626	0	0	20,262
1000007	Hoogland	129,299	0	42,059	5,199	26,339	3,359	1,405	0	0	8,215	4,783	0	0	37,94
1000008	Nijverheidsweg Zuid	0,454	0	0	0,454	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	294,44	0	211,101	2,143	16,333	1,543	1,521	11,37	0,31	0	7,68	0	0	42,439
1000011	N210 West	728,607	0	618,083	5,424	3,309	7,763	0,536	24,234	13,284	10,461	0	0	0	45,513
1000012	Aansluiting A2 Oost	2173,915	0	0	17,902	387,629	111,274	39,201	145,81	16,732	49,843	564,345	0	0	841,179
1000013	Utrechtseweg	1160,116	0	935,91	0,553	0,389	5,182	0,016	7,873	0	6,087	1,378	0	0	235,728
1000014	A2 Zuid	23,361	0	0	0	0	0	0	0	0	0	0	0	0	23,361
	TOTAL	6232,267													

TOMTOM model PA+VR TOTAAL 08.00-09.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	71	934	7	154	8	13	44	22	53	306	156	36	177
1000000	A2 Noord	230	70	59	0	32	0	0	9	2	8	45	0	1	4
1000001	Aansluiting A2 Oost	289	1	287	0	0	0	0	0	0	0	0	1	0	0
1000002	Parallelweg	10	0	5	2	0	0	0	0	0	0	2	0	0	1
1000013	Utrechtseweg	19	0	1	0	17	0	0	0	0	0	0	0	1	0
1000005	Carpool	6	0	3	0	0	2	0	0	0	0	1	0	0	0
1000006	Nijverheidsweg Noord	17	0	13	0	0	0	2	0	2	0	0	0	0	0
1000007	Hoogland	13	0	9	0	0	0	0	2	0	0	0	0	0	2
1000008	Nijverheidsweg Zuid	17	0	10	0	1	0	2	0	3	0	0	0	0	1
1000009	Parklaan	78	0	56	1	2	1	1	0	2	9	2	0	0	4
1000011	N210 West	434	0	247	0	1	1	3	4	1	9	145	1	0	22
1000012	Aansluiting A2 Oost	534	0	16	4	98	3	3	29	11	26	107	154	1	82
1000013	Utrechtseweg	301	0	228	0	3	1	2	0	1	1	4	0	33	28
1000014	A2 Zuid	33	0	0	0	0	0	0	0	0	0	0	0	0	33
	TOTAL	1981													

TOMTOM model PA+VR TOTAAL 08.00-09.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (L	Heemraadlaan i	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebizen (Link	Hogebizendijk (	Jan van der Heyc	Boerhaaveweg	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	39	195	38	14	25	34	33	21	10	23	13	173	38	34	3	73	1203	10	8	16	46	28	55	322	156	202
1000000	Boveneind NZ (Link 1)	57	16	14	0	0	0	5	2	2	0	0	0	0	1	2	0	0	13	0	0	0	0	0	0	0	0	0
1000001	Heemraadlaan (Link 2)	137	8	51	9	0	1	1	3	1	1	0	0	0	1	0	1	0	39	1	0	3	1	1	7	0	7	7
1000002	Schepenensingel (Link3))	104	0	20	16	0	0	1	4	2	1	0	0	0	3	0	0	0	48	0	0	0	4	0	2	0	3	3
1000003	Boedapestlaan (Link 4)	25	0	5	0	2	1	0	0	0	0	0	0	0	3	0	0	0	13	0	0	0	0	0	1	0	0	0
1000004	Tuinensingel (Link 5)	63	0	2	0	1	16	2	2	0	1	0	0	0	1	0	0	0	23	0	0	0	0	0	0	0	3	3
1000005	Hogebizen (Link 6)	32	0	1	1	0	0	5	2	0	1	0	0	1	0	1	0	1	15	2	0	0	0	0	1	0	1	1
1000007	Hogebizendijk (Link 7)	23	1	1	0	0	0	2	3	8	1	2	0	1	1	0	0	0	1	0	0	0	0	0	1	0	1	1
1000008	Jan van der Heydenweg (Link 8)	30	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	21	0	0	0	0	1	1	0	3	3
1000009	Boerhaaveweg (Link 9)	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	12	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5	0	0	0	0	0	0	0	2	2
1000012	Panoven (Link 10.2)	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	0	1	1
1000013	Utrechtseweg	19	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	341	2	2	0	2	1	0	9	2	2	12	6	3	33	2	0	0	228	0	1	2	0	1	1	4	0	28
1000015	Europalaan (Link 11)	80	0	3	0	0	1	0	1	0	0	0	0	2	0	6	0	0	50	0	0	0	1	1	0	2	0	4
1000016	Ringoven (Link 12)	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	276	0	31	3	1	2	1	1	2	0	1	0	23	1	5	0	71	61	0	0	0	9	2	8	45	0	4
1000018	Aansluiting A2 Oost	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287	0	0	0	0	0	0	1	0	1
1000019	Parallelweg	13	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	2	0	1	1
1000020	Carpool	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	0	0	0
1000021	Nijverheidsweg Noord	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	2	2	0	0	0	0	0
1000022	Hoogland	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	2
1000023	Nijverheidsweg Zuid	18	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	10	0	0	0	2	0	3	0	0	1
1000024	Parklaan	81	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	58	1	1	1	0	2	9	2	0	4
1000025	N210 West	455	0	8	1	4	2	3	0	1	1	1	0	1	0	0	0	0	247	0	1	3	4	1	9	145	1	22
1000026	Aansluiting A2 Oost	664	9	58	6	3	3	12	0	9	1	8	3	98	1	18	2	0	16	4	3	3	29	11	28	107	154	62
1000027	A2 Zuid	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	TOTAL	2812																										

TOMTOM model PA+VR TOTAAL 08.00-09.00 (TomTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (L	Heemraadlaan i	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebizen (Link	Hogebizendijk (	Jan van der Heyc	Boerhaaveweg	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	122,6948072	613,4740358	119,5487865	44,0442975	78,65051742	106,9647037	103,818883	66,06643463	31,46020697	72,35847602	40,89826906	544,2615805	119,5487865	106,9647037	9,43806209	229,6595109	3784,662898	31,46020697	25,16816557	50,33633115	144,716952	88,08857951	173,0311383	1013,018864	490,7792287	635,4961807
1000000	Boveneind NZ (Link 1)	179,3231797	56,62837254	44,04428975	0	0	0	15,73010348	6,292041393	6,292041393	0	0	0	0	3,146020697	6,292041393	0	0	40,89826906	0	0	0	0	0	0	0	0	0
1000001	Heemraadlaan (Link 2)	431,0048354	25,16816557	160,4470555	28,31418827	0	3,146020697	3,146020697	9,43806209	3,146020697	3,146020697	0	0	0	3,146020697	0	3,146020697	0	122,6948072	3,146020697	0	9,43806209	3,146020697	3,146020697	3,146020697	22,02214488	0	22,02214488
1000002	Schepenensingel (Link3))	327,1861524	0	62,92041393	50,33633115	0	0	3,146020697	12,58408279	6,292041393	3,146020697	0	0	0	9,43806209	0	0	0	151,0089034	0	0	0	12,58408279	0	0	6,292041393	0	9,43806209
1000003	Boedapestlaan (Link 4)	78,65051742	0	15,73010348	0	6,292041393	3,146020697	0	0	0	0	0	0	0	9,43806209	0	0	0	40,89826906	0	0	0	0	0	0	3,146020697	0	0
1000004	Tuinensingel (Link 5)	198,1993039	0	6,292041393	0	3,146020697	31,46020697	6,292041393	0	3,146020697	0	0	0	3,146020697	0	0	0	6,292041393	122,6948072	0	0	0	0	0	0	0	0	9,43806209
1000005	Hogebizen (Link 6)	100,6726623	0	3,146020697	3,146020697	0	0	15,73010348	6,292041393	0	3,146020697	0	0	3,146020697	0	3,146020697	0	3,146020697	47,19031045	6,292041393	0	0	0	3,146020697	0	3,146020697	0	3,146020697
1000007	Hogebizendijk (Link 7)	72,35847602	3,146020697	3,146020697	0	6,292041393	9,43806209	25,16816557	3,146020697	6,292041393	0	3,146020697	3,146020697	0	0	0	0	0	3,146020697	0	0	0	0	0	0	3,146020697	0	3,146020697
1000008	Jan van der Heydenweg (Link 8)	94,3806209	0	0	3,146020697	0	0	0	3,146020697	0	0	0	6,292041393	0	0	0	0	0	66,06643463	0	0	0	0	3,146020697	3,146020697	0	0	9,43806209
1000009	Boerhaaveweg (Link 9)	6,292041393	0	0	6,292041393	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	37,75224836	0	0	0	0	0	0	0	0	0	3,146020697	12,58408279	0	0	0	0	0	15,73010348	0	0	0	0	0	0	0	6,292041393	0
1000012	Panoven (Link 10.2)	47,19031045	0	0	0	0	0	0	0	0	6,292041393	0	0	0	0	0	0	0	34,60622766	0	0	0	3,146020697	0	0	3,146020697	0	3,146020697
1000013	Utrechtseweg	59,77439324	0	0	0	0	0	0	0	0	0	0	53,48235184	3,146020697	0	0	0	0	3,146020697	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	1072,793058	6,292041393	6,292041393	0	6,292041393	3,146020697	0	28,31418827	6,292041393	6,292041393	37,75224836	18,87612418	9,43806209	103,818883	6,292041393	0	0	717,2927188	0	3,146020697	6,292041393	0	3,146020697	3,146020697	12,58408279	0	12,58408279
1000015	Europalaan (Link 11)	251,6816557	0	9,43806209	0	0	3,146020697	0	3,146020697	0	0	0	0	6,292041393	0	18,87612418	0	0	185,6152211	0	0	3,146020697	3,146020697	0	0	6,292041393	0	12,58408279
1000016	Ringoven (Link 12)	22,02214488	0	0	0	0	0	0	0	0	0	0	0	6,292041393	0	0	0	0	15,73010348	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	868,3017123	0	94,3806209	9,43806209	3,146020697	6,292041393	3,146020697	6,292041393	0	3,146020697	0	100,6726623	3,146020697	15,73010348	0	220,2214488	185,6152211	0	0	28,31418827	6,292041393	25,16816557	141,5709313	0	12,58408279	0	0
1000018	Aansluiting A2 Oost	909,1999813	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,146020697	902,9079399	0	0	0	0	0	0	0	3,146020697	0	0
1000019	Parallelweg	40,89826906	3,146020697	0	0	6,292041393	0	0	0	0	0	0	0	0	0	0	0	0	15,73010348	6,292041393	0	0	0	0	6,292041393	0	3,146020697	0
1000020	Carpool	18,87612418	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,43806209	0	6,292041393	0	0	3,146020697	0	0	0	0
1000021	Nijverheidsweg Noord	53,48235184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40,89826906	0	0	6,292041393	0	6,292041393	0	0	0	0
1000022	Hoogland	40,89826906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,31418827	0	0	0	6,292041393	0	0	0	0	6,292041393
1000023	Nijverheidsweg Zuid	56,62837254	0	0	0	0	0	3,146020697	0	0	0	0	0	3,146020697	0	0	0	0	31,46020697	0	0	9,43806209	0	0	0	3,146020697	0	3,146020697
1000024	Parklaan	254,8276764	0	6,292041393	0	0	0	3,146020697	0	0	0	0	0	6,292041393	0	0	0	0	176,177159	3,146020697	3,146020697	3,146020697	0	6,292041393	28,31418827	6,292041393	0	12,58408279
1000025	N210 West	1431,439417	0	25,16816557	3,146020697	12,58408279	6,292041393	9,43806209	0	3,146020697	3,146020697	3,146020697	0	3,146020697	0	0	0	0	777,0671121	0	3,146020697	9,43806209	12,58408279	3,146020697	28,31418827	456,173001	3,146020697	69,21245533
1000026	Aansluiting A2 Oost	2089,067743	28,31418827	176,177159	18,87612418	9,43806209	9,43806209	37,75224836	28,31418827	3,146020697	25,16816557	9,43806209	308,3102283	3,146020697	56,62837254	6,292041393	0	50,33633115	12,58408279	9,43806209	9,43806209	91,2346002	34,80622766	81,79653811	336,6342145	484,4871873	257,9736071
1000027	A2 Zuid	103,818883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103,818883
	TOTAL	8846,610199																										

Scale factor (total traffic)	3,146020697
Percentual difference	2,146020697 %

PA share	0,852958482
VR share	0,147041518

TOMTOM modal PA TOTAAL 08.00-09.00 (Calculated for Passenger Cars)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (L	Heemraadlaan i	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebizen (Link	Hogebizendijk (	Jan van der Heyc	Boerhaaveweg	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	104,6536765	523,2678824	101,9701514	37,56706053	67,08562595	91,23648129	88,55302625	56,35102528	26,83425038	61,7577587	34,88452549	464,2325315	101,9701514	91,23645129	8,050275114	195,8909278	3228,160321	26,83425038	21,4674003	42,93480061	123,4375517	75,13590106	147,5887371	864,2628622	418,6143059	542,3618576
1000000	Boveneind NZ (Link 1)	152,9552272	48,30165068	37,56790553	0	0	0	13,41712519	5,366850076	5,366850076	0	0	0	0	2,683425038	5,366850076	0	0	34,88452549	0	0	0	0	0	0	0	0	0
1000001	Heemraadlaan (Link 2)	367,6292302	21,4674003	136,8546769	24,15082534	0	2,683425038	2,683425038	8,050275114	2,683425038	2,683425038	0	0	0	2,683425038	0	2,683425038	0	104,6535765	2,683425038	0	8,050275114	2,683425038	2,683425038	2,683425038	18,78397527	0	18,78397527
1000002	Schepenensingel (Link3))	279,0762039	0	53,66850076	42,93480061	0	0	2,683425038	10,73370015	5,366850076	2,683425038	0	0	0	8,050275114	0	0	0	128,8044018	0	0	0	10,73370015	0	5,366850076	0	8,050275114	0
1000003	Boedapestlaan (Link 4)	67,08562595	0	13,41712519	0	5,366850076	2,683425038	0	0	0	0	0	0	0	8,050275114	0	0	0	34,88452549	0	0	0	0	0	2,683425038	0	0	0
1000004	Tuinensingel (Link 5)	169,0577774	0	5,366850076	0	2,683425038	26,83425038	5,366850076	0	2,683425038	0	0	0	2,683425038	0	0	0	5,366850076	104,6535765	0	0	0	0	0	0	0	8,050275114	0
1000005	Hogebizen (Link 6)	85,86960121	0	2,683425038	2,683425038	0	0	13,41712519	5,366850076	0	2,683425038	0	2,683425038	0	2,683425038	0	2,683425038	0	40,25137557	5,366850076	0	0	0	0	0	2,683425038	0	2,683425038
1000007	Hogebizendijk (Link 7)	61,71877327	2,683425038	2,683425038	0	0	5,366850076	8,050275114	21,46740303	2,683425038	5,366850076	0	2,683425038	5,366850076	0	0	0	0	2,683425038	0	0	0	0	0	0	2,683425038	0	2,683425038
1000008	Jan van der Heydenweg (Link 8)	80,50275114	0	0	2,683425038	0	0	0	0	2,683425038	0	0	0	0	5,366850076	0	0	0	56,3519258	0	0	0	0	2,683425038	2,683425038	0	8,050275114	0
1000009	Boerhaaveweg (Link 9)	5,366850076	0	0	5,366850076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	32,20110045	0	0	0	0	0	0	0	0	0	2,683425038	10,73370015	0	0	0	0	0	13,41712519	0	0	0	0	0	0	0	5,366850076	0
1000012	Panoven (Link 10.2)	40,25137557	0	0	0	0	0	0	0	0	5,366850076	0	0	5,366850076	0	0	0	0	29,57767542	0	0	0	2,683425038	0	0	2,683425038	0	2,683425038
1000013	Utrechtseweg	50,98507572	0	0	0	0	0	0	0	0	0	0	45,61822564	2,683425038	0	0	0	0	2,683425038	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	915,0479379	5,366850076	5,366850076	0	5,366850076	2,683425038	0	24,15082534	5,366850076	5,366850076	32,20110045	16,10055023	8,050275114	88,55302625	5,366850076	0	0	611,8209086	2,683425038	5,366850076	0	2,683425038	2,683425038	10,73370015	0	75,13590106
1000015	Europalaan (Link 11)	214,674003	0	8,050275114	0	0	2,683425038	0	2,683425038	0	0	0	0	5,366850076	0	16,10055023	0	0	154,3220772	0	0	2,683425038	2,683425038	0	5,366850076	0	10,73370015	0
1000016	Ringoven (Link 12)	18,7839727	0	0	0	0	0	0	0	0	0	0	0	2,683425038	0	0	0	0	13,41712519	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	740,6253104	0	80,50275114	8,050275114	2,683425038	5,366850076	2,683425038	2,683425038	5,366850076	0	0	2,683425038	0	85,86960121	2,683425038	13,41712519	0	187,8397527	158,3220772	0	0	24,15082534	5,366850076	21,4674003	10,73421267	0	10,73370015
1

Share PA 0800 - 0815	0,2644717276
Share PA 0815 - 0830	0,2544072626
Share PA 0830 - 0845	0,2429518056
Share PA 0845 - 0900	0,2381691409

TOMTOM model PA 08.00-08.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (Li	Heemraderlaan	Schepenenslag	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezendijk (Link	Hogebiezendijk (Link	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	40,45233317	12,7744210	9,9356607777	0	0	3,5485402784	1,4193801111	1,4193801111	0	0	0	0	0,7096900555	1,419380111	0	0	0	0,2259770722	0	0	0	0	0	0	0	0	0
10000001	Heemraderlaan (Link 2)	97,22753761	5,677520444	36,19419283	6,3872105	0	0,7096900555	0,7096900555	2,129070167	0,7096900555	0,7096900555	0	0	0,7096900555	0	0,7096900555	0	0	27,67791217	0,7096900555	0	2,129070167	0,7096900555	0,7096900555	0,7096900555	4,967830389	0	0
10000002	Schepenenslag (Link3)	73,80776577	0	14,19380111	11,35504889	0	0	0,7096900555	2,838760222	1,419380111	0,7096900555	0	0	0	2,129070167	0	0	0	34,06512087	0	0	0	2,838760222	0	1,419380111	0	2,129070167	0
10000003	Boedapestlaan (Link 4)	17,74225139	0	3,548450278	0	1,419380111	0,7096900555	0	0	0	0	0	0	0	2,129070167	0	0	0	0,2259770722	0	0	0	0	0	0,7096900555	0	0	0
10000004	Tuinensingel (Link 5)	44,7104735	0	1,419380111	0	0,7096900555	7,096900555	1,419380111	1,419380111	0	0,7096900555	0	0	0,7096900555	0	0	0	1,419380111	27,67791217	0	0	0	0	0	0	0	2,129070167	0
10000005	Hogebiezen (Link 6)	22,71008178	0	0,7096900555	0,7096900555	0	0	3,548450278	1,419380111	0	0,7096900555	0	0	0,7096900555	0	0,7096900555	0	0,7096900555	10,64535083	1,419380111	0	0	0	0	0,7096900555	0	0	0
10000007	Hogebiezendijk (Link 7)	16,32287107	0,7096900555	0,7096900555	0	0	1,419380111	2,129070167	5,677520444	0,7096900555	1,419380111	0	0,7096900555	0,7096900555	0	0	0	0	0,7096900555	0	0	0	0	0	0,7096900555	0	0	0
10000008	Jan van der Heydeweg (Link 8)	21,29070167	0	0	0,7096900555	0	0	0	0	0,7096900555	0	0	0	1,419380111	0	0	0	0	14,90349117	0	0	0	0	0,7096900555	0,7096900555	0	2,129070167	0
10000009	Boerhaaveweg (Link 9)	1,419380111	0	1,419380111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	8,516280666	0	0	0	0	0	0	0	0	0	0,7096900555	0	2,838760222	0	0	0	0	3,548450278	0	0	0	0	0	0	0	1,419380111	0
10000012	Panoven (Link 10,2)	10,64535083	0	0	0	0	0	0	0	0	0	0	1,419380111	0	0	0	0	0	7,806590611	0	0	0	0	0	0,7096900555	0	0	0
10000013	Utrechtseweg	13,48411106	0	0	0	0	0	0	0	0	0	0	0	0	12,06473094	0,7096900555	0	0	0,7096900555	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	242,0043089	1,419380111	1,419380111	0	1,419380111	0,7096900555	0	6,3872105	1,419380111	1,419380111	8,516280666	4,258140333	2,129070167	23,41977183	1,419380111	0	0	161,8093327	0	0,7096900555	1,419380111	0	0,7096900555	2,838760222	0	19,87132155
10000015	Europalaan (Link 11)	56,77520444	0	2,129070167	0	0	0,7096900555	0	0,7096900555	0	0	0	0	1,419380111	0	4,258140333	0	0	41,87171328	0	0	0	0,7096900555	0,7096900555	0	1,419380111	0	2,838760222
10000016	Ringoven (Link 12)	4,967830389	0	0	0	0	0	0	0	0	0	0	0	1,419380111	0	0	0	0	3,548450278	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	195,8744553	0	21,29070167	2,129070167	0,7096900555	1,419380111	0,7096900555	0,7096900555	1,419380111	0	0,7096900555	0	22,71008178	0,7096900555	3,548450278	0	49,67830389	41,87171328	0	0	6,3872105	1,419380111	5,677520444	31,9360525	0	2,838760222	0
10000018	Aansluiting A2 Oost	205,100426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,7096900555	203,8810459	0	0	0	0	0	0	0	0,7096900555	0	0
10000019	Parallelweg	9,225970722	0,7096900555	0	0	0	1,419380111	0	0	0	0	0	0	0	0	0	0	0	3,548450278	1,419380111	0	0	0	0	1,419380111	0	0	0,7096900555
10000020	Carpool	4,258140333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,129070167	0	1,419380111	0	0	0	0,7096900555	0	0	0
10000021	Nijverheidsweg Noord	12,06473094	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,225970722	0	0	1,419380111	0	1,419380111	0	0	0	0
10000022	Hoogland	9,225970722	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,3872105	0	0	0	1,419380111	0	0	0	1,419380111	0
10000023	Nijverheidsweg Zuid	12,77421	0	0	0	0	0	0,7096900555	0	0	0	0	0	0,7096900555	0	0	0	0	7,096900555	0	1,419380111	0	0	2,129070167	0	0	0	0,7096900555
10000024	Parklaan	57,4848945	0	1,419380111	0	0	0,7096900555	0	0	0	0	0	0	1,419380111	0	0	0	0	39,74264311	0,7096900555	0,7096900555	0,7096900555	0	1,419380111	6,3872105	1,419380111	0	2,838760222
10000025	N210 West	322,9089753	0	5,677520444	0,7096900555	2,838760222	1,419380111	2,129070167	0	0,7096900555	0,7096900555	0,7096900555	0	0,7096900555	0	0	0	0	175,2934437	0	0,7096900555	2,129070167	2,838760222	2,129070167	2,838760222	0,7096900555	15,61318122	0
10000026	Aansluiting A2 Oost	471,2341969	6,3872105	39,74264311	4,258140333	2,129070167	2,129070167	8,516280666	0	6,3872105	0,7096900555	5,677520444	2,129070167	69,54962544	0,7096900555	12,774421	1,419380111	0	11,35504089	2,838760222	2,129070167	2,129070167	20,58101161	7,80659611	18,45194144	75,93683954	109,2922886	59,19458455
10000027	A2 Zuid	23,41977183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,41977183
	TOTAL	1995,648436																										

TOMTOM model PA 08.15-08.30 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (Li	Heemraderlaan	Schepenenslag	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezendijk (Link	Hogebiezendijk (Link	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	38,91293034	12,28829379	9,557561837	0	0	3,413414942	1,365365977	1,365365977	0	0	0	0	0,6826829884	1,365365977	0	0	0	8,874878849	0	0	0	0	0	0	0	0	0
10000001	Heemraderlaan (Link 2)	93,52756941	5,461463907	34,81683241	6,144146896	0	0,6826829884	0,6826829884	2,048048965	0,6826829884	0,6826829884	0	0	0,6826829884	0	0,6826829884	0	0	26,62463655	0,6826829884	0	2,048048965	0,6826829884	0,6826829884	0,6826829884	4,778780919	0	0
10000002	Schepenenslag (Link3)	70,99903079	0	13,6536977	10,92292781	0	0	0,6826829884	2,730731954	1,365365977	0,6826829884	0	0	0,6826829884	2,048048965	0	0	0	32,76873544	0	0	0	2,730731954	0	1,365365977	0	2,048048965	0
10000003	Boedapestlaan (Link 4)	17,06707471	0	3,413414942	0	1,365365977	0,6826829884	0	0	0	0	0	0	0	2,048048965	0	0	0	8,874878849	0	0	0	0	0	0,6826829884	0	0	0
10000004	Tuinensingel (Link 5)	43,00902827	0	1,365365977	0	0,6826829884	6,826829884	1,365365977	1,365365977	0	0,6826829884	0	0	0,6826829884	0	0	0	1,365365977	26,62463655	0	0	0	0	0	0	0	2,048048965	0
10000005	Hogebiezen (Link 6)	21,84585563	0	0,6826829884	0,6826829884	0	0	3,413414942	1,365365977	0	0,6826829884	0	0	0,6826829884	0	0,6826829884	0	0,6826829884	10,24024483	1,365365977	0	0	0	0	0,6826829884	0	0	0
10000007	Hogebiezendijk (Link 7)	15,70170873	0,6826829884	0,6826829884	0	0	1,365365977	2,048048965	5,461463907	0,6826829884	1,365365977	0	0,6826829884	0,6826829884	0	0	0	0	0,6826829884	0	0	0	0	0	0,6826829884	0	0	0
10000008	Jan van der Heydeweg (Link 8)	20,48048965	0	0	0,6826829884	0	0	0	0	0,6826829884	0	0	0	1,365365977	0	0	0	0	14,33634276	0	0	0	0	0,6826829884	0,6826829884	0	2,048048965	0
10000009	Boerhaaveweg (Link 9)	1,365365977	0	1,365365977	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	8,192195861	0	0	0	0	0	0	0	0	0	0,6826829884	0	2,730731954	0	0	0	0	3,413414942	0	0	0	0	0	0	0	1,365365977	0
10000012	Panoven (Link 10,2)	10,24024483	0	0	0	0	0	0	0	0	0	0	1,365365977	0	0	0	0	0	7,509512872	0	0	0	0	0	0,6826829884	0	0	0
10000013	Utrechtseweg	12,9709768	0	0	0	0	0	0	0	0	0	0	0	0	11,6056108	0,6826829884	0	0	0,6826829884	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	232,794899	1,365365977	1,365365977	0	1,365365977	0,6826829884	0	6,144146896	1,365365977	1,365365977	8,192195861	4,09609793	2,048048965	22,52853862	1,365365977	0	0	155,6517214	0	0,6826829884	1,365365977	0	0,6826829884	0,6826829884	2,730731954	0	19,11512367
10000015	Europalaan (Link 11)	54,61463907	0	2,048048965	0	0	0,6826829884	0	0,6826829884	0	0	0	0	1,365365977	0	4,09609793	0	0	40,27829631	0	0	0	0,6826829884	0	1,365365977	0	0	2,730731954
10000016	Ringoven (Link 12)	4,778780919	0	0	0	0	0	0	0	0	0	0	0	1,365365977	0	0	0	0	3,413414942	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	188,4205048	0	20,48048965	2,048048965	0,6826829884	1,365365977	0,6826829884	0,6826829884	1,365365977	0	0,6826829884	0	21,84585563	0,6826829884	3,413414942	0	47,78780919	40,27829631	0	0	6,144146896	1,365365977	5,461463907	30,72073448	0	2,730731954	0
10000018	Aansluiting A2 Oost	197,2953836	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,6826829884	195,9300177	0	0	0	0	0	0	0	0,6826829884	0	0
10000019	Parallelweg	8,874878849	0,6826829884	0	0	0	1,365365977	0	0	0	0	0	0	0	0	0	0	0	3,413414942	1,365365977	0	0	0	0	1,365365977	0	0	0,6826829884
10000020	Carpool	4,09609793	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,048048965	0	1,365365977	0	0	0	0,6826829884	0	0	0
10000021	Nijverheidsweg Noord	11,6056108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,874878849	0	0	1,365365977	0	1,365365977	0	0	0	0
10000022	Hoogland	8,874878849	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,144146896	0	0	0	1,365365977	0	0	0	1,365365977	0
10000023	Nijverheidsweg Zuid	12,28929379	0	0	0	0	0	0,6826829884	0	0	0	0	0	0,6826829884	0	0	0	0	6,826829884	0	1,365365977	0	0	2,048048965	0	0	0	0,6826829884
10000024	Parklaan	55,29732206	0	1,365365977	0	0	0,6826829884	0	0	0	0	0	0	1,365365977	0	0	0	0	38,23024735	0,6826829884	0,6826829884	0,6826829884	0	1,365365977	6,144146896	1,365365977	0	2,730731954
10000025	N210 West	310,6207597	0	5,461463907	0,6826829884	2,730731954	1,365365977	2,048048965	0	0,6826829884	0,6826829884	0,6826829884	0	0,6826829884	0	0	0	0	168,6226981	0	0,6826829884	2,048048965	2,730731954	0,6826829884	6,144146896	98,98403332	0,6826829884	15,01902574
10000026	Aansluiting A2 Oost	453,3015043	6,144146896	38,23024735	4,09609793	2,048048965	2,048048965	8,192195861	0	6,144146896	0,6826829884	5,461463907	2,048048965	66,90293286	0,6826829884	12,28929379	1,365365977	0	10,92292781	2,730731954	2,048048965	2,048048965	19,79780866	7,509512872	17,7497577	73,04707976	105,1331802	55,98000505
10000027	A2 Zuid	22,52853862	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,52853862
	TOTAL	1919,704563																										

TOMTOM model PA 08.30-08.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (Li	Heemraderlaan	Schepenenslag	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezendijk (Link	Hogebiezendijk (Link	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	37,16074861	11,73497325	9,127201413	0	0	3,259714791	1,303885916	1,303885916	0	0	0	0	0,6514929581	1,303885916	0	0	0	8,475258455	0	0	0	0	0	0	0	0	0
10000001	Heemraderlaan (Link 2)	89,31618526	5,215543665	33,24909086	5,867486623	0	0,6514929581	0,6514929581	1,955828874	0,6514929581	0,6514929581	0	0	0,6514929581	0	0,6514929581	0	0	25,42577537	0,6514929581	0	1,955828874	0,6514929581	0,6514929581	0,6514929581	4,563600707	0	0
10000002	Schepenenslag (Link3)	67,80266764	0	13,03859916	10,43108733	0	0	0,6514929581	2,607771832	1,303885916	0,6514929581	0	0	1,955828874	0	0	0	0	31,29326199	0	0	2,607771832	0	0	1,303885916	0	1,955828874	0
10000003	Boedapestlaan (Link 4)	16,29857395	0	3,259714791	0	1,303885916	0,6514929581	0	0	0	0	0	0	1,955828874	0	0	0	0	8,475258455	0	0	0	0	0	0,6514929581	0	0	0
10000004	Tuinensingel (Link 5)	41,07240636	0	1,303885916	0	0,6514929581	6,514929581	1,303885916	1,303885916	0	0,6514929581	0	0	0,6514929581	0	0	0	1,303885916	25,42577537	0	0	0	0	0	0	0	1,955828874	0
10000005	Hogebiezen (Link 6)	20,86217466	0	0,6514929581	0,6514929581	0	0	3,259714791	1,303885916	0	0,6514929581	0	0,6514929581	0	0,6514929581	0	0,6514929581	0	9,779144372	1,303885916	0	0	0	0	0,6514929581	0	0	0
10000007	Hogebiezendijk (Link 7)	14,99468837	0,6514929581	0,6514929581	0	0	1,303885916	1,955828874	5,215543665	0,6514929581	1,303885916	0	0,6514929581	0,6514929581	0	0	0	0	0,6514929581	0	0	0	0	0	0,6514929581	0	0	0
10000008	Jan van der Heydeweg (Link 8)	19,55828874	0	0	0,6514929581	0	0	0	0	0,6514929581	0	0	0	1,303885916	0	0	0	0	13,69080212	0	0	0	0	0,6514929581	0,6514929581	0	1,955828874	0
10000009	Boerhaaveweg (Link 9)	1,303885916	0	1,303885916	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	7,823315497	0	0	0	0	0	0	0	0	0	0,6514929581	0	2,607771832	0	0	0	0	3,259714791	0	0	0	0	0	0	0	1,303885916	0
10000012	Panoven (Link 10,2)	9,779144372	0	0	0	0	0	0	0	0	0	0	1,303885916	0	0	0	0	0	7,171372539	0	0	0	0	0	0,6514929581	0	0,6514929581	0
10000013	Utrechtseweg	12,3869162	0	0	0	0	0	0	0	0	0	0	0	0	11,08303029	0,6514929581	0	0	0,6514929581	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	222,3125487	1,303885916	1,303885916	0	1,303885916	0,6514929581	0	5,867486623	1,303885916	1,303885916	7,823315497	3,911577493	1,955828874	21,51411762	1,303885916	0	0	148,6429944	0	0,6514929581	1,303885916	0	0,6514929581	0,6514929581	2,607771832	0	18,25440283
10000015	Europalaan (Link 11)	52,15543665	0	1,955828874	0	0	0,6514929581	0	0,6514929581	0	0	0	0	1,303885916	0	3,911577493	0	0	38,46463453	0	0,6514929581	0,6514929581	0,6514929581	0	1,303885916	0	0	2,607771832
10000016	Ringoven (Link 12)	4,563600707	0	0	0	0	0	0	0	0	0	0	0	1,303885916	0	0	0	0	3,259714791	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	179,9362564	0	19,55828874	1,955828874	0,6514929581	1,303885916	0,6514929581	0,6514929581	1,303885916	0	0,6514929581	0	20,86217466	0,6514929581	3,259714791	0	45,63600707	38,46463453	0	0	5,867486623	1,303885916	5,215543665	29,33743311	0	2,607771832	0
10000018	Aansluiting A2 Oost	188,4115149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,6514929581	187,107629	0	0	0	0	0	0	0	0,6514929581	0	0
10000019	Parallelweg	8,475258455	0,6514929581	0	0	0	1,303885916	0	0	0	0	0	0	0	0	0	0	0	3,259714791	1,303885916	0	0	0	0	1,303885916	0	0	0,6514929581
10000020	Carpool	3,911577493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,955828874	0	1,303885916	0	0	0	0,6514929581	0	0	0
10000021	Nijverheidsweg Noord	11,08303029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,475258455	0	0	1,303885916	0	1,303885916	0	0	0	0
10000022	Hoogland	8,475258455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,867486623	0	0	0	1,303885916	0	0	0	1,303885916	0
10000023	Nijverheidsweg Zuid	11,73497325	0	0	0	0	0	0,6514929581	0	0	0	0	0	0,6514929581	0	0	0	0	6,514929581	0	1,303885916	0	1,955828874	0	0,6514929581	0	0	0,6514929581
10000024	Parklaan	52,80737961	0	1,303885916	0	0	0,6514929581	0	0	0	0	0	0	1,303885916	0	0	0	0	36,50880565	0,6514929581	0,6514929581	0,6514929581	0	1,303885916	5,867486623	1,303885916	0	2,607771832
10000025	N210 West	296,6340459	0	5,215543665	0,6514929581	2,607771832	1,303885916	1,955828874	0	0,6514929581	0,6514929581	0,6514929581	0	0,6514929581	0	0	0	0	161,0299107	0	0,6514929581	1,955828874	2,607771832	0,6514929581	5,867486623	94,53172892	0,6514929581	14,34274508
10000026	Aansluiting A2 Oost	432,8901242	5,867486623	36,50880565	3,911577493	1,955828874	1,955828874	7,823315497	0	5,867486623	0,6514929581	5,215543665	1,955828874	63,89040989	0,6514929581	11,73497325	1,303885916	0	10,43108733	2,607771832	1,955828874	1,955828874	18,90834578	7,171372539	16,9505169	69,75789652	100,3992155	53,49932256
10000027	A2 Zuid	21,51411762	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,51411762
	TOTAL	1833,263598																										

TOMTOM model PA 08.45-09.00 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (Li	Heemraderlaan	Schepenenslag	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezendijk (Link	Hogebiezendijk (Link	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	36,42921504	11,50396265	8,947526502	0	0	3,193545179	1,278218072	1,278218072	0	0	0	0	0,6391090358	1,278218072	0	0	0	8,308417466	0	0	0	0	0	0	0	0	0
10000001	Heemraderlaan (Link 2)	87,55793791	5,112872287	32,59456083	5,751981323	0	0,6391090358	0,6391090358	1,917327108	0,6391090358	0,6391090358	0	0	0,6391090358	0	0,6391090358	0	0	24,9252524	0,6391090358	0	1,917327108	0,6391090358	0,6391090358	0,6391090358	4,473763251	0	0
10000002	Schepenenslag (Link3)	66,46733973	0	12,78218072	10,22574457	0	0	0,6391090358	2,556436143	1,278218072	0,6391090358	0	0	1,917327108	0	0	0	0	30,67723372	0	0	2,556436143	0	0	1,278218072	0	1,917327108	0
10000003	Boedapestlaan (Link 4)	15,9777259	0	3,193545179	0	1,278218072	0,6391090358	0	0	0	0	0	0	1,917327108	0	0	0	0	8,308417466	0	0	0	0	0	0,6391090358	0	0	0
10000004	Tuinensingel (Link 5)	40,26386926	0	1,278218072	0	0,6391090358	6,391090358	1,278218072	1,278218072	0	0,6391090358	0	0	0,6391090358	0	0	0	1,278218072	24,9252524	0	0	0	0	0	0	0	1,917327108	0
10000005	Hogebiezen (Link 6)	20,45148915	0	0,6391090358	0,6391090358	0	0	3,193545179	1,278218072	0	0,6391090358	0	0,6391090358	0	0,6391090358	0	0,6391090358	0	9,586635536	1,278218072	0	0	0	0	0,6391090358	0	0	0
10000007	Hogebiezendijk (Link 7)	14,69950723	0,6391090358	0,6391090358	0	0	1,278218072	1

1000008	Jan van der Heydenweg (Link 8)	3,53158001	0	0	0	0,1177193337	0	0	0	0,1177193337	0	0	0	0,2354386673	0	0	0	0	2,472106007	0	0	0	0	0	0,1177193337	0,1177193337	0	0,353158001
1000009	Boerhaaveweg (Link 9)	0,2354386673	0	0	0,2354386673	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,412632004	0	0	0	0	0	0	0	0	0	0,1177193337	0	0,4708773347	0	0	0	0	0,5885966683	0	0	0	0	0	0	0	0	0	0,2354386673
1000012	Panoven (Link 10,2)	1,765790005	0	0	0	0	0	0	0	0	0	0	0,2354386673	0	0	0	0	0	1,29401267	0	0	0	0	0	0	0,1177193337	0	0,1177193337	0
1000013	Utrechtseweg	2,23666734	0	0	0	0	0	0	0	0	0	0	0	2,001228672	0,1177193337	0	0	0	0,1177193337	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	40,14229278	0,2354386673	0,2354386673	0	0,2354386673	0,1177193337	0	1,059474003	0,2354386673	0,2354386673	0,2354386673	1,412632004	0,7063160002	0,353158001	3,884738011	0,2354386673	0	26,84000808	0	0,1177193337	0,2354386673	0	0,1177193337	0,1177193337	0,4708773347	0	3,296141343
1000015	Europalaan (Link 11)	9,417546894	0	0,353158001	0	0	0,1177193337	0	0,1177193337	0	0	0	0	0,2354386673	0	0,7063160002	0	0	6,945440687	0	0	0,1177193337	0,1177193337	0	0,2354386673	0	0	0,4708773347
1000016	Ringoven (Link 12)	0,8240353357	0	0	0	0	0	0	0	0	0	0	0	0,2354386673	0	0	0	0	0,5885966683	0	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	32,49053609	0	3,53158001	0,353158001	0,1177193337	0,2354386673	0,1177193337	0,1177193337	0,2354386673	0	0,1177193337	0	3,767018677	0,1177193337	0,5885966683	0	8,240353357	6,945440687	0	0	1,059474003	0,2354386673	0,9417546694	5,297370015	0	0,4708773347	0
1000018	Aansluiting A2 Oost	34,02088743	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1177193337	33,78544876	0	0	0	0	0	0	0,1177193337	0		
1000019	Parallelweg	1,530351338	0,1177193337	0	0	0	0,2354386673	0	0	0	0	0	0	0	0	0	0	0	0,5885966683	0,2354386673	0	0	0	0	0	0,2354386673	0	0,1177193337	
1000020	Carpool	0,706316002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,353158001	0	0,2354386673	0	0	0	0	0,1177193337	0	0	0
1000021	Nijverheidsweg Noord	2,001228672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,530351338	0	0	0,2354386673	0	0,2354386673	0	0	0	0	0
1000022	Hoogland	1,530351338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,059474003	0	0	0	0,2354386673	0	0	0	0	0	0,2354386673
1000023	Nijverheidsweg Zuid	2,118948006	0	0	0	0	0	0	0,1177193337	0	0	0	0	0,1177193337	0	0	0	0	1,17719337	0	0	0,2354386673	0	0,353158001	0	0	0	0,1177193337
1000024	Parklaan	9,535266027	0	0,2354386673	0	0	0	0,1177193337	0	0	0	0	0	0,2354386673	0	0	0	0	6,592282686	0,1177193337	0,1177193337	0,1177193337	0	0,2354386673	1,059474003	0,2354386673	0	0,4708773347	
1000025	N210 West	53,56229682	0	0,9417546694	0,1177193337	0,4708773347	0,2354386673	0,353158001	0	0,1177193337	0,1177193337	0,1177193337	0	0,1177193337	0	0	0	0	29,07667542	0	0,1177193337	0,353158001	0,4708773347	0,1177193337	1,059474003	0,2354386673	0,9417546694	5,297370015	0,4708773347
1000026	Aansluiting A2 Oost	78,16563756	1,059474003	6,592282686	0,706316002	0,353158001	0,353158001	1,412632004	0	1,059474003	0,1177193337	0,9417546694	0,353158001	11,53649471	0,1177193337	2,118948006	0,2354386673	0	1,883509339	0,4708773347	0,353158001	0,353158001	0,3413860676	1,29491267	3,060702675	12,5959887	18,12877739	1,652985361	
1000027	A2 Zuid	3,884738011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,884738011
	TOTAL	331,0267663																											

TOMTOM model VR 08.30-08.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenein NZ (Li	Heemraderlaan (	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,38276527	21,91382635	4,27038673	1,573300353	2,809449417	3,820872287	3,70840369	2,35905053	1,123785967	2,584707723	1,460921757	19,44149722	4,270386673	3,820722267	0,33713579	8,203637557	135,1914518	1,123785967	0,8990287733	1,798057547	5,169415447	3,146600707	6,180822817	36,18590813	17,53108108	22,70047653
1000000	Bovenein NZ (Link 1)	6,40558001	2,02281474	1,573300353	0	0	0	0,5618929833	0,2247571933	0,2247571933	0	0	0	0	0,1123785967	0,2247571933	0	0	1,460921757	0	0	0	0	0	0	0	0	0	0
1000001	Heemraderlaan (Link 2)	15,39586774	0,8990287733	5,73130843	1,01140737	0	0,1123785967	0,1123785967	0,33713579	0,1123785967	0,1123785967	0	0	0,1123785967	0	0,1123785967	0	0	4,38276527	0,1123785967	0	0,33713579	0,1123785967	0,1123785967	0,1123785967	0,7866501767	0	0,7866501767	0
1000002	Schepenensingel (Link3)	11,68737405	0	2,247571933	1,798057547	0	0	0,1123785967	0,4495143867	0,2247571933	0,1123785967	0	0	0,33713579	0	0	0	0	5,39417284	0	0	0	0	0,4495143867	0	0,2247571933	0	0,33713579	0
1000003	Boedapestlaan (Link 4)	2,809464917	0	0,5618929833	0	0,2247571933	0,1123785967	0	0	0	0	0	0	0,33713579	0	0	0	0	1,460921757	0	0	0	0	0	0	0,1123785967	0	0	0
1000004	Tuinensingel (Link 5)	7,07985159	0	0,2247571933	0	0,1123785967	1,123785967	0,2247571933	0,2247571933	0	0,1123785967	0	0	0,1123785967	0	0	0	0,2247571933	4,38276527	0	0	0	0	0	0	0	0	0	0,33713579
1000005	Hogebiezen (Link 6)	3,596115093	0	0,1123785967	0,1123785967	0	0	0,5618929833	0,2247571933	0	0	0	0,1123785967	0	0	0,1123785967	0	0	1,68567895	0,2247571933	0	0	0	0	0	0,1123785967	0	0	0,1123785967
1000007	Hogebiezendijk (Link 7)	2,584707723	0,1123785967	0,1123785967	0	0	0,2247571933	0,33713579	0,8990287733	0,1123785967	0,2247571933	0	0,1123785967	0,1123785967	0	0,1123785967	0	0	0,1123785967	0	0	0	0	0	0	0,1123785967	0	0	0,1123785967
1000008	Jan van der Heydenweg (Link 8)	3,3713579	0	0	0	0,1123785967	0	0	0	0,1123785967	0	0	0	0,2247571933	0	0	0	0	2,35905053	0	0	0	0	0	0,1123785967	0,1123785967	0	0	0,33713579
1000009	Boerhaaveweg (Link 9)	0,2247571933	0	0	0,2247571933	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,34854316	0	0	0	0	0	0	0	0	0	0,1123785967	0	0,4495143867	0	0	0	0	0,5618929833	0	0	0	0	0	0	0	0	0	0,2247571933
1000012	Panoven (Link 10,2)	1,68567895	0	0	0	0	0	0	0	0	0	0	0,2247571933	0	0	0	0	0	1,236164563	0	0	0	0	0	0	0,1123785967	0	0	0,1123785967
1000013	Utrechtseweg	2,135193337	0	0	0	0	0	0	0	0	0	0	0	1,910436143	0,1123785967	0	0	0	0,1123785967	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	38,32110146	0,2247571933	0,2247571933	0	0,2247571933	0,1123785967	0	1,01140737	0,2247571933	0,2247571933	1,34854316	0,67427158	0,33713579	3,70840369	0,2247571933	0	0	25,62232004	0	0,1123785967	0,2247571933	0	0,1123785967	0,1123785967	0,4495143867	0	3,146600707	0
1000015	Europalaan (Link 11)	8,990287733	0	0,33713579	0	0	0,1123785967	0	0,1123785967	0	0	0	0	0,2247571933	0	0,67427158	0	0	6,630337203	0	0	0,1123785967	0,1123785967	0	0,2247571933	0	0,4495143867	0	0
1000016	Ringoven (Link 12)	0,7865501767	0	0	0	0	0	0	0	0	0	0	0	0,2247571933	0	0	0	0	0,5618929833	0	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	31,01649268	0	3,3713579	0,33713579	0,1123785967	0,2247571933	0,1123785967	0,1123785967	0,2247571933	0	0,1123785967	0	3,596115093	0,1123785967	0,5618929833	0	7,866501767	6,630337203	0	0	1,01140737	0,2247571933	0,8990287733	5,05703685	0	0,4495143867	0	
1000018	Aansluiting A2 Oost	32,47741444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1123785967	32,25265724	0	0	0	0	0	0	0	0,1123785967	0	
1000019	Parallelweg	1,468921757	0,1123785967	0	0	0	0,2247571933	0	0	0	0	0	0	0	0	0	0	0	0,5618929833	0,2247571933	0	0	0	0	0	0	0,2247571933	0	0,1123785967	0
1000020	Carpool	0,67427158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,33713579	0	0,2247571933	0	0	0	0	0,1123785967	0	0	0
1000021	Nijverheidsweg Noord	1,910436143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,460921757	0	0	0,2247571933	0	0,2247571933	0	0	0	0	0
1000022	Hoogland	1,460921757	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,01140737	0	0	0	0,2247571933	0	0	0	0	0	0,2247571933
1000023	Nijverheidsweg Zuid	2,02281474	0	0	0	0	0	0	0,1123785967	0	0	0	0	0,1123785967	0	0	0	0	1,123785967	0	0	0,2247571933	0	0,33713579	0	0	0	0,1123785967
1000024	Parklaan	9,10266633	0	0,2247571933	0	0	0	0,1123785967	0	0	0	0	0	0,2247571933	0	0	0	0	6,293201413	0,1123785967	0,1123785967	0,1123785967	0	0,2247571933	1,01140737	0,2247571933	0	0,4495143867	
1000025	N210 West	51,13226148	0	0,8990287733	0,1123785967	0,4495143867	0,2247571933	0,33713579	0	0,1123785967	0,1123785967	0,1123785967	0	0,1123785967	0	0	0	0	27,75751338	0	0,1123785967	0,33713579	0,4495143867	0,1123785967	1,01140737	16,29489652	0,1123785967	2,472329127	
1000026	Aansluiting A2 Oost	74,61938819	1,01140737	6,293201413	0,67427158	0,33713579	0,33713579	1,34854316	0	1,01140737	0,1123785967	0,8990287733	0,33713579	11,01310247	0,1123785967	2,02281474	0,2247571933	0	1,798057547	0,4495143867	0,33713579	0,33713579	3,258979303	1,236164563	2,921843513	12,02450984	17,30630389	9,215044927	
1000027	A2 Zuid	3,70840369	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,70840369
	TOTAL	316,0086138																											

TOMTOM model VR 08.45-09.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenein NZ (Li	Heemraderlaan (	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,296457345	21,48228672	4,186291772	1,54231802	2,754139324	3,74562948	3,635463907	2,313477032	1,101655729	2,533808178	1,432152448	19,05864412	4,188291772	3,74562948	0,3304967188	8,042066825	132,5291843	1,101655729	0,8813245835	1,762649167	5,067616355	3,084636042	6,059106512	35,47331449	17,18582938	22,25344573
1000000	Bovenein NZ (Link 1)	6,279437658	1,982980313	1,542318021	0	0	0	0,5508278647	0,2203311459	0,2203311459	0	0	0	0	0,1101655729	0,2203311459	0	0	1,432152448	0	0	0	0	0	0	0	0	0	0
1000001	Heemraderlaan (Link 2)	15,09268349	0,8813245835	5,61844422	0,9914901565	0	0,1101655729	0,1101655729	0,3304967188	0,1101655729	0,1101655729	0	0	0,1101655729	0	0,1101655729	0	0	4,296457345	0,1101655729	0	0,3304967188	0,1101655729	0,1101655729	0,1101655729	0,7715590106	0	0,7715590106	0
1000002	Schepenensingel (Link3)	11,45721959	0	2,203311459	1,762649167	0	0	0,1101655729	0,4406622918	0,2203311459	0,1101655729	0	0	0,3304967188	0	0	0	0	5,287947501	0	0	0	0	0,4406622918	0	0,2203311459	0	0,3304967188	0
1000003	Boedapestlaan (Link 4)	2,754139324	0	0,5508278647	0	0,2203311459	0,1101655729	0	0	0	0	0	0	0,3304967188	0	0	0	0	1,432152448	0	0	0	0	0	0	0,1101655729	0	0	0
1000004	Tuinensingel (Link 5)	6,940431095	0	0,2203311459	0	0,1101655729	1,101655729	0,2203311459	0,2203311459	0	0,1101655729	0	0	0,1101655729	0	0	0	0,2203311459	4,296457345	0	0	0	0	0	0	0	0	0	0,3304967188
1000005	Hogebiezen (Link 6)	3,525298334	0	0,1101655729	0,1101655729	0	0	0,5508278647	0,2203311459	0	0,1101655729	0	0,1101655729	0	0,1101655729	0	0,1101655729	0	1,652483594	0,2203311459	0	0	0	0	0	0	0,1101655729	0	0,1101655729
1000007	Hogebiezendijk (Link 7)	2,533808178	0,1101655729	0,1101655729	0	0	0,2203311459	0,3304967188	0,8813245835	0,1101655729	0,2203311459	0	0,1101655729	0,1101655729	0	0,1101655729	0	0	0,1101655729	0	0	0	0	0	0	0	0,1101655729	0	0,1101655729
1000008	Jan van der Heydenweg (Link 8)	3,3049671 88	0	0	0,1101655729	0	0	0	0	0,1101655729	0	0	0	0,2203311459	0	0	0	0	2,313477032	0	0	0	0	0	0,1101655729	0,1101655729	0	0	0,3304967188
1000009	Boerhaaveweg (Link 9)	0,2203311459	0	0	0,2203311459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,321988675	0	0	0	0	0	0	0	0	0	0,1101655729	0	0,4406622918	0	0	0	0	0,5508278647	0	0	0	0	0	0	0	0	0	0,2203311459
1000012	Panoven (Link 10,2)	1,654483594	0	0	0	0	0	0	0	0	0	0	0,2203311459	0	0	0	0	0	1,211821302	0	0	0	0	0	0	0	0	0	0,1101655729
1000013	Utrechtseweg	2,093145886	0	0	0	0	0	0	0	0	0	0	0	1,87281474	0,1101655729	0	0	0	0,1101655729	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	37,56646037	0,2203311459	0,2203311459	0	0,2203311459	0,1101655729	0	0,9914901565	0,2203311459	0,2203311459	1,321988675	0,6609934377	0,3304967188	3,635463907	0,2203311459	0	0	25,11775063	0	0,1101655729	0,2203311459	0	0,1101655729	0,1101655729	0,4406622918	0	3,084636042	0
1000015	Europalaan (Link 11)	8,813245835	0	0,3304967188	0	0	0,1101655729	0	0,1101655729	0	0	0	0	0,2203311459	0	0,6609934377	0	0	6,490768804	0	0	0,1101655729	0,1101655729	0	0,2203311459	0	0,4406622918	0	
1000016	Ringoven (Link 12)	0,7711590106	0	0	0	0	0	0	0	0	0	0	0	0,2203311459	0	0	0	0	0,5508278647	0	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	30,40569813	0	3,3049671 88	0,3304967188	0,1101655729	0,2203311459	0,1101655729	0,1101655729	0,2203311459	0	0,1101655729	0	3,525298334	0,1101655729	0,5508278647	0	7,711590106	6,490768804	0	0	0	0,9914901565	0,2203311459	0,8813245835	4,957450782	0	0,4406622918	
1000018	Aansluiting A2 Oost	31,83785058	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1101655729	31,61751943	0	0	0	0	0	0	0	0,1101655729	0	
1000019	Parallelweg	1,432152448	0,1101655729	0	0	0	0,2203311459	0	0	0	0	0	0	0	0	0	0	0	0,5508278647	0,2203311459	0	0	0	0	0	0,2203311459	0	0,1101655729	0
1000020	Carpool	0,6609934377	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,3304967188	0	0,2203311459	0	0	0	0	0,1101655729	0	0	0
1000021	Nijverheidsweg Noord	1,87281474	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,432152448	0	0	0,2203311459	0	0,2203311459	0	0	0	0	0
1000022	Hoogland	1,432152448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,9914901565	0	0	0	0,2203311459	0	0	0	0	0	0,2203311459
1000023	Nijverheidsweg Zuid	1,982980313	0	0	0	0	0	0	0,1101655729	0	0	0	0	0,1101655729	0	0	0	0	1,101655729	0	0	0,2203311459	0	0,3304967188	0	0	0	0,1101655729
1000024	Parklaan	8,923411408	0	0,2203311459	0	0	0	0,1101655729	0	0	0	0	0	0,2203311459	0	0	0	0	6,169272085	0,1101655729	0,1101655729	0,1101655729	0	0,2203311459	0,9914901565	0,2203311459	0	0,4406622918	
1000025	N210 West	50,12533569	0	0,8813245835	0,1101655729	0,4406622918	0,2203311459	0,3304967188	0	0,1101655729	0,1101655729	0,1101655729	0	0,1101655729	0	0	0	0	27,21089652	0	0,1101655729	0,3304967188	0,4406622918	0,1101655729	0,9914901565	15,97400808	0,1101655729	2,423642605	
1000026	Aansluiting A2 Oost	73,14094043	0,9914901565	6,169272085	0,6609934377	0,3304967188	0,3304967188	1,321988675	0	0,9914901565	0,1101655729	0,8813245835	0,3304967188	10,79622615	0,1101655729	1,982980313	0,2203311459	0	1,762649167	0,4406622918	0,3304967188	0,3304967188	3,194801615	1,211821302	2,864304897	11,7877163	16,96549623	9,033576981	
1000027	A2 Zuid	3,634639307	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,634639307
	TOTAL	309,7855911																											

SWECO model PA 09.00-09.15

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	464,922	10,706	115,685	42,779	21,694	60,63	12,386	27,233	134,581	0	0	193,074
1000000	A2 Noord	273,094	0	105,085	5,064	53,631	17,159	12,521	35,562	5,913	15,169	22,99	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	15,768	0	6,289	0	0,515	0,677	1,324	1,793	0,283	1,456	2,621	0	0,81
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	3,355	0	2,027	0,946	0,212	0	0,03	0,061	0,008	0,038	0,185	0	0,748
1000006	Nijverheidsweg Noord	10,052	0	8,524	0,348	0,005	0,082	0	0,035	0	0,023	0,004	0	1,031
1000007	Hoogland	5,253	0	3,366	0,503	0,082	0,113	0,023	0	0	0,345	0,261	0	0,56
1000008	Nijverheidsweg Zuid	0,093	0	0	0,093	0	0	0	0	0	0	0	0	0
1000009	Parklaan	50,847	0	42,187	0,141	0,07	0,172	0,12	0,735	0,063	0	0,299	0	7,06
1000011	N210 West	133,417	0	118,814	1,057	0,234	1,499	0,079	4,226	2,708	0,749	0	0	4,051
1000012	Aansluiting A2 Oost	384,557	0	0	3,435	60,931	22,412	7,597	18,108	3,411	9,386	108,204	0	151,073
1000013	Utrechtseweg	207,254	0	178,63	0,019	0,005	0,665	0	0,11	0	0,067	0,017	0	27,741
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1083,69												

SWECO model PA 09.15-09.30

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	392,697	9,943	97,713	36,133	18,325	51,209	10,461	23,004	113,676	0	0	163,082
1000000	A2 Noord	230,67	0	88,76	4,278	45,299	14,494	10,576	30,037	4,994	12,813	19,419	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	13,318	0	5,312	0	0,435	0,572	1,118	1,514	0,239	1,23	2,214	0	0,684
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,833	0	1,712	0,039	0,179	0	0,025	0,051	0,007	0,032	0,156	0	0,632
1000006	Nijverheidsweg Noord	8,49	0	7,2	0,294	0,004	0,069	0	0,029	0	0,019	0,004	0	0,871
1000007	Hoogland	4,439	0	2,843	0,425	0,07	0,095	0,02	0	0	0,292	0,221	0	0,473
1000008	Nijverheidsweg Zuid	0,078	0	0	0,078	0	0	0	0	0	0	0	0	0
1000009	Parklaan	42,946	0	35,633	0,119	0,059	0,145	0,102	0,62	0,053	0	0,252	0	5,963
1000011	N210 West	112,693	0	100,357	0,893	0,198	1,266	0,067	3,57	2,287	0,633	0	0	3,422
1000012	Aansluiting A2 Oost	324,817	0	0	2,901	51,465	18,93	6,417	15,295	2,881	7,928	91,395	0	127,605
1000013	Utrechtseweg	175,059	0	150,88	0,016	0,004	0,562	0	0,093	0	0,057	0,015	0	23,432
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	915,343												

SWECO model PA 09.30-09.45

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	359,661	8,281	89,494	33,033	16,782	46,903	9,582	21,068	104,111	0	0	149,361
1000000	A2 Noord	211,264	0	81,293	3,918	41,489	13,274	9,686	27,51	4,574	11,735	17,785	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	12,197	0	4,865	0	0,398	0,524	1,024	1,387	0,219	1,126	2,028	0	0,626
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,594	0	1,568	0,035	0,164	0	0,023	0,047	0,006	0,029	0,143	0	0,579
1000006	Nijverheidsweg Noord	7,776	0	6,594	0,269	0,004	0,063	0	0,027	0	0,018	0,003	0	0,798
1000007	Hoogland	4,064	0	2,604	0,389	0,064	0,087	0,018	0	0	0,267	0,202	0	0,433
1000008	Nijverheidsweg Zuid	0,072	0	0	0,072	0	0	0	0	0	0	0	0	0
1000009	Parklaan	39,334	0	32,636	0,109	0,054	0,133	0,093	0,568	0,049	0	0,231	0	5,461
1000011	N210 West	103,212	0	91,914	0,818	0,181	1,159	0,061	3,27	2,095	0,58	0	0	3,134
1000012	Aansluiting A2 Oost	297,493	0	0	2,657	47,136	17,338	5,877	14,009	2,639	7,261	83,706	0	116,87
1000013	Utrechtseweg	160,33	0	138,187	0,014	0,004	0,515	0	0,085	0	0,052	0,013	0	21,46
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	838,336												

SWECO model PA 09.45-10.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	342,414	7,885	85,2	31,507	15,978	44,654	9,122	20,057	99,119	0	0	142,199
1000000	A2 Noord	201,134	0	77,395	3,73	39,499	12,638	9,222	26,191	4,355	11,172	16,932	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	11,611	0	4,632	0	0,379	0,499	0,975	1,32	0,208	1,072	1,93	0	0,596
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,471	0	1,493	0,034	0,156	0	0,022	0,045	0,006	0,028	0,136	0	0,551
1000006	Nijverheidsweg Noord	7,403	0	6,278	0,256	0,003	0,06	0	0,026	0	0,017	0,003	0	0,76
1000007	Hoogland	3,87	0	2,479	0,37	0,061	0,083	0,017	0	0	0,254	0,193	0	0,413
1000008	Nijverheidsweg Zuid	0,068	0	0	0,068	0	0	0	0	0	0	0	0	0
1000009	Parklaan	37,449	0	31,071	0,104	0,051	0,127	0,089	0,541	0,047	0	0,22	0	5,199
1000011	N210 West	98,263	0	87,506	0,779	0,173	1,104	0,058	3,113	1,994	0,552	0	0	2,984
1000012	Aansluiting A2 Oost	283,225	0	0	2,53	44,875	16,506	5,595	13,337	2,512	6,913	79,692	0	0	111,265
1000013	Utrechtseweg	152,641	0	131,56	0,014	0,003	0,49	0	0,081	0	0,049	0,013	0	0	20,431
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	798,135												

SWECO model PA TOTAAL 09.00-10.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	1559,694	35,915	388,092	143,512	72,779	203,396	41,551	91,362	451,487	0	0	647,716
1000000	A2 Noord	916,162	0	352,533	16,99	179,916	57,565	42,005	119,3	19,836	50,889	77,126	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	52,894	0	21,098	0	1,727	2,272	4,441	6,014	0,949	4,884	8,793	0	0	2,716
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	11,253	0	6,8	0,154	0,711	0	0,1	0,204	0,027	0,127	0,62	0	0	2,51
1000006	Nijverheidsweg Noord	33,721	0	28,596	1,167	0,016	0,274	0	0,117	0	0,077	0,014	0	0	3,46
1000007	Hoogland	17,626	0	11,292	1,687	0,277	0,378	0,078	0	0	1,158	0,877	0	0	1,879
1000008	Nijverheidsweg Zuid	0,311	0	0	0,311	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	170,576	0	141,527	0,473	0,234	0,577	0,404	2,464	0,212	0	1,002	0	0	23,683
1000011	N210 West	447,585	0	398,591	3,547	0,786	5,028	0,265	14,179	9,084	2,514	0	0	0	13,591
1000012	Aansluiting A2 Oost	1290,092	0	0	11,523	204,407	75,186	25,486	60,749	11,443	31,488	362,997	0	0	506,813
1000013	Utrechtseweg	695,284	0	599,257	0,063	0,016	2,232	0	0,369	0	0,225	0,058	0	0	93,084
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3635,504												

SWECO model VR 09.00-09.15

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	47,925	1,543	31,474	2,063	1,387	19,462	0	5,526	14,401	0	0	63,016
1000000	A2 Noord	30,208	0	19,19	0,057	3,703	0,39	0,155	1,581	0	0,284	4,848	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,565	0	0,129	0	0,12	0,065	0,259	1,355	0	0,239	0,261	0	0	0,137
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,98	0	0,426	0,029	0,475	0	0,094	0,438	0	0,115	0,082	0	0	0,321
1000006	Nijverheidsweg Noord	7,316	0	2,771	0,246	0,024	0,146	0	0,68	0	0,227	0,123	0	0	3,099
1000007	Hoogland	21,104	0	5,209	0,557	5,287	0,572	0,263	0	0	1,329	0,713	0	0	7,174
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	9,178	0	0,848	0,296	3,26	0,142	0,19	1,583	0	0	1,267	0	0	1,592
1000011	N210 West	16,874	0	7,188	0,049	0,44	0,084	0,03	0,714	0	1,383	0	0	0	6,986
1000012	Aansluiting A2 Oost	63,195	0	0	0,215	18,091	0,273	0,394	11,616	0	0,775	6,843	0	0	24,988
1000013	Utrechtseweg	34,377	0	12,164	0,094	0,074	0,391	0,002	1,495	0	1,174	0,264	0	0	18,719
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	186,797												

SWECO model VR 09.15-09.30

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	40,48	1,304	26,585	1,743	1,17	16,439	0	4,668	12,164	0	0	53,229
1000000	A2 Noord	25,516	0	16,209	0,048	3,128	0,33	0,131	1,335	0	0,24	4,095	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,166	0	0,109	0	0,101	0,055	0,218	1,145	0	0,202	0,22	0	0	0,116
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,672	0	0,36	0,025	0,401	0	0,079	0,37	0	0,097	0,069	0	0	0,271
1000006	Nijverheidsweg Noord	6,18	0	2,341	0,208	0,02	0,123	0	0,574	0	0,192	0,104	0	0	2,618
1000007	Hoogland	17,828	0	4,4	0,471	4,466	0,483	0,222	0	0	1,123	0,603	0	0	6,06
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,751	0	0,716	0,25	2,753	0,12	0,16	1,337	0	0	1,07	0	0	1,345
1000011	N210 West	14,252	0	6,071	0,041	0,372	0,071	0,025	0,603	0	1,168	0	0	0	5,901
1000012	Aansluiting A2 Oost	53,379	0	0	0,181	15,281	0,23	0,333	9,812	0	0,655	5,78	0	0	21,107
1000013	Utrechtseweg	29,038	0	10,274	0,08	0,063	0,331	0,002	1,263	0	0,991	0,223	0	0	15,811
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	157,782												

SWECO model VR 09.30-09.45

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	37,073	1,195	24,348	1,597	1,074	15,056	0	4,276	11,14	0	0	48,748
1000000	A2 Noord	23,369	0	14,845	0,044	2,865	0,302	0,12	1,223	0	0,22	3,75	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,984	0	0,1	0	0,092	0,051	0,2	1,048	0	0,185	0,202	0	0	0,106
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,531	0	0,329	0,023	0,367	0	0,073	0,339	0	0,089	0,063	0	0	0,248
1000006	Nijverheidsweg Noord	5,661	0	2,144	0,191	0,019	0,113	0	0,526	0	0,176	0,095	0	0	2,397
1000007	Hoogland	16,326	0	4,029	0,431	4,09	0,442	0,204	0	0	1,028	0,552	0	0	5,55
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,1	0	0,656	0,229	2,522	0,11	0,147	1,225	0	0	0,98	0	0	1,231
1000011	N210 West	13,053	0	5,56	0,038	0,341	0,065	0,023	0,552	0	1,07	0	0	0	5,404
1000012	Aansluiting A2 Oost	48,888	0	0	0,166	13,995	0,211	0,305	8,986	0	0,6	5,294	0	0	19,331
1000013	Utrechtseweg	26,595	0	9,41	0,073	0,057	0,303	0,002	1,157	0	0,908	0,204	0	0	14,481
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	144,507												

SWECO model VR 09.45-10.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	35,297	1,136	23,182	1,52	1,021	14,333	0	4,07	10,605	0	0	46,411
1000000	A2 Noord	22,247	0	14,133	0,042	2,728	0,287	0,114	1,164	0	0,209	3,57	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,888	0	0,095	0	0,088	0,048	0,19	0,998	0	0,176	0,192	0	0	0,101
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,457	0	0,314	0,021	0,35	0	0,069	0,322	0	0,085	0,06	0	0	0,236
1000006	Nijverheidsweg Noord	5,389	0	2,041	0,181	0,018	0,108	0	0,501	0	0,167	0,091	0	0	2,282
1000007	Hoogland	15,543	0	3,836	0,41	3,894	0,421	0,194	0	0	0,979	0,525	0	0	5,284
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,76	0	0,625	0,218	2,401	0,105	0,14	1,166	0	0	0,933	0	0	1,172
1000011	N210 West	12,428	0	5,294	0,036	0,324	0,062	0,022	0,526	0	1,019	0	0	0	5,145
1000012	Aansluiting A2 Oost	46,543	0	0	0,158	13,324	0,201	0,29	8,555	0	0,571	5,04	0	0	18,404
1000013	Utrechtseweg	25,32	0	8,959	0,07	0,055	0,288	0,002	1,101	0	0,864	0,194	0	0	13,787
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	137,575												

SWECO model VR TOTAAL 09.00-10.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	160,775	5,178	105,589	6,923	4,652	65,29	0	18,54	48,31	0	0	211,404
1000000	A2 Noord	101,34	0	64,377	0,191	12,424	1,309	0,52	5,303	0	0,953	16,263	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	8,603	0	0,433	0	0,401	0,219	0,867	4,546	0	0,802	0,875	0	0	0,46
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	6,64	0	1,429	0,098	1,593	0	0,315	1,469	0	0,386	0,274	0	0	1,076
1000006	Nijverheidsweg Noord	24,546	0	9,297	0,826	0,081	0,49	0	2,281	0	0,762	0,413	0	0	10,396
1000007	Hoogland	70,801	0	17,474	1,869	17,737	1,918	0,883	0	0	4,459	2,393	0	0	24,068
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	30,789	0	2,845	0,993	10,936	0,477	0,637	5,311	0	0	4,25	0	0	5,34

1000011	N210 West	56,607	0	24,113	0,164	1,477	0,282	0,1	2,395	0	4,64	0	0	0	23,436
1000012	Aansluiting A2 Oost	212,005	0	0	0,72	60,691	0,915	1,322	38,969	0	2,601	22,957	0	0	83,83
1000013	Utrechtseweg	115,33	0	40,807	0,317	0,249	1,313	0,008	5,016	0	3,937	0,885	0	0	62,798
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	626,661													

SWECO model PA+VR TOTAAL 09.00-10.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	1720,489	41,093	493,681	150,435	77,431	268,686	41,551	109,902	499,797	0	0	859,12
1000000	A2 Noord	1017,502	0	416,91	17,181	192,342	58,874	42,525	124,603	19,836	51,842	93,389	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	61,497	0	21,531	0	2,128	2,491	5,308	10,56	0,949	5,686	9,668	0	0	3,176
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	17,893	0	8,229	0,252	2,304	0	0,415	1,673	0,027	0,513	0,894	0	0	3,586
1000006	Nijverheidsweg Noord	58,267	0	37,893	1,993	0,097	0,764	0	2,398	0	0,839	0,427	0	0	13,856
1000007	Hoogland	88,427	0	28,766	3,556	18,014	2,296	0,961	0	0	5,617	3,27	0	0	25,947
1000008	Nijverheidsweg Zuid	0,311	0	0	0,311	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	201,365	0	144,372	1,466	11,17	1,054	1,041	7,775	0,212	0	5,252	0	0	29,023
1000011	N210 West	504,192	0	422,704	3,711	2,263	5,31	0,365	16,574	9,084	7,154	0	0	0	37,027
1000012	Aansluiting A2 Oost	1502,097	0	0	12,243	265,098	76,101	26,808	99,718	11,443	34,089	385,954	0	0	590,643
1000013	Utrechtseweg	810,614	0	640,064	0,38	0,265	3,545	0,008	5,385	0	4,162	0,043	0	0	155,862
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	4262,165													

TOMTOM model PA+VR TOTAAL 09.00-10.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	131	1642	28	254	11	49	38	53	85	414	222	48	317
1000000	A2 Noord	425	131	137	4	53	2	3	7	11	12	57	4	0	4
1000001	Aansluiting A2 Oost	449	0	447	0	0	0	0	0	1	1	0	0	0	0
1000002	Parallelweg	30	0	13	12	0	0	0	1	0	2	0	0	0	2
1000003	Utrechtseweg	28	0	1	0	25	0	0	0	0	0	0	0	0	2
1000005	Carpool	7	0	6	0	0	1	0	0	0	0	0	0	0	0
1000006	Nijverheidsweg Noord	46	0	20	1	3	0	10	0	6	3	1	0	0	3
1000007	Hoogland	33	0	14	1	1	0	2	8	0	2	0	0	0	5
1000008	Nijverheidsweg Zuid	37	0	17	0	2	0	4	0	10	2	1	0	0	1
1000009	Parklaan	95	0	59	0	0	0	4	0	23	6	0	0	0	3
1000011	N210 West	731	0	485	0	6	2	3	3	1	6	172	0	0	53
1000012	Aansluiting A2 Oost	816	0	40	7	158	6	20	18	20	31	175	216	1	124
1000013	Utrechtseweg	516	0	403	4	6	0	3	1	5	3	1	1	45	44
1000014	A2 Zuid	77	0	0	0	0	0	0	0	0	0	0	1	0	76
	TOTAL	3290													

TOMTOM model PA+VR TOTAAL 09.00-10.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraadlaan (Li	Schepenensingel	Boedapestlaan (Li	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	65	278	91	20	38	48	69	32	25	34	23	309	46	53	5	132	2127	30	11	62	39	58	89	444	224	365
1000000	Boveneind NZ (Link 1)	116	46	25	2	2	1	1	4	2	1	1	0	3	0	0	0	0	35	0	0	2	0	1	0	0	0	1
1000001	Heemraadlaan (Link 2)	277	7	89	25	0	1	1	7	1	3	0	0	2	0	1	1	0	0	107	1	0	3	0	2	0	16	9
1000002	Schepenensingel (Link3))	174	0	25	35	0	0	1	9	1	1	1	0	6	0	0	0	0	0	80	0	0	1	1	0	0	7	2
1000003	Boedapestlaan (Link 4)	40	1	2	0	7	0	0	0	1	1	0	1	1	0	0	0	0	0	23	0	0	2	0	0	0	0	1
1000004	Tuinensingel (Link 5)	101	0	4	0	0	16	1	2	0	2	0	0	6	0	0	0	0	0	61	1	0	0	0	0	0	0	8
1000005	Hogebiezen (Link 6)	42	0	1	0	0	0	13	3	0	0	0	0	1	0	0	0	0	0	17	0	0	0	2	2	0	2	2
1000007	Hogebiezendijk (Link 7)	48	0	1	2	2	0	9	16	0	0	1	0	1	0	0	0	0	0	7	0	0	2	0	0	1	0	0
1000008	Jan van der Heydenweg (Link 8)	54	0	0	1	0	0	0	1	4	3	0	1	5	0	0	0	0	0	29	0	0	2	0	0	1	0	0
1000009	Boerhaaveweg (Link 9)	13	0	1	0	0	0	1	0	0	5	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	29	0	0	0	0	0	0	0	0	0	4	0	12	0	2	0	0	0	9	0	0	0	0	0	0	0	2
1000012	Panoven (Link 10.2)	41	1	0	1	0	0	1	1	0	0	0	4	6	0	0	1	0	19	0	0	0	0	0	0	0	0	7
1000013	Utrechtseweg	28	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1000014	Utrechtseweg	562	0	3	0	0	3	6	11	4	1	12	1	6	40	5	0	0	0	403	4	0	3	1	5	3	1	44
1000015	Europalaan (Link 11)	123	1	1	0	0	0	0	2	0	0	1	1	2	0	11	0	0	0	97	0	0	1	0	2	0	1	3
1000016	Ringoven (Link 12)	20	0	0	0	0	0	0	0	1	0	3	0	3	0	0	2	0	5	0	0	0	0	0	0	2	0	4
1000017	A2 Noord	488	4	19	5	1	3	8	3	4	1	1	5	33	0	8	1	13	117	4	2	3	7	11	12	37	4	4
1000018	Aansluiting A2 Oost	451	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	447	0	0	0	0	0	1	1	0	0
1000019	Parallelweg	32	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	13	12	0	0	1	0	2	0	0	2
1000020	Carpool	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	52	2	3	0	0	1	0	0	0	0	0	0	3	0	0	0	0	26	0	10	0	6	3	1	0	0	3
1000022	Hoogland	34	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	14	1	0	2	8	0	2	0	0	5
1000023	Nijverheidsweg Zuid	38	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	17	0	0	4	0	10	2	1	0	1
1000024	Parklaan	103	0	5	0	0	0	0	2	0	1	0	0	0	0	0	0	0	7	0	0	4	0	0	23	4	0	3
1000025	N210 West	765	0	22	0	1	0	2	2	2	1	0	0	6	0	4	0	0	485	6	2	3	3	1	6	172	0	53
1000026	Aansluiting A2 Oost	1002	9	76	19	7	11	3	6	12	4	10	8	158	1	20	1	0	40	7	6	20	18	20	31	175	218	124
1000027	A2 Zuid	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	76
	TOTAL	4717																										

TOMTOM model PA+VR TOTAAL 09.00-10.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraadlaan (Li	Schepenensingel	Boedapestlaan (Li	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	84,206907291	360,146465	117,8896702	25,9081763	49,2286535	62,18356231	89,38887082	41,45570821	32,38727204	44,04668907	29,79629027	400,3068824	59,59258055	68,66101672	6,477454407	171,0047964	2755,509105	38,86472644	14,2503997	80,32043465	50,52414438	75,13847112	115,2988684	575,1979514	290,1899574	472,8541717
1000000	Boveneind NZ (Link 1)	150,2769422	51,81963526	32,38727204	2,590981763	2,590981763	1,295490881	1,295490881	5,181963526	2,590981763	1,295490881	1,295490881	0	3,886472644	0	0	0	0	0	38,86472644	0	0	2,590981763	0	1,295490881	0	0	1,295490881
1000001	Heemraadlaan (Link 2)	358,8509742	9,06843617	115,2988684	32,38727204	0	1,295490881	1,295490881	9,06843617	1,295490881	3,886472644	0	0	2,590981763	0	1,295490881	0	0	0	138,8175243	1,295490881	0	3,886472644	0	2,590981763	0	23,31883587	11,65941793
1000002	Schepenensingel (Link3))	225,4154134	0	32,38727204	45,34218085	0	0	1,295490881	11,65941793	1,295490881	1,295490881	1,295490881	0	7,772945289	0	0	0	0	0	103,6392705	0	0	1,295490881	1,295490881	0	0	9,06843617	2,590981763
1000003	Boedapestlaan (Link 4)	51,81963526	1,295490881	2,590981763	0	9,06843617	0	0	0	1,295490881	1,295490881	0	1,295490881	1,295490881	0	0	0	0	0	29,79629027	0	0	2,590981763	0	0	0	0	1,295490881
1000004	Tuinensingel (Link 5)	130,844579	0	5,181963526	0	0	20,7278541	1,295490881	2,590981763	0	2,590981763	0	0	7,772945289	0	0	0	0	0	79,02494377	1,295490881	0	0	0	0	0	0	10,36392705
1000005	Hogebiezen (Link 6)	54,41061702	0	1,295490881	0	0	0	16,84139146	3,886472644	0	0	0	1,295490881	0	0	1,295490881	0	0	0	22,02334498	0	0	0	0	2,590981763	2,590981763	0	2,590981763
1000007	Hogebiezendijk (Link 7)	62,18356231	1,295490881	2,590981763	2,590981763	0	11,65941793	20,7278541	0	1,295490881	0	1,295490881	0	7,772945289	0	0	0	0	0	9,06843617	0	0	2,590981763	0	0	1,295490881	0	0
1000008	Jan van der Heydenweg (Link 8)	69,5965076	0	0	1,295490881	0	0	1,295490881	5,181963526	3,886472644	0	1,295490881	0	6,477454407	0	0	0	0	0	37,56923556	0	0	2,590981763	0	0	1,295490881	0	0,968436817
1000009	Boerhaaveweg (Link 9)	16,84138146	0	1,295490881	0	0	0	1,295490881	1,295490881	0	0	0	0	3,886472644	0	1,295490881	0	0	0	1,295490881	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	37,5923556	0	0	0	0	0	0	0	0	0	5,181963526	0	15,54589058	0	2,590981763	0	0	0	11,65941793	0	0	0	0	0	0	0	2,590981763
1000012	Panoven (Link 10.2)	53,11512614	1,295490881	0	1,295490881	0	0	1,295490881	1,295490881	0	0	0	5,181963526	7,772945289	0	0	0	1,295490881	24,61432675	0	0	0	0	0	0	0	0	0,968436817
1000013	Utrechtseweg	36,27374468	0	0	0	0	0	0	0	0	0	0	0	32,38727204	0	0	0	0	1,295490881	0	0	0	0	0	0	0	0	2,590981763
1000014	Utrechtseweg	728,0658754	0	3,886472644	0	0	3,886472644	7,772945289	14,2503997	5,181963526	1,295490881	15,54589058	1,295490881	7,772945289	58,29708967	6,477454407	0	0	522,0828252	5,181963526	2,590981763	3,886472644	1,295490881	6,477454407	3,886472644	1,295490881	1,295490881	57,00159878
1000015	Europalaan (Link 11)	159,5453784	1,295490881	1,295490881	0	0	0	0	2,590981763	0	0	1,295490881	1,295490881	2,590981763	0	14,2503997	0	0	125,8626155	0	0	1,295490881	0	2,590981763	0	1,295490881	0	3,886472644
1000016	Ringoven (Link 12)	25,90981763	0	0	0	0	0	0	0	1,295490881	0	3,886472644	0	3,886472644	0	0	2,590981763	0	6,477454407	0	0	0	0	0	0	2,590981763	0	5,181963526
1000017	A2 Noord	632,1995502	5,181963526	24,61432675	6,477454407	1,295490881	3,886472644	10,36392705	3,886472644	5,181963526	1,295490881	1,295490881	6,477454407	68,66101672	0	10,36392705	1,295490881	169,7093055	177,4822508	5,181963526	2,590981763	3,886472644	9,06843617	14,2503997	15,54589058	73,84298024	5,181963526	5,181963526
1000018	Aansluiting A2 Oost	584,2863875	0	1,295490881	0	0	0	0	0	0	0	0	0	0	0	0	1,295490881	0	579,084424	0	0	0	0	0	1,295490881	1,295490881	0	0
1000019	Parallelweg	41,45570821	0	0	0	1,295490881	1,295490881	0	0	0	0	0	0	0	0	0	0	0	16,84138146	15,54589058	0	0	1,295490881	0	2,590981763	0	2,590981763	0
1000020	Carpool	9,06843617	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,772945289	0	1,295490881	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	67,36552584	2,590981763	3,886472644	0	0	1,295490881	0	0	0	0	0	0	3,886472644	0	0	0	0	25,90981763	0	0	12,95490881	0	7,772945289	3,886472644	1,295490881	0	3,886472644
1000022	Hoogland	44,04668907	0	0	1,295490881	0	0	0	0	0	0	0	0	1,295490881	0	0	0	0	18,13872734	1,295490881	0	2,590981763	10,36392705	0	2,590981763	0	0	6,477454407
1000023	Nijverheidsweg Zuid	49,2286535	0	0	0	0	0	0	0	0	1,295490881	0	0	2,590981763	0	0	0	0	22,02334498	0	0	5,181963526	0	12,95490881	2,590981763	1,295490881	0	1,295490881
1000024	Parklaan	133,4355608	0	6,477454407	0	0	0	0	2,590981763	0	1,295490881	0	0	0	0	0	0	0	76,43396201	0	0	5,181963526	0	0	29,79629027	7,772945289	0	3,886472644
1000025	N210 West	991,0505243	0	28,50079039	0	1,295490881	0	2,590981763	2,590981763	2,590981763	1,295490881	0	0	7,772945289	0	5,181963526	0	0	628,3130775	0	2,590981763	3,886472644	3,886472644	1,295490881	7,772945289	222,8244316	0	68,66101672
1000026	Aansluiting A2 Oost	1298,081863	11,65941793	98,45730699	24,61432675	9,068436171	14,2503997	3,886472644	7,772945289	15,54589058	5,181963526	12,95490881	10,36392705	204,8875593	1,295490881	25,90981763	1,295490881	0	51,81963526	9,068436171	7,772945289	25,90981763	23,31883587	25,90981763	40,16027133	226,7109043	279,8260304	160,6408693
1000027	A2 Zuid	99,75279787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,295490881	98,45730699
	TOTAL	6110,830488																										

Scale factor (total traffic)	1,295490881
Percentual difference	0,2954908815 %

PA share	0,8529712013
VR share	0,1470287987

TOMTOM modal PA TOTAAL 09.00-10.00 (Calculated for Passenger Cars)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraadlaan (Li	Schepenensingel	Boedapestlaan (Li	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Lir	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	71,82666687	307,1949629	100,5594936	22,10032827	41,99062371	53,04078784	76,24613252	35,36052523	27,62541033	37,57658805	25,41537751	341,4509717	50,83075502	58,56586991	5,525082067	145,8621686	2350,369911	33,1504224	12,15518055	68,51101763	43,09564012	64,09095198	98,34640079	490,6272875	247,5236766	403,3309909
1000000	Boveneind NZ (Link 1)	128,181904	44,20065653	27,62541033	2,210032827	2,210032827	1,105016413	1,105016413	4,420065653	2,210032827	1,105016413	1,105016413	0	3,31504924	0	0	0	0	0	33,1504924	0	0	2,210032827	0	1,105016413	0	0	1,105016413
1000001	Heemraadlaan (Link 2)	306,0895465	7,735114894	98,34640079	27,62541033	0	1,105016413	1,105016413	7,735114894	1,105016413	3,31504924	0	0	2,210032827	0	1,105016413	0	0	0	118,2367562	1,105016413	0	3,31504924	0	2,210032827	0	19,89029544	9,94514772
1000002	Schepenensingel (Link3))	192,2728559	0	27,62541033	38,67557447	0	0	1,105016413	9,94514772	1,105016413	1,105016413	1,105016413	0	6,63009848	0	0	0	0	0	88,40313307	0	0	1,105016413	1,105016413	0	0	7,735114894	2,210032827
1000003	Boedapestlaan (Link 4)	44,20065653	1,105016413	2,210032827	0	7,735114894	0	0	0	1,105016413	1,105016413	0	1,105016413	1,105016413	0	0	0	0	0	25,41537751	0	0	2,210032827	0	0	0	0	1,105016413
1000004	Tuinensingel (Link 5)	111,6066578	0	4,420065653	0	0	17,68026261	1,105016413	2,210032827	0	2,210032827	0	0	6,63009848	0	0	0	0	0	67,40600122	1,105016413	0	0	0	0	0	0	8,840131307
1000005	Hogebiezen (Link 6)	46,41068936	0	1,105016413	0	0	0	14,36521337	3,31504924	0	0	0	0	1,105016413	0	0	0	0	0	18,78527903	0	0	0	0	2,210032827	2,210032827	0	2,210032827
1000007	Hogebiezendijk (Link 7)	53,04078784	0	1,105016413	2,210032827	2,210032827	0	9,945147721	17,68026261	0	0	1,105016413	0	6,63009848	0	0	0	0	0	7,735114894	0	0	2,210032827	0	0	1,105016413	0	0
1000008	Jan van der Heydenweg (Link 8)	59,67088632	0	0	1,105016413	0	0	0	1,105016413	4,420065653	3,31504924	0	1,105016413	5,525082067	0	0	0	0	0	32,04547599	0	0	2,210032827	0	0	1,105016413	0	0
1000009	Boerhaaveweg (Link 9)	14,36521337	0	1,105016413	0	0	1,105016413	1,105016413	0	0	5,525082067	0	0	3,31504924	0	1,105016413	0	0	0	1,105016413	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	32,04547599	0	0	0	0	0	0	0	0	0	4,420065653	0	13,26019698	0	2,210032827	0	0	0	9,945147721	0	0	0	0	0	0	0	2,210032827
1000012	Panoven (Link 10.2)	45,3567205	1,105016413	0	1,105016413	0	0	1,105016413	1,105016413	0	0	0	4,420065653	6,63009848	0	0	0	0	0	20,9653185	0	0	0	0	0	0	0	7,735114894
1000013	Utrechtseweg	30,9045957	0	0	0	0	0	0	0	0	0	0	0	27,62541033	0	0	0	0	0	1,105016413	0	0	0	0	0	0	0	2,210032827
1000014	Utrechtseweg	621,0192243	0	3,31504924	0	0	3,31504924	6,63009848	12,15518055	4,420065653	1,105016413	13,26019698	1,105016413	6,63009848	49,7257386	5,525082067	0	0	445,3216146	4,420065653	0	3,31504924	1,105016413	5,525082067	3,31504924	1,105016413	1,105016413	48,62072219
1000015	Europalaan (Link 11)	135,9170188	1,105016413	1,105016413	0	0	0	0	2,210032827	0	0	1,105016413	1,105016413	2,210032827	0	12,15518055	0	0	107,1665921	0	0	1,105016413	0	2,210032827	0	1,105016413	0	3,31504924
1000016	Ringoven (Link 12)	22,10032827	0	0

Share PA 09.00-09.15	0.2980862173
Share PA 09.15-09.30	0.2517784645
Share PA 09.30-09.45	0.2305969131
Share PA 09.45-10.00	0.219539024

TOMTOM model PA 09.00-09.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemdaredijk	Schepenenweg	Boedapestlaan (L	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (L	Jan van der Heyc	Boerhaaveweg (L	Linnausweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	21,41028875	91,57015805	29,9744026	6,58778155	12,51678419	15,81067477	22,72784498	10,54044985	8,23472644	11,19922796	7,57594832	101,7812188	15,15189666	17,45762006	1,64694529	43,47935562	700,6105258	9,881671733	3,623279635	20,42212158	12,84617325	19,10456535	29,31562614	146,2487416	73,78314894	120,2270061
10000001	Heemdaredijk (Link 2)	91,240769	2,305723404	29,31562614	8,234726444	0	0,329389578	0,329389578	2,305723404	0,329389578	0,988167733	0	0,658778155	0	0,329389578	0	0	35,24462918	0,329389578	0	0,988167733	0	0,658778155	5,92900304	0	2,96450152	0
10000002	Schepenenweg (Link3)	57,31369655	0	8,234726444	11,52861702	0	0,329389578	2,96450152	0,329389578	0,329389578	0,329389578	0,329389578	0	0	1,976334347	0	0	26,35124628	0,329389578	0,329389578	2,305723404	0,658778155	1,317556231	1,317556231	0	2,305723404	0
10000003	Boedapestlaan (Link 4)	13,17556231	0,329389578	0,658778155	2,305723404	0	0	0	0,329389578	0,329389578	0	0,329389578	0,329389578	0	0	0	0	7,575948328	0	0	0,658778155	0	0	0	0	0	0,329389578
10000004	Tuinensingel (Link 5)	33,28829483	0	1,317556231	0	5,270224924	0,329389578	0,658778155	0	0,658778155	0	0	1,976334347	0	0	0	0	20,09273252	0,329389578	0	0	0	0	0	0	0	2,635112462
10000005	Hogebiezen (Link 6)	13,83434043	0	0,329389578	0	0	4,282057751	0,988167733	0	0	0	0	0,329389578	0	0,329389578	0	0	5,599613982	0	0	0	0,658778155	0,658778155	0	0	0	0,658778155
10000007	Hogebiezendijk (Link 7)	15,81067477	0	0,329389578	0,658778155	0,658778155	0	2,96450152	5,270224924	0	0,329389578	0	0,329389578	1,976334347	0	0	0	2,305723404	0	0,658778155	0	0	0,329389578	0	0	0	0,658778155
10000008	Jan van der Heydenweg (Link 8)	17,78700912	0	0	0,329389578	0	0	0,329389578	1,317556231	0,988167733	0	0,329389578	1,646945289	0	0	0	0	9,552282675	0	0,658778155	0	0	0,329389578	0	0	0	2,305723404
10000009	Boerhaaveweg (Link 9)	4,282057751	0	0,329389578	0	0	0,329389578	0,329389578	0	0	1,646945289	0	0	0,988167733	0	0,329389578	0	0,329389578	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	0,552282675	0	0	0	0	0	0	0	1,317556231	0	3,952686693	0	0,658778155	0	0	0	2,96450152	0	0	0	0	0	0	0	0	0,658778155
10000012	Panoven (Link 10,2)	13,50495137	0,329389578	0	0,329389578	0	0,329389578	0,329389578	0	0	0	1,317556231	1,976334347	0	0	0,329389578	0	6,258392097	0	0	0	0	0	0	0	0	2,305723404
10000013	Utrechtseweg	9,222893617	0	0	0	0	0	0	0	0	0	0	8,234726444	0	0	0	0	0,329389578	0	0	0	0	0	0	0	0	0,658778155
10000014	Utrechtseweg	185,1166505	0	0,988167733	0	0,988167733	1,976334347	3,623279635	1,317556231	0,329389578	3,952686693	0,329389578	1,976334347	14,8225076	1,646945289	0	0	132,7437903	1,317556231	0	0,988167733	0,329389578	1,646945289	0,988167733	0,329389578	0,329389578	14,49318854
10000015	Europalaan (Link 11)	40,5148541	0,329389578	0,329389578	0	0	0	0,658778155	0	0	0,329389578	0,329389578	0,658778155	0	3,623279635	0	0	31,9507386	0	0	0,329389578	0	0,658778155	0	0	0	0,988167733
10000016	Ringoven (Link 12)	6,587781155	0	0	0	0	0	0	0,329389578	0	0,988167733	0	0,658778155	0	0	0,658778155	0	1,646945289	0	0	0	0	0	0	0	0	0,658778155
10000017	A2 Noord	160,7418602	1,317556231	6,258392097	1,646945289	0,329389578	0,988167733	2,635112462	0,988167733	1,317556231	0,329389578	0,329389578	1,646945289	17,45762006	0	2,635112462	0,329389578	43,14996657	45,12630091	1,317556231	0,658778155	0,988167733	2,305723404	3,623279635	3,952686693	18,77517629	1,317556231	1,317556231
10000018	Aansluiting A2 Oost	148,554465	0	0,329389578	0	0	0	0	0	0	0	0	0	0	0	0	0,329389578	0	147,2369088	0	0	0	0	0	0,329389578	0,329389578	0
10000019	Parallelweg	10,54044985	0	0	0	0,329389578	0,329389578	0	0	0	0	0	0	0	0	0	0	4,282057751	3,952686693	0	0,329389578	0	0,658778155	0	0	0	0,658778155
10000020	Carpool	2,305723404	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,976334347	0	0,329389578	0	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	17,128231	0,658778155	0,988167733	0	0	0,329389578	0	0	0	0	0	0	0	0,988167733	0	0	6,587781155	0	0	3,293890578	0	1,976334347	0,988167733	0,329389578	0	0,988167733
10000022	Hoogland	11,19922796	0	0	0,329389578	0	0	0	0	0	0	0	0	0	0,329389578	0	0	4,611448809	0,329389578	0	0,658778155	2,635112462	0	0,658778155	0	0	1,646945289
10000023	Nijverheidsweg Zuid	12,51678419	0	0	0	0	0	0	0	0	0,329389578	0	0,658778155	0	0	0	0	5,599613982	0	1,317556231	0	0	0,658778155	0,329389578	0,658778155	0,329389578	0
10000024	Parklaan	33,92707295	1,646945289	0	0	0	0	0,658778155	0	0,329389578	0	0	0	0	0	0	0	19,43395441	0	1,317556231	0	0	7,575948328	1,976334347	0	0,988167733	0
10000026	N210 West	251,9826292	0	7,246559271	0	0,329389578	0	0,658778155	0,658778155	0,329389578	0	0	1,976334347	0	1,317556231	0	0	159,753693	0	0,658778155	0,988167733	0,329389578	0,988167733	3,293890578	0,658497703	0	17,45762006
10000028	Aansluiting A2 Oost	330,0478359	2,96450152	25,03356839	6,258392097	2,305723404	3,623279635	0,988167733	1,976334347	3,952686693	1,317556231	2,963950578	2,635112462	52,04347112	0,329389578	6,587781155	0,329389578	13,17556231	2,305723404	1,976334347	6,587781155	5,92900304	6,587781155	10,21106079	57,84308511	71,14803647	40,84424316
10000027	A2 Zuid	25,3626746	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,329389578	25,03356839
	TOTAL	1553,728185																									

TOMTOM model PA 09.15-09.30 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemdaredijk	Schepenenweg	Boedapestlaan (L	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (L	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	18,08428419	77,3450924	25,31799787	5,564395137	10,57235076	13,35454833	19,19716322	8,903032219	6,955493921	9,459471733	6,390554407	85,96990486	12,79810881	14,74564711	1,391098784	36,7250079	591,7734228	8,346592705	3,060417325	17,24962492	10,85057052	16,1367459	24,76155836	123,529572	62,32122553	101,5502112
10000001	Heemdaredijk (Link 2)	77,06687264	1,947538298	24,76155836	6,955493921	0	0,278219768	0,278219768	1,947538298	0,278219768	0,834592705	0	0,278219768	0	0,556439137	0	0	29,76951398	0,278219768	0	0,834592705	0	0,556439137	0	0,278219768	0	2,503977812
10000002	Schepenenweg (Link3)	48,41023769	0	6,955493921	9,737061489	0	0	0,278219768	2,503977812	0,278219768	0,278219768	0,278219768	0	0	1,669318541	0	0	22,25758055	0	0	0,278219768	0,278219768	0	1,947538298	0,556439137	1,113879537	0
10000003	Boedapestlaan (Link 4)	11,12879027	0,278219768	0,556439137	1,947538298	0	0	0	0	0,278219768	0,278219768	0	0,278219768	0,278219768	0	0,278219768	0	6,399054407	0	0	0,556439137	0	0	0	0	0	0,278219768
10000004	Tuinensingel (Link 5)	28,10019544	0	1,112879027	0	4,451516109	0,278219768	0,556439137	0	0,556439137	0	0	1,669318541	0	1,669318541	0	0	16,97140517	0,278219768	0	0	0	0	0	0	0	2,225758055
10000005	Hogebiezen (Link 6)	11,68522979	0	0,278219768	0	0	0,278219768	0,556439137	0	0	0	0	0,278219768	0	0	0	0	4,729735866	0	0	0	0	0,556439137	0,556439137	0	0	0,556439137
10000007	Hogebiezendijk (Link 7)	13,35454833	0	0,278219768	0,556439137	0,556439137	0	2,503977812	4,451516109	0	0,278219768	0	0,278219768	1,669318541	0	0	0	1,947538298	0	0,556439137	0	0	0,278219768	0	0	0	0,278219768
10000008	Jan van der Heydenweg (Link 8)	15,02386687	0	0	0,278219768	0	0	0,278219768	1,112879027	0,834592705	0	0,278219768	1,391098784	0	0	0	0	8,068372948	0	0,556439137	0	0	0,278219768	0	0	0	1,947538298
10000009	Boerhaaveweg (Link 9)	3,616856839	0	0,278219768	0	0	0,278219768	0,278219768	0	1,391098784	0	0	0,834592705	0	0,278219768	0	0	0,278219768	0	0	0,278219768	0	0	0	0	0	0,556439137
10000011	Linnaeusweg (Link 10,1)	8,068372948	0	0	0	0	0	0	0	0	1,112879027	0	3,336537082	0	0,556439137	0	0	2,503977812	0	0	0	0	0	0	0	0	0,556439137
10000012	Panoven (Link 10,2)	11,40701003	0,278219768	0	0,278219768	0	0,278219768	0,278219768	0	0	0	1,112879027	1,112879027	0	1,669318541	0	0,278219768	5,286175838	0	0	0	0	0	0	0	0	1,947538298
10000013	Utrechtseweg	7,790153191	0	0	0	0	0	0	0	0	0	0	6,955493921	0	0	0	0	0,278219768	0	0	0	0	0	0	0	0	0,556439137
10000014	Utrechtseweg	159,3595033	0	0,834592705	0	0	0,834592705	1,669318541	3,060417325	1,112879027	2,782197568	0,278219768	3,336537082	2,782197568	1,669318541	12,51988906	1,391098784	0	112,122562	1,112879027	0,834592705	0,278219768	1,391098784	0,834592705	0,278219768	0,278219768	12,2416693
10000015	Europalaan (Link 11)	34,22103009	0,278219768	0,278219768	0	0	0	0,556439137	0	0	0,278219768	0,278219768	0,556439137	0	3,060417325	0	0	26,98731641	0	0	0,278219768	0	0,556439137	0	0	0	0,278219768
10000016	Ringoven (Link 12)	5,564395137	0	0	0	0	0	0	0,278219768	0	0,834592705	0	0,834592705	0	0	0,556439137	0	1,391098784	0	0	0	0	0,556439137	0	0	0	1,112879027
10000017	A2 Noord	135,7712413	1,112879027	5,28617538	1,391098784	0,278219768	0,834592705	2,225758055	0,834592705	1,112879027	0,278219768	0,278219768	1,391098784	14,74564711	0	2,225758055	0,278219768	36,44678815	38,11610669	1,112879027	0,556439137	0,834592705	1,947538298	3,060417325	3,336537082	15,85852614	1,112879027
10000018	Aansluiting A2 Oost	125,4771103	0	0,278219768	0	0	0	0	0	0	0	0	0	0	0	0	0	0,278219768	124,3642313	0	0	0	0	0	0,278219768	0,278219768	0
10000019	Parallelweg	8,903032219	0	0	0	0,278219768	0,278219768	0	0	0	0	0	0	0	0	0	0	0	3,616856839	3,336537082	0	0,278219768	0	0,556439137	0	0	0,556439137
10000020	Carpool	1,947538298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,669318541	0	0,278219768	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	14,46742736	0,556439137	0,834592705	0	0	0,278219768	0	0	0	0	0	0,834592705	0	0	0	0	5,564395137	0	0	2,782197568	0	1,669318541	0,834592705	0,278219768	0	0,834592705
10000022	Hoogland	9,459471733	0	0	0,278219768	0	0	0	0	0	0	0	0,278219768	0	0	0	0	3,895076596	0,278219768	0	0,556439137	0,278219768	0	0,556439137	0	0	1,391098784
10000023	Nijverheidsweg Zuid	10,57235076	0	0	0	0	0	0	0	0	0,278219768	0	0,556439137	0	0	0	0	4,729735866	0	0	1,112879027	0	0,556439137	0,278219768	0,556439137	0,278219768	0,278219768
10000024	Parklaan	28,65663495	0	1,391098784	0	0	0	0,556439137	0	0,278219768	0	0	0,834592705	0	0	0	0	16,41496565	0	0	1,112879027	0	0	6,399054407	1,669318541	0	0,834592705
10000026	N210 West	212,838114	0	6,12083465	0	0,278219768	0	0,556439137	0,556439137	0,556439137	0,278219768	0	1,669318541	0	1,112879027	0	0	134,9365821	0	0,556439137	0,834592705	0,834592705	0,278219768	1,669318541	47,85379818	0	14,74564711
10000028	Aansluiting A2 Oost	278,7761964	2,503977812	21,14470152	5,28617538	1,947538298	3,060417325	0,834592705	1,669318541	3,336537082	1,112879027	2,782197568	2,225758055	43,95872158	0,278219768	5,564395137	0,278219768	11,12879027	1,947538298	1,669318541	5,564395137	5,007955623	5,564395137	8,624812462	48,68845745	60,0954748	34,40924085
10000027	A2 Zuid	21,42292128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,278219768	21,14470152
	TOTAL	1312,362593																									

TOMTOM model PA 09.30-09.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemdaredijk	Schepenenweg	Boedapestlaan (L	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (L	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	16,56228693	70,83811793	23,1801702	5,09267477	9,682908207	12,23104195	17,5821228	8,154027964	6,370334347	8,663654711	5,860707599	78,73733252	11,7214152	13,50510881	1,274068869	33,63536535	541,9880462	7,644401216	2,802947112	15,79842918	9,937721581	14,77917568	22,67839027	113,137138	57,07819574	93,00688146
10000001	Heemdaredijk (Link 2)	70,58330456	1,783693617	22,67839027	6,370334347	0	0,254813739	0,254813739	1,783693617	0,254813739	0,764401216	0	0,509626747	0	0,254813739	0	0	27,265031	0,254813739	0	0,764401216	0	0,509626747	0	0,508669729	0	2,293320365
10000002	Schepenenweg (Link3)	44,33752705	0	6,370334347	8,918468585	0	0	0,254813739	2,293320365	0,254813739	0,254813739	0,254813739	0	0	1,528880243	0	0	20,38506991	0	0	0,254813739	0,254813739	0	1,783693617	0,509626747	1,019253495	0
10000003	Boedapestlaan (Link 4)	10,19253495	0,254813739	0,509626747	1,783693617	0	0	0	0	0,254813739	0,254813739	0	0,254813739	0,254813739	0	0,254813739	0	5,860707599	0	0	0,509626747	0	0	0	0	0	0,254813739
10000004	Tuinensingel (Link 5)	25,73615078	0	1,019253495	0	4,070139982	0,254813739	0,509626747	0	0,509626747	0	0	1,528880243	0	0	0	0	15,54361681	0,254813739	0	0	0	0	0	0	0	2,038506991
10000005	Hogebiezen (Link 6)	10,7021617	0	0,254813739	0	0	3,31257386	0,764401216	0	0	0	0	0,254813739	0	0	0,254813739	0	4,331827356	0	0	0	0,509626747	0,509626747	0	0	0,509626747	0
10000007	Hogebiezendijk (Link 7)	12,23104195	0,254813739	0,509626747	0,509626747	0	2,293320365	4,070139982	0	0,254813739	0	0,254813739	1,528880243	0	0,509626747	0	0	1,783693617	0	0,509626747	0	0	0,254813739	0	0	0	0,509626747
10000008	Jan van der Heydenweg (Link 8)	13,75992219	0	0,254813739	0	0	0	0,254813739	1,019253495	0,764401216	0	0,254813739	1,274068869	0	0	0	0	7,385587842	0	0,509626747	0	0	0,254813739	0	0	0	1,783693617
10000009	Boerhaaveweg (Link 9)	3,31257386	0	0,254813739	0	0	0,254813739	0,254813739	0	1,274068869	0	0	0,764401216	0	0,254813739	0	0	0,254813739	0	0	0	0	0	0	0	0	0,509626747
10000011	Linnaeusweg (Link 10,1)	7,385587842	0	0	0	0	0	0	0	0	1,019253495	0	0,509626747	0	0	0	0	2,293320365	0	0	0	0	0	0	0	0	0,509626747
10000012	Panoven (Link 10,2)	10,44734833	0,254813739	0	0,254813739	0	0,254813739	0,254813739	0	0	0	1,019253495	1,528880243	0	0,254813739	0	0,254813739	6,114541103	0	0	0	0	0	0	0	0	1,783693617
10000013	Utrechtseweg	7,13477468	0	0	0	0	0	0	0	0	0	0	6,370334347	0	0	0	0	0,254813739	0	0	0	0	0	0	0	0	0,509626747
10000014	Utrechtseweg	143,2051161	0	0,764401216	0	0	0,764401216	1,528880243	2,802947112	1,019253495	0,254813739	0,254813739	0,357760486	0,254813739	1,528880243	11,46660182	1,274068869	0	102,6897897	1,019253495	0	0,764401216	0,254813739	1,274068869	0,764401216	0,254813739	11,21178845
10000015	Europalaan (Link 11)	31,34204498	0,254813739	0,254813739	0	0	0	0,509626747	0	0	0,254813739	0,254813739	0,509626747	0	2,802947112	0	0	24,71668726	0	0	0,254813739	0	0,509626747	0	0	0	0,764401216
10000016	Ringoven (Link 12)	5,096267477	0	0	0	0	0	0	0,254813739	0	0,764401216	0	0,764401216	0	0	0,509626747	0	1,274068869	0	0	0	0	0	0	0	0	1,019253495
10000017	A2 Noord	124,3489264	1,019253495	4,841454103	1,274068869	0,254813739	0,764401216	0,038569901	0,764401216	1,019253495	0,254813739	0,254813739	1,274068869	13,50510881	0	0,038569901	0,254813739	33,38055198	34,90843222	1,019253495	0,509626747	0,764401216	1,783693617	2,802947112	3,057760486	14,52436231	1,019253495	1,019253495
10000018	Aansluiting A2 Oost	114,9208316	0	0,254813739	0	0	0	0	0	0	0	0	0	0	0	0	0,254813739	0	113,9015781	0	0	0	0	0,254813739	0,254813739	0	0
10000019	Parallelweg	8,154027964	0	0	0	0,254813739	0,254813739	0	0	0	0	0	0	0	0	0	0	3,312573386	3,057760486	0	0	0,254813739	0	0,509626747	0	0	0,509626747
10000020	Carpool	1,783693617	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,528880243	0	0,254813739	0	0	0	0	0	0	0
10000021	Nijverheidsweg Noord	13,25029544	0,509626747	0,764401216	0	0	0,254813739	0	0	0	0	0	0,764401216	0	0	0	0	5,096267477	0	0	2,548133739	0	1,528880243	0,764401216	0,254813739	0	0,764401216
10000022	Hoogland	8,663654711	0	0	0,254813739	0	0	0	0	0	0	0	0,254813739	0	0	0	0	3,567387234	0,254813739	0	0,509626747	0,038569901	0	0,509626747	0	0	1,274066869
10000023	Nijverheidsweg Zuid	9,682908207	0	0	0	0	0	0	0	0	0,254813739	0	0,509626747	0	0	0	0	4,331827356	0	1,019253495	0	0	2,548133739	0,509626747	0,254813739	0,254813739	0
10000024	Parklaan	26,2457751	1,274068869	0	0	0	0	0,509626747	0	0,254813739	0	0	0	0	0	0	0	15,03398906	0	1,019253495	0	0	5,860707599	1,528880243	0	0,764401216	0
10000026	N210 West	194,932231	5,605894225	0	0,254813739	0	0,509626747	0,509626747	0,509626747	0,254813739	0	0	1,528880243	0	0,764401216	0	0	123,5844863	0	0,509626747	0,764401216	0,764401216	0,254813739	1,528880243	43,8279003	0	13,50510881
10000028	Aansluiting A2 Oost	255,3230006	2,293320365	19,36581641	4,841454103	1,783693617	2,802947112	0,764401216	1,528880243	3,057760486	1,019253495	2,548133739	2,038506991	40,26051307	0,254813739	5,096267477	0,254813739	10,19253495	1,783693617	1,528880243	5,096267477	4,586640729	5,096267477	7,89921459	44,59234043	55,03968875	31,59685836
10000027	A2 Zuid	19,62662979	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,254813739	19,36581641
	TOTAL	1201,954684																									

TOMTOM model PA 09.45-10.00 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemdaredijk	Schepenenweg	Boedapestlaan (L	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (L	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	15,76862462	67,44119453	22,07607447	4,851884498	9,218580547	11,6445228	16,73900152	7,763015198	6,064855623	8,248203647	5,579667173	74,9616155	11,15933435	12,85749392	1,212971125	32,02243769	515,9979164	7,277826748	0	15,04084195	9,461174772	14,07046505	21,59088602	107,7118359	54,34110638	88,5468921
10000001	Heemdaredijk (Link 2)	67,1986003	1,698150574	21,59088602	6,064855623	0	0,242594249	0,242594249	1,698159574	0,242594249	0,727826748	0	0,485188498	0	0,242594249	0	0	25,95758207	0,242594249	0	0,727826748	0	0,485188498	0	0,466869049	0	2,183348024
10000002	Schepenenweg (Link3)	42,21139514	0	6,064855623	8,490797872	0	0	0,242594249	2,183348024	0,242594249	0,242594249	0,242594249	0	0	1,455656535	0	0	19,40753799	0	0,242594249	0,242594249	0,242594249	0	1,698159574	0,485188498	0,970376997	0
10000003	Boedapestlaan (Link 4)	9,703768997	0,242594249	0,485188498	1,698159574	0	0	0	0	0,242594249	0,242594249	0	0,242594249	0,242594249	0	0,242594249	0	5,579667173	0	0	0,485188498	0	0	0	0	0	0,242594249
10000004	Tuinensingel (Link 5)	24,50201672	0	0,970376997	0	3,881507599	0,242594249	0,485188498	0	0	0,485188498	0	0	1,455656535	0	0,242594249	0

1000008	Jan van der Heydenweg (Link 8)	2,589734954	0	0	0,04795805471	0	0	0	0,04795805471	0,1918322188	0,1438741641	0	0,04795805471	0,2397902736	0	0	0	1,390783587	0	0	0,0959161094	0	0	0,04795805471	0	0	0,335706383
1000009	Boerhaaveweg (Link 9)	0,6234547112	0	0,04795805471	0	0	0,04795805471	0,04795805471	0	0	0,2397902736	0	0	0,1438741641	0	0,04795805471	0	0	0,04795805471	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,390783587	0	0	0	0	0	0	0	0	0	0,1918322188	0	0,5754966565	0	0,09591610942	0	0	0,4316224924	0	0	0	0	0	0	0	0	0,09591610942	0
1000012	Panoven (Link 10,2)	1,966280243	0,04795805471	0	0,04795805471	0	0	0,04795805471	0,04795805471	0	0	0	0,1918322188	0,2877483283	0	0	0,04795805471	0,9112030395	0	0	0	0	0	0	0	0	0	0	0,335706383
1000013	Utrechtseweg	1,342825532	0	0	0	0	0	0	0	0	0	0	0	1,198951368	0	0	0	0,04795805471	0	0	0	0	0	0	0	0	0	0	0,09591610942	0
1000014	Utrechtseweg	26,9524267	0	0,1438741641	0	0	0	0,1438741641	0,2877483283	0,5753986018	0,1918322188	0,4795805471	0,5754966565	0,4795805471	0,2877483283	2,158112462	0,2397902736	0	0	0	19,32709605	0,1918322188	0	0,1438741641	0,4795805471	0,2397902736	0,1438741641	0,4795805471	0,4795805471	2,110154407
1000015	Europalaan (Link 11)	5,898840729	0,04795805471	0,04795805471	0	0	0	0	0,09591610942	0	0	0	0,04795805471	0,04795805471	0,09591610942	0	0,5275386018	0	0	0	4,651931307	0	0	0,04795805471	0	0,09591610942	0	0,04795805471	0	0,1438741641
1000016	Ringoven (Link 12)	0,09591610942	0	0	0	0	0	0	0	0,04795805471	0	0	0,1438741641	0	0,1438741641	0	0	0,09591610942	0	0	0,2397902736	0	0	0	0	0	0	0	0,09591610942	0
1000017	A2 Noord	23,4035307	0,1918322188	0,9112030395	0,2397902736	0,04795805471	0,1438741641	0,3836644377	0,1438741641	0,1918322188	0,4795805471	0,04795805471	0,2397902736	2,5417769	0	0,3836644377	0,04795805471	6,282505167	6,570253495	0,1918322188	0,09591610942	0,1438741641	0,3357053863	0,5275386018	0,5754966565	2,733609119	0,1918322188	0,1918322188	0
1000018	Aansluiting A2 Oost	21,62908267	0	0,04795805471	0	0	0	0	0	0	0	0	0	0	0	0	0,04795805471	0	21,43725046	0	0	0	0	0	0,04795805471	0,04795805471	0	0	0
1000019	Parallelweg	1,534657751	0	0	0	0	0,04795805471	0,04795805471	0	0	0	0	0	0	0	0	0	0	0,8234547112	0,5754966565	0	0	0,04795805471	0	0	0	0,09591610942	0	0,09591610942	0
1000020	Carpool	0,3357063833	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2877483283	0	0,04795805471	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	2,493818845	0,09591610942	0,1438741641	0	0	0,04795805471	0	0	0	0	0	0	0,1438741641	0	0	0	0	0,9591610942	0	0	0,4795805471	0	0,2877483283	0,1438741641	0,4795805471	0	0,1438741641	0
1000022	Hoogland	1,63057366	0	0	0,04795805471	0	0	0	0	0	0	0	0	0,04795805471	0	0	0	0	0,6714127766	0,04795805471	0	0,09591610942	0,3836644377	0	0,09591610942	0	0	0,2397902736	0
1000023	Nijverheidsweg Zuid	1,822406079	0	0	0	0	0	0	0	0	0	0	0,04795805471	0	0,09591610942	0	0	0	0,8152860301	0	0	0,1918322188	0	0	0,4795805471	0,09591610942	0,4795805471	0	0,04795805471
1000024	Parklaan	4,939679635	0	0,2397902736	0	0	0	0	0,09591610942	0	0,04795805471	0	0	0	0	0	0	0	2,829525228	0	0	0,1918322188	0	0	0,1038302588	0,2877483283	0	0,1438741641	0
1000025	N210 West	36,68791185	0	1,055077204	0	0,04795805471	0	0,09591610942	0,09591610942	0,09591610942	0,04795805471	0	0	0,2877483283	0	0,1918322188	0	0	23,25965653	0	0,09591610942	0,1438741641	0,1438741641	0,4795805471	0,2877483283	0,24878541	0	2,5417769	0
1000026	Aansluiting A2 Oost	48,05397082	0,4316224924	3,644812158	0,9112030395	0,335706383	0,5275386018	0,1438741641	0,2877483283	0,5754966565	0,1918322188	0,4795805471	0,3836644377	7,577372644	0,04795805471	0,9591610942	0,04795805471	0	1,9183221188	0,335706383	0,2877483283	0,9591610942	0,8632449848	0,9591610942	1,486899696	8,392659574	10,35893582	5,946798784	0
1000027	A2 Zuid	3,692770213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,04795805471	3,644812158	0
	TOTAL	226,2181441																											

TOMTOM model VR 09.30-09.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenind NZ (Li	Heemradenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	2,85500152	12,2106218	3,997002128	0,8784620061	1,660077812	2,108306815	3,038693921	1,4053921	1,098077508	1,49338541	1,010231307	13,57223799	2,020462614	2,327924316	2,219615015	5,79784924	93,43443435	1,317693009	0,4831541033	2,723232219	1,713000912	2,547539818	3,909155927	19,50185863	9,838774468	16,03193161
1000000	Bovenind NZ (Link 1)	5,095079635	1,756924012	1,098077508	0,08784620061	0,08784620061	0,04392310	0,04392310	0,1756924012	0,08784620061	0,04392310	0,04392310	0	0,13176930	0	0	0	0	1,31769309	0	0	0,08784620061	0	0,04392310	0	0	0	0,04392310
1000001	Heemradenlaan (Link 2)	12,16869878	0,3074617021	3,909155927	1,098077508	0	0,04392310	0,04392310	0,3074617021	0,04392310	0,1317693009	0	0	0,08784620061	0	0,04392310	0	0	4,699777133	0,04392310	0	0,1317693009	0	0,08784620061	0	0,7906158055	0	0,3953079027	0
1000002	Schepenensingel (Link3)	7,642619453	0	1,098077508	1,537306511	0	0	0,04392310	0,3953079027	0,04392310	0,04392310	0,04392310	0	0,2635386018	0	0	0	0	3,513848024	0	0	0,04392310	0,04392310	0	0	0,3074617021	0,08784620061	0,1756924012	0
1000003	Boedapestlaan (Link 4)	1,756924012	0,04392310	0,08784620061	0	0,3074617021	0	0	0	0,04392310	0,04392310	0	0,04392310	0,04392310	0	0	0	0	1,010231307	0	0	0,08784620061	0	0	0	0	0	0,04392310	0
1000004	Tuinensingel (Link 5)	4,438233131	0	0,1756924012	0	0	0,7027698049	0,04392310	0,08784620061	0	0,08784620061	0	0	0,2635386018	0	0	0	0	2,679309119	0,04392310	0	0	0	0	0	0	0	0	0,3513848024	0
1000005	Hogebiezen (Link 6)	1,844770213	0	0,04392310	0	0	0	0,5710003041	0,1317693009	0	0	0	0,04392310	0	0	0	0	0	0,7486922752	0	0	0	0	0	0,08784620061	0,08784620061	0	0,08784620061	0
1000007	Hogebiezendijk (Link 7)	2,108308815	0	0,04392310	0,08784620061	0,08784620061	0	0,3953079027	0,7027698049	0	0,04392310	0	0,04392310	0,2635386018	0	0	0	0	1,317693009	0	0	0,08784620061	0	0	0,04392310	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	2,371847416	0	0	0,04392310	0	0	0	0,04392310	0,1756924012	0,1317693009	0	0,04392310	0,2196155015	0	0	0	0	1,27376909	0	0	0,08784620061	0	0	0,04392310	0	0	0	0,3074617021	0
1000009	Boerhaaveweg (Link 9)	0,5710003041	0	0,04392310	0	0	0,04392310	0,04392310	0	0	0,2196155015	0	0	0,13176930	0	0,04392310	0	0	0,04392310	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,273769909	0	0	0	0	0	0	0	0	0	0,1756924012	0	0,5270772036	0	0,08784620061	0	0,04392310	0,3953079027	0	0	0	0	0	0	0	0	0	0,08784620061	0
1000012	Panoven (Link 10,2)	1,803847112	0,04392310	0	0,04392310	0	0	0,04392310	0,04392310	0	0	0	0,1756924012	0,2635386018	0	0	0	0,04392310	0,8343389058	0	0	0	0	0	0	0	0	0	0,3074617021	0
1000013	Utrechtseweg	1,229846809	0	0	0	0	0	0	0	0	0	0	0	1,098077508	0	0	0	0	0,04392310	0	0	0	0	0	0	0	0	0	0,08784620061	0
1000014	Utrechtseweg	24,68478237	0	0,1317693009	0	0	0,1317693009	0,2635386018	0,4831541033	0,1756924012	0,04392310	0,5270772036	0,04392310	0,2635386018	1,976539514	0,2196155015	0	0	17,70100942	0,1756924012	0	0,1317693009	0,04392310	0,2196155015	0,1317693009	0,04392310	0,04392310	1,932616413	0
1000015	Europalaan (Link 11)	5,492541337	0,04392310	0,04392310	0	0	0	0	0,08784620061	0	0	0,04392310	0,04392310	0,08784620061	0	0,4831541033	0	0	4,260540729	0	0	0,04392310	0	0,08784620061	0	0,04392310	0	0,1317693009	0
1000016	Ringoven (Link 12)	0,8784620061	0	0	0	0	0	0	0	0,04392310	0	0,1317693009	0	0,13176930	0	0	0,08784620061	0	0,2196155015	0	0	0	0	0	0,08784620061	0,04392310	0	0,1756924012	0
1000017	A2 Noord	21,43447295	0,1756924012	0,8343389058	0,2196155015	0,04392310	0,1317693009	0,3513848024	0,1317693009	0,1756924012	0,04392310	0,04392310	0,2196155015	2,3279243	0	0,3513848024	0,04392310	5,75392614	6,017464742	0,1756924012	0,08784620061	0,1317693009	0,3074617021	0,4831541033	0,5270772036	2,503616717	0,1756924012	1,756924012	0
1000018	Aansluiting A2 Oost	19,89931824	0	0,04392310	0	0	0	0	0	0	0	0	0	0	0	0	0,04392310	0	19,63362584	0	0	0	0	0	0	0,04392310	0,04392310	0	0
1000019	Parallelweg	1,40553921	0	0	0	0,04392310	0,04392310	0,04392310	0	0	0	0	0	0	0	0	0	0	0,57100334	0,5270772036	0	0	0,04392310	0	0,08784620061	0	0	0,08784620061	0
1000020	Carpool	0,3074617021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2635386018	0	0,04392310	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	2,284001216	0,08784620061	0,1317693009	0	0	0,04392310	0	0	0	0	0	0	0,13176930	0	0	0	0	0,8784620061	0	0	0,2635386018	0,1317693009	0,04392310	0	0	0	0,1317693009	0
1000022	Hoogland	1,49338541	0	0	0,04392310	0	0	0	0	0	0	0	0	0,04392310	0	0	0	0	0,6142343043	0,04392310	0	0,08784620061	0,3513848024	0	0,08784620061	0	0	0,2196155015	0
1000023	Nijverheidsweg Zuid	1,698077812	0	0	0	0	0	0	0	0	0	0	0,04392310	0,08784620061	0	0	0	0	0,7486922752	0	0	0,1756924012	0	0,04392310	0,08784620061	0,04392310	0	0,04392310	0
1000024	Parklaan	4,524079331	0	0,2196155015	0	0	0	0	0,08784620061	0	0,04392310	0	0	0	0	0	0	0	2,591462918	0	0	0,1756924012	0	0	1,010231307	0,2635386018	0	0,1317693009	0
1000025	N210 West	33,60117173	0	0,9603082067	0	0,04392310	0	0,08784620061	0,08784620061	0,08784620061	0,04392310	0	0	0,2635386018	0	0,1756924012	0	0	21,30270365	0	0,08784620061	0,1317693009	0,1317693009	0,04392310	0,2635386018	7,554773252	0	2,327924316	0
1000026	Aansluiting A2 Oost	44,0109465	0,3953079027	3,338156623	0,8345389058	0,3074617021	0,4831541033	0,1317693009	0,2635386018	0,5270772036	0,1756924012	0,4392310303	0,3513848024	6,939849848	0,04392310303	0,8784620061	0,04392310303	0	1,756924012	0,3074617021	0,2635386018	0,8784620061	0,7906158055	0,8784620061	1,361616109	7,686542553	9,487389666	5,446464438	0
1000027	A2 Zuid	3,382078723	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,04392310303	3,338156623	0
	TOTAL	207,1852641																											

TOMTOM model VR 09.45-10.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Bovenind NZ (Li	Heemradenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	2,718047112	11,62487842	3,805265957	0,8363221884	1,589012158	2,007173252	2,88531155	1,338115502	1,045402736	1,42174772	0,9617705167	12,92117781	1,923541033	2,216253799	2,090805471	5,51972644	88,94286474	1,254483283	0,4599772036	2,592598784	1,630828267	2,425334347	3,721633739	18,56635258	9,366805511	15,26287994
1000000	Bovenind NZ (Link 1)	4,850668693	1,672644377	1,045402736	0,08363221884	0,08363221884	0,04181610942	0,04181610942	0,1672644377	0,08363221884	0,04181610942	0,04181610942	0	0,12544832	0	0	0	0	1,254483283	0	0	0,08363221884	0	0,04181610942	0	0	0	0	0,04181610942
1000001	Heemradenlaan (Link 2)	11,58306231	0,292712766	3,721633739	1,045402736	0	0,04181610942	0,04181610942	0,292712766	0,04181610942	0,1254483283	0	0	0,08363221884	0	0,04181610942	0	0	4,473423708	0,04181610942	0	0,1254483283	0	0,08363221884	0	0,7526899696	0	0,3763449848	0
1000002	Schepenensingel (Link3)	7,27600304	0	1,045402736	1,463563883	0	0	0,04181610942	0,3763449848	0,04181610942	0,04181610942	0,04181610942	0	0,25089665	0	0	0	0	3,345288754	0	0	0,04181610942	0,04181610942	0	0	0,292712766	0,08363221884	0,1672644377	0
1000003	Boedapestlaan (Link 4)	1,672644377	0,04181610942	0,08363221884	0	0,292712766	0	0	0	0,04181610942	0,04181610942	0	0,04181610942	0,04181610942	0	0	0	0	0,9617705167	0	0	0,08363221884	0	0	0	0	0	0	0,04181610942	0
1000004	Tuinensingel (Link 5)	4,223427052	0	0,1672644377	0	0	0,6690577508	0,04181610942	0,08363221884	0	0,08363221884	0	0	0,25089665	0	0	0	0	2,550782675	0,04181610942	0	0	0	0	0	0	0	0	0,3345288754	0
1000005	Hogebiezen (Link 6)	1,756276596	0	0,04181610942	0	0	0	0,5430694225	0,1254483283	0	0	0	0,04181610942	0	0	0,04181610942	0	0	0,7108738602	0	0	0	0	0	0,08363221884	0,08363221884	0	0,08363221884	0
1000007	Hogebiezendijk (Link 7)	2,007173252	0	0,04181610942	0,08363221884	0,08363221884	0	0,3763449848	0,8690577508	0	0,04181610942	0	0,04181610942	0,25089665	0	0	0	0	0,292712766	0	0	0,08363221884	0	0	0,04181610942	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	2,258069009	0	0	0,04181610942	0	0	0	0,04181610942	0,1672644377	0,1254483283	0	0,04181610942	0,20908054	0	0	0	0	1,212667173	0	0	0,08363221884	0	0	0,04181610942	0	0	0,292712766	0
1000009	Boerhaaveweg (Link 9)	0,5436094225	0	0,04181610942	0	0	0,04181610942	0,04181610942	0	0	0,2090805471	0	0	0,12544832	0	0,04181610942	0	0	0,04181610942	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,212667173	0	0	0	0	0	0	0	0,1672644377	0	0	0	0,50179331	0	0,08363221884	0	0	0,376344848	0	0	0	0	0	0	0	0	0,08363221884	0
1000012	Panoven (Link 10,2)	1,714404868	0,04181610942	0	0,04181610942	0	0	0,04181610942	0,04181610942	0	0	0	0,1672644377	0,25089665	0	0	0,04181610942	0	0,8360738079	0	0	0	0	0	0	0	0	0	0,292712766	0
1000013	Utrechtseweg	1,170851064	0	0	0	0	0	0	0	0	0	0	0	1,045402736	0	0	0	0	0,04181610942	0	0	0	0	0	0	0	0	0	0,08363221884	0
1000014	Utrechtseweg	23,5006535	0	0,1254483283	0	0	0,1254483283	0,2508966565	0,4599772036	0,1672644377	0,04181610942	0,5017933131	0,04181610942	0,25089665	1,881724924	0,2090805471	0	0	16,8519921	0,1672644377	0	0,1254483283	0,04181610942	0,2090805471	0,1254483283	0,04181610942	0,04181610942	1,839098815	0
1000015	Europalaan (Link 11)	5,143381459	0,04181610942	0,04181610942	0	0	0	0	0,08363221884	0	0	0,04181610942	0,04181610942	0,08363221884	0	0,4599772036	0	0	4,056162614	0	0	0,04181610942	0	0,08363221884	0	0	0,04181610942	0,1254483283	0
1000016	Ringoven (Link 12)	0,8363221884	0	0	0	0	0	0	0	0,04181610942	0	0,1254483283	0	0,12544832	0	0,08363221884	0	0	0,2090805471	0	0	0,1254483283	0	0	0,08363221884	0	0,08363221884	0	0
1000017	A2 Noord	20,4062614	0,1672644377	0,7945060079	0,2090805471	0,04181610942	0,1254483283	0,3345288754	0,1254483283	0,1672644377	0,04181610942	0,04181610942	0,2090805471	2,216253799	0	0,3345288754	0,04181610942	5,477910334	5,728806991	0,1672644377	0,08363221884	0,1254483283	0,2927127662	0,4599772036	0,5017933131	2,383518237	0,1672644377	0,1672644377	0
1000018	Aansluiting A2 Oost	18,85906535	0	0,04181610942	0	0	0	0	0	0	0	0	0	0	0	0	0,04181610942	0	18,69180091	0	0	0	0	0,04181610942	0,04181610942	0,04181610942	0	0	0
1000019	Parallelweg	1,338115502	0	0	0	0	0,04181610942	0,04181610942	0	0	0	0	0	0	0	0	0	0	0,5436094225	0,5017933131	0	0	0,04181610942	0	0,08363221884	0	0	0,08363221884	0
1000020	Carpool	0,2927127662	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,2508966565	0	0,04181610942	0	0	0	0	0	0	0	0	0
1000021	Nijverheidsweg Noord	2,17443769	0,08363221884	0,1254483283	0	0	0,04181610942	0	0	0	0	0	0	0,12544832	0	0	0	0	0,8363221884	0	0	0,4181610942	0	0,2508966565	0,1254483283	0,04181610942	0	0,1254483283	0
1000022	Hoogland	1,42174772	0	0	0,04181610942	0	0	0	0	0	0	0	0	0,04181610942	0	0	0	0	0,5854255319	0,04181610942	0	0,08363221884	0,3345288754	0	0,08363221884	0	0	0,2090805471	0
1000023	Nijverheidsweg Zuid	1,586012158	0	0	0	0	0	0	0	0	0,04181610942	0	0,08363221884	0	0	0	0	0	0,7108738602	0	0	0,1672644377	0	0,4181610942	0,08363221884	0,04181610942	0	0,04181610942	0
1000024	Parklaan	4,307059271	0	0,2090805471	0	0	0	0	0,08363221884	0	0,04181610942	0	0	0	0	0	0	0	2,467150456	0	0	0,1672644377	0	0	0,9617705167	0,2508966565	0	0,1254483283	0
1000025	N210 West	31,98932371	0	0,9190544073	0	0,04181610942	0	0,08363221884	0,08363221884	0,08363221884	0,04181610942	0	0	0,25089665	0	0,1672644377	0	0	20,2081307	0	0,08363221884	0,1254483283	0,1254483283	0,04181610942	0,2508966565	7,192370821	0	2,216253799	0
1000026	Aansluiting A2 Oost	41,89974164	0,3763449848	3,178024316	0,794506079	0,292712766	0,4599772036	0,1254483283	0,2508966565	0,5017933131	0,1672644377	0,4181610942	0,3345288754	6,606945283	0,04181610942	0,8363221884	0,04181610942	0	1,672644377	0,292712766	0,2508966565	0,8363221884	0,7526899696	0,8363221884	1,296293092	7,317819149	9,032279635	5,185197568	0
1000027	A2 Zuid	3,219840426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,04181610942	3,178024316	0
	TOTAL	197,2465881																											

SWECO model PA 15.00-15.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	324,022	21,943	204,577	5,794	5,658	8,655	3,432	52,779	154,018	0	0	221,963
1000000	A2 Noord	350,296	0	84,97	5,426	114,72	2,324	2,576	3,677	1,452	26,173	108,978	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	11,497	0	4,739	0	0,222	0,082	0,226	0,113	0,096	0,899	2,294	0	0	2,826
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	28,111	0	15,774	0,297	0,816	0	0,071	0,05	0,064	0,186	1,161	0	0	9,692
1000006	Nijverheidsweg Noord	22,958	0	11,596	3,823	0,039	0,083	0	0,051	0	0,042	0,145	0	0	7,179
1000007	Hoogland	60,733	0	29,724	4,056	0,76	0,17	0,07	0	0	0,898	7,004	0	0	18,051
1000008	Nijverheidsweg Zuid	0,926	0	0	0,926	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	27,478	0	13,31	0,788	0,555	0,099	0,083	0,105	0,049	0	1,345	0	0	11,144
1000011	N210 West	103,717	0	78,741	1,782	2,374	0,365	0,056	0,659	0,013	1,033	0	0	0	18,694
1000012	Aansluiting A2 Oost	245,946	0	0	4,229	84,891	2,218	2,573	3,857	1,754	22,918	32,707	0	0	90,799
1000013	Utrechtseweg	151,179	0	85,168	0,616	0,2	0,453	0,003	0,143	0,004	0,63	0,384	0	0	63,578
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1002,841													

SWECO model PA 15.15-15.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	336,279	22,772	212,313	6,013	5,87	8,983	3,561	54,773	159,842	0	0	230,358
1000000	A2 Noord	363,544	0	88,184	5,631	119,059	2,412	2,673	3,816	1,507	27,163	113,099	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	11,931	0	4,919	0	0,23	0,085	0,234	0,118	0,099	0,932	2,381	0	0	2,933
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	29,175	0	16,371	0,308	0,847	0	0,074	0,052	0,067	0,193	1,204	0	0	10,059
1000006	Nijverheidsweg Noord	23,827	0	12,035	3,968	0,041	0,087	0	0,053	0	0,043	0,15	0	0	7,45
1000007	Hoogland	63,028	0	30,848	4,209	0,788	0,176	0,072	0	0	0,932	7,269	0	0	18,734
1000008	Nijverheidsweg Zuid	0,961	0	0	0,961	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	28,518	0	13,814	0,818	0,576	0,102	0,086	0,109	0,051	0	1,396	0	0	11,566
1000011	N210 West	107,638	0	81,719	1,849	2,463	0,379	0,058	0,684	0,013	1,072	0	0	0	19,401
1000012	Aansluiting A2 Oost	255,247	0	0	4,389	88,101	2,302	2,67	4,003	1,82	23,785	33,944	0	0	94,233
1000013	Utrechtseweg	156,895	0	88,389	0,639	0,208	0,47	0,003	0,148	0,004	0,653	0,399	0	0	65,982
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1040,764													

SWECO model PA 15.30-15.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	352,858	23,896	222,781	6,309	6,161	9,423	3,738	57,476	167,723	0	0	241,714
1000000	A2 Noord	381,47	0	92,532	5,909	124,929	2,531	2,805	4,004	1,582	28,502	118,676	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	12,519	0	5,161	0	0,241	0,09	0,246	0,123	0,104	0,978	2,498	0	0	3,078
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	30,612	0	17,178	0,323	0,889	0	0,077	0,054	0,07	0,203	1,264	0	0	10,554
1000006	Nijverheidsweg Noord	25,003	0	12,628	4,164	0,043	0,091	0	0,055	0	0,046	0,158	0	0	7,818
1000007	Hoogland	66,136	0	32,369	4,417	0,827	0,185	0,076	0	0	0,978	7,627	0	0	19,657
1000008	Nijverheidsweg Zuid	1,008	0	0	1,008	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	29,923	0	14,495	0,858	0,604	0,107	0,091	0,114	0,053	0	1,465	0	0	12,136
1000011	N210 West	112,945	0	85,748	1,94	2,585	0,397	0,061	0,718	0,014	1,125	0	0	0	20,357
1000012	Aansluiting A2 Oost	267,832	0	0	4,606	92,445	2,415	2,802	4,2	1,91	24,958	35,617	0	0	98,879
1000013	Utrechtseweg	164,631	0	92,747	0,671	0,218	0,493	0,003	0,155	0,005	0,686	0,418	0	0	69,235
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1092,079													

SWECO model PA 15.45-16.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	388,178	26,288	245,083	6,94	6,778	10,368	4,111	63,227	184,512	0	0	265,911
1000000	A2 Noord	419,653	0	101,794	6,501	137,434	2,784	3,086	4,404	1,74	31,355	130,555	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	13,774	0	5,678	0	0,266	0,099	0,27	0,136	0,115	1,076	2,748	0	0	3,388
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	33,677	0	18,897	0,356	0,978	0	0,085	0,06	0,077	0,223	1,39	0	0	11,611
1000006	Nijverheidsweg Noord	27,504	0	13,892	4,58	0,047	0,1	0	0,061	0	0,05	0,174	0	0	8,6
1000007	Hoogland	72,756	0	35,609	4,859	0,91	0,203	0,084	0	0	1,075	8,391	0	0	21,625
1000008	Nijverheidsweg Zuid	1,109	0	0	1,109	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	32,919	0	15,946	0,944	0,665	0,118	0,1	0,126	0,058	0	1,611	0	0	13,351
1000011	N210 West	124,251	0	94,331	2,134	2,844	0,437	0,067	0,79	0,015	1,238	0	0	0	22,395
1000012	Aansluiting A2 Oost	294,642	0	0	5,067	101,699	2,657	3,082	4,62	2,101	27,456	39,183	0	0	108,777
1000013	Utrechtseweg	181,111	0	102,031	0,738	0,24	0,542	0,004	0,171	0,005	0,754	0,46	0	0	76,166
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1201,396													

SWECO model PA TOTAAL 15.00-16.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	1401,337	94,899	884,754	25,056	24,467	37,429	14,842	228,255	666,095	0	0	959,946
1000000	A2 Noord	1514,983	0	367,48	23,467	496,142	10,051	11,14	15,901	6,281	113,193	471,308	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	49,721	0	20,497	0	0,959	0,356	0,976	0,49	0,414	3,885	9,921	0	0	12,223
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	121,576	0	68,22	1,284	3,53	0	0,307	0,216	0,278	0,805	5,019	0	0	41,916
1000006	Nijverheidsweg Noord	99,292	0	50,151	16,535	0,17	0,361	0	0,22	0	0,181	0,627	0	0	31,047
1000007	Hoogland	262,653	0	128,55	17,541	3,285	0,734	0,302	0	0	3,883	30,291	0	0	78,067
1000008	Nijverheidsweg Zuid	4,004	0	0	4,004	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	118,838	0	57,565	3,408	2,4	0,426	0,36	0,454	0,211	0	5,817	0	0	48,197
1000011	N210 West	448,551	0	340,539	7,705	10,268	1,578	0,242	2,851	0,055	4,468	0	0	0	80,847
1000012	Aansluiting A2 Oost	1063,667	0	0	18,291	367,136	9,592	11,127	16,68	7,585	99,117	141,451	0	0	392,688
1000013	Utrechtseweg	653,816	0	368,335	2,664	0,866	1,958	0,013	0,617	0,018	2,723	1,661	0	0	274,981
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	4337,08													

SWECO model VR 15.00-15.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	26,258	1,561	30,42	1,775	3,69	15,856	0	7,725	19,049	0	0	48,553
1000000	A2 Noord	35,03	0	10,024	0,073	10,325	0,342	1,062	1,982	0	0,598	10,624	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,795	0	0,047	0	0,063	0,042	0,16	0,736	0	0,242	0,426	0	0	0,079
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,884	0	0,361	0,025	0,35	0	0,088	0,427	0	0,114	0,078	0	0	0,441
1000006	Nijverheidsweg Noord	3,077	0	0,498	0,29	0,017	0,113	0	1,474	0	0,294	0,187	0	0	1,104
1000007	Hoogland	11,813	0	1,532	0,656	1,116	0,427	0,259	0	0	2,007	1,272	0	0	4,544
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,072	0	0,35	0,134	1,309	0,126	0,203	1,759	0	0	1,623	0	0	0,568
1000011	N210 West	16,929	0	4,748	0,127	0,505	0,072	0,032	1,93	0	1,668	0	0	0	7,847
1000012	Aansluiting A2 Oost	50,603	0	0	0,195	16,671	0,294	1,884	6,581	0	1,106	4,481	0	0	19,391
1000013	Utrechtseweg	26,784	0	8,698	0,061	0,064	0,359	0,002	0,967	0	1,696	0,358	0	0	14,579
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	154,887													

SWECO model VR 15.15-15.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	27,253	1,62	31,573	1,843	3,829	16,457	0	8,017	19,77	0	0	50,39
1000000	A2 Noord	36,354	0	10,403	0,076	10,715	0,355	1,102	2,057	0	0,62	11,026	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,864	0	0,049	0	0,066	0,044	0,166	0,764	0	0,251	0,442	0	0	0,082
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,957	0	0,375	0,026	0,364	0	0,091	0,444	0	0,119	0,081	0	0	0,457
1000006	Nijverheidsweg Noord	4,128	0	0,517	0,301	0,018	0,117	0	1,53	0	0,305	0,194	0	0	1,146
1000007	Hoogland	12,262	0	1,59	0,681	1,159	0,444	0,269	0	0	2,083	1,32	0	0	4,716
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,303	0	0,364	0,139	1,358	0,131	0,211	1,826	0	0	1,684	0	0	0,59
1000011	N210 West	17,57	0	4,928	0,132	0,524	0,075	0,033	2,003	0	1,731	0	0	0	8,144
1000012	Aansluiting A2 Oost	52,516	0	0	0,202	17,302	0,305	1,955	6,83	0	1,147	4,651	0	0	20,124
1000013	Utrechtseweg	27,798	0	9,027	0,063	0,067	0,372	0,002	1,003	0	1,761	0,372	0	0	15,131
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	160,752													

SWECO model VR 15.30-15.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	28,598	1,701	33,128	1,933	4,019	17,267	0	8,412	20,744	0	0	52,876
1000000	A2 Noord	38,149	0	10,916	0,08	11,244	0,373	1,156	2,159	0	0,651	11,57	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,955	0	0,052	0	0,069	0,046	0,174	0,801	0	0,264	0,463	0	0	0,086
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,053	0	0,394	0,027	0,381	0	0,096	0,465	0	0,125	0,085	0	0	0,48
1000006	Nijverheidsweg Noord	4,332	0	0,542	0,316	0,019	0,123	0	1,605	0	0,32	0,204	0	0	1,203
1000007	Hoogland	12,865	0	1,668	0,715	1,216	0,465	0,282	0	0	2,185	1,385	0	0	4,949
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,613	0	0,382	0,146	1,425	0,137	0,221	1,916	0	0	1,767	0	0	0,619
1000011	N210 West	18,435	0	5,171	0,139	0,549	0,078	0,035	2,102	0	1,816	0	0	0	8,545
1000012	Aansluiting A2 Oost	55,106	0	0	0,212	18,155	0,32	2,052	7,166	0	1,204	4,88	0	0	21,117
1000013	Utrechtseweg	29,17	0	9,473	0,066	0,07	0,391	0,003	1,053	0	1,847	0,39	0	0	15,877
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	168,678													

SWECO model VR 15.45-16.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	31,46	1,87	36,445	2,128	4,42	18,997	0	9,253	22,823	0	0	58,169
1000000	A2 Noord	41,967	0	12,009	0,088	12,369	0,41	1,272	2,375	0	0,716	12,728	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,153	0	0,057	0	0,076	0,051	0,192	0,882	0	0,29	0,51	0	0	0,095
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,258	0	0,433	0,029	0,42	0	0,105	0,512	0	0,137	0,094	0	0	0,528
1000006	Nijverheidsweg Noord	4,768	0	0,597	0,348	0,021	0,136	0	1,766	0	0,352	0,225	0	0	1,323
1000007	Hoogland	14,153	0	1,835	0,786	1,338	0,512	0,31	0	0	2,404	1,524	0	0	5,444
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,274	0	0,42	0,16	1,568	0,151	0,243	2,107	0	0	1,944	0	0	0,681
1000011	N210 West	20,281	0	5,688	0,153	0,604	0,086	0,038	2,313	0	1,998	0	0	0	9,401
1000012	Aansluiting A2 Oost	60,622	0	0	0,233	19,972	0,352	2,257	7,884	0	1,324	5,369	0	0	23,231
1000013	Utrechtseweg	32,089	0	10,421	0,073	0,077	0,43	0,003	1,158	0	2,032	0,429	0	0	17,466
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	185,565													

SWECO model VR TOTAAL 15.00-16.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	475,489	31,479	346,229	12,844	19,046	63,089	4,111	88,909	247,849	0	0	427,346
1000000	A2 Noord	536,123	0	135,122	6,745	171,762	3,922	6,616	10,995	1,74	33,342	165,879	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	19,746	0	5,836	0	0,477	0,24	0,802	2,583	0,115	1,881	4,163	0	0	3,649
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	39,945	0	20,099	0,438	2,143	0	0,377	1,481	0,077	0,604	1,65	0	0	13,076
1000006	Nijverheidsweg Noord	40,732	0	15,548	5,545	0,105	0,476	0	4,962	0	1,027	0,797	0	0	12,272
1000007	Hoogland	112,036	0	40,702	7,041	4,623	1,624	0,945	0	0	7,747	12,62	0	0	36,734
1000008	Nijverheidsweg Zuid	1,109	0	0	1,109	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	53,109	0	17,112	1,389	5,016	0,537	0,775	5,975	0,058	0	7,006	0	0	15,341

1000011	N210 West	180,537	0	110,118	2,558	4,521	0,676	0,173	7,208	0,015	6,783	0	0	0	48,485
1000012	Aansluiting A2 Oost	462,886	0	0	5,714	157,128	3,634	9,346	26,5	2,101	31,131	54,083	0	0	173,249
1000013	Utrechtseweg	270,168	0	130,952	0,94	0,454	1,735	0,012	3,385	0,005	6,394	1,651	0	0	124,64
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1716,391													

SWECO model PA+VR TOTAAL 15.00-16.00

13x13

	Name	1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
	Sum	0	1876,626	126,379	1230,983	37,9	43,513	100,518	18,953	317,164	913,944	0	0	1387,292
1000000	A2 Noord	2051,086	0	502,602	30,212	667,904	13,973	17,756	26,896	8,021	146,535	637,187	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	69,467	0	26,333	0	1,436	0,596	1,778	3,073	0,529	5,766	14,084	0	0	15,872
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	161,52	0	88,319	1,722	5,673	0	0,684	1,697	0,355	1,409	6,669	0	0	54,992
1000006	Nijverheidsweg Noord	140,024	0	65,699	22,08	0,275	0,837	0	5,182	0	1,208	1,424	0	0	43,319
1000007	Hoogland	374,689	0	169,252	24,582	7,908	2,358	1,247	0	0	11,63	42,911	0	0	114,801
1000008	Nijverheidsweg Zuid	5,113	0	0	5,113	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	171,947	0	74,677	4,797	7,416	0,963	1,135	6,429	0,269	0	12,823	0	0	63,438
1000011	N210 West	629,088	0	450,657	10,263	14,787	2,254	0,415	10,059	0,07	11,251	0	0	0	129,332
1000012	Aansluiting A2 Oost	1526,553	0	0	24,005	524,284	13,226	20,473	43,18	9,686	130,248	195,534	0	0	565,937
1000013	Utrechtseweg	923,984	0	499,287	3,604	1,32	3,693	0,025	4,002	0,023	9,117	3,312	0	0	399,601
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	6053,471													

TOMTOM model PA+VR TOTAAL 15.00-16.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13

	Name	1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
	Sum	253	2077	53	599	6	108	78	70	156	898	519	86	435
1000000	A2 Noord	880	250	263	3	126	1	19	17	10	25	161	0	1	4
1000001	Aansluiting A2 Oost	661	2	644	0	3	1	3	1	1	5	0	2	0	3
1000002	Parallelweg	41	0	19	7	2	0	4	2	1	5	1	0	0	0
1000003	Utrechtseweg	47	0	2	0	44	0	0	0	0	0	0	0	0	1
1000005	Carpool	7	0	3	0	1	1	0	1	0	0	1	0	0	0
1000006	Nijverheidsweg Noord	83	1	39	3	3	0	19	1	9	3	2	0	0	3
1000007	Hoogland	93	0	55	0	1	1	0	20	2	1	7	0	0	6
1000008	Nijverheidsweg Zuid	52	0	21	2	3	0	4	0	12	3	3	0	0	4
1000009	Parklaan	154	0	90	0	3	0	5	1	1	23	18	1	1	11
1000011	N210 West	810	0	403	4	3	2	3	6	1	13	320	0	1	54
1000012	Aansluiting A2 Oost	1787	0	81	26	401	0	47	24	28	75	382	515	4	204
1000013	Utrechtseweg	626	0	457	8	9	0	2	5	5	6	3	0	79	52
1000014	A2 Zuid	95	0	0	0	0	0	0	0	1	0	1	0	0	93
	TOTAL	5336													

TOMTOM model PA+VR TOTAAL 15.00-16.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26

	Name	1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Limaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	134	407	261	61	138	130	121	71	29	44	58	661	87	217	11	253	2576	57	6	116	83	76	172	944	521	483
1000000	Boveneind NZ (Link 1)	134	32	22	3	0	1	3	8	3	0	0	0	0	0	0	0	35	1	0	0	0	0	0	0	0	2
1000001	Heemraadlaan (Link 2)	432	38	158	65	4	8	5	12	1	2	0	1	1	0	1	0	73	2	0	4	2	3	9	34	1	14
1000002	Schepenensingel (Link3))	195	2	30	65	0	1	4	3	0	2	1	0	0	1	0	0	70	0	0	4	1	0	0	2	0	9
1000003	Boedapestlaan (Link 4)	58	2	5	0	9	0	3	3	1	0	0	0	2	0	0	0	28	0	0	0	1	0	2	0	2	0
1000004	Tuinensingel (Link 5)	124	0	5	2	0	57	2	5	0	2	0	1	4	0	2	1	17	0	0	0	0	0	0	2	0	4
1000005	Hogebiezen (Link 6)	86	1	4	6	2	3	24	5	0	1	0	0	5	0	1	0	27	0	0	1	0	0	2	3	0	1
1000007	Hogebiezendijk (Link 7)	140	4	9	15	1	2	11	59	0	3	0	0	17	0	4	0	19	0	0	1	1	1	3	0	0	1
1000008	Jan van der Heydenweg (Link 8)	90	1	4	2	0	0	1	3	18	2	0	0	5	0	1	0	44	0	0	0	0	1	2	1	5	
1000009	Boerhaaveweg (Link 9)	22	1	1	1	0	0	1	4	0	1	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	32	0	0	0	0	1	0	0	0	0	6	0	13	0	1	0	11	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	47	0	2	0	0	0	2	0	0	0	1	8	6	0	1	0	24	1	0	0	0	0	1	0	1	1
1000013	Utrechtseweg	49	0	2	1	0	0	0	0	0	0	0	49	0	0	0	0	2	0	0	0	0	0	0	0	0	1
1000014	Utrechtseweg	722	1	3	3	6	9	8	16	7	5	18	9	70	11	1	1	457	8	0	2	5	5	6	3	0	52
1000015	Europalaan (Link 11)	160	1	1	0	0	1	2	2	1	0	1	0	4	1	32	0	101	0	0	1	1	1	1	0	0	10
1000016	Ringoven (Link 12)	12	0	0	0	0	0	0	1	0	0	0	0	1	0	3	1	5	0	0	1	0	0	0	0	0	0
1000017	A2 Noord	1044	6	33	24	6	21	13	2	8	1	4	5	126	1	33	4	259	21	3	1	19	17	10	25	191	0
1000018	Aansluiting A2 Oost	666	1	1	2	0	0	0	0	1	0	1	0	3	0	0	0	2	644	0	1	3	1	1	1	0	2
1000019	Parallelweg	46	1	2	0	0	2	0	0	0	0	0	0	2	0	0	0	19	7	0	1	4	2	1	5	1	0
1000020	Carpool	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	1	0	0	1	0	1	0
1000021	Nijverheidsweg Noord	106	2	8	6	2	4	0	0	0	0	0	0	3	0	1	0	36	3	0	19	1	9	3	2	0	3
1000022	Hoogland	100	1	1	2	0	0	2	1	0	0	0	0	1	0	0	0	55	0	1	0	20	2	1	7	0	6
1000023	Nijverheidsweg Zuid	57	0	2	0	0	0	2	0	0	0	0	1	3	0	0	0	21	2	0	4	0	12	3	3	0	4
1000024	Parklaan	163	0	5	0	0	0	1	0	0	0	0	3	1	4	0	0	93	0	0	5	1	1	23	18	1	11
1000011	N210 West	859	1	34	3	1	0	1	1	2	0	0	4	3	1	2	0	403	4	2	3	6	1	13	320	0	54
1000026	Aansluiting A2 Oost	2268	22	74	62	30	46	43	8	28	7	13	30	401	4	114	4	0	81	28	0	47	24	28	75	382	515
1000027	A2 Zuid	97	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	TOTAL	7717																									

TOMTOM model PA+VR TOTAAL 15.00-16.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26

	Name	1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Limaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	152,0174501	461,7246434	296,0936902	69,20197358	156,5552845	147,4796158	137,2694886	80,54655941	32,89929891	49,91617766	65,79859783	749,8771235	98,69789674	246,1775126	12,47904442	287,0180216	2922,36531	64,66413924	6,806751499	131,5971957	94,16006241	86,21885232	195,1268763	1070,028903	591,0529219	547,9434957
1000000	Boveneind NZ (Link 1)	152,0174501	62,39522208	24,95808883	3,40337575	0	1,134458583	3,40337575	9,075868666	3,40337575	0	0	0	0	0	0	0	40,8405091	1,134458583	0	0	0	0	0	0	0	2,268917166
1000001	Heemraadlaan (Link 2)	490,0861079	36,30267466	179,2444561	73,73980791	4,537834333	9,075668666	5,672292916	13,613503	1,134458583	2,268917166	0	1,134458583	1,134458583	0	1,134458583	0	82,81547657	2,268917166	0	4,537834333	2,268917166	3,40337575	10,21012725	35,57159183	1,134458583	15,88240216
1000002	Schepenensingel (Link3))	221,2194287	2,268917166	34,0337575	73,73980791	0	1,134458583	4,537834333	3,40337575	0	2,268917166	1,134458583	0	0	1,134458583	0	0	79,42100282	0	0	4,537834333	1,134458583	0	0	2,268917166	0	10,21012725
1000003	Boedapestlaan (Link 4)	65,75859783	2,268917166	5,672292916	0	10,21012725	0	3,40337575	3,40337575	1,134458583	0	0	2,268917166	0	0	0	0	31,76484033	0	0	0	1,134458583	0	0	2,268917166	0	2,268917166
1000004	Tuinensingel (Link 5)	140,6728643	0	5,672292916	2,268917166	0	41,97496758	2,268917166	5,672292916	0	2,268917166	0	1,134458583	4,537834333	0	2,268917166	1,134458583	64,86413924	0	0	0	0	0	0	2,268917166	0	4,537834333
1000005	Hogebiezen (Link 6)	97,56343916	1,134458583	4,537834077	6,806751499	2,268917166	3,40337575	27,22700616	5,672292916	0	1,134458583	0	0	5,672292916	0	1,134458583	0	30,63038175	0	0	1,134458583	0	0	2,268917166	3,40337575	0	1,134458583
1000007	Hogebiezendijk (Link 7)	158,8242016	4,537834333	10,21012725	17,01687875	1,134458583	2,268917166	12,47904442	56,72292916	0	3,40337575	0	0	19,28759591	0	4,537834333	0	21,55471308	0	0	0	1,134458583	1,134458583	3,40337575	0	0	0
1000008	Jan van der Heydenweg (Link 8)	102,1012725	1,134458583	4,537834333	2,268917166	0	0	1,134458583	3,40337575	20,4202545	2,268917166	0	0	5,672292916	0	1,134458583	0	49,91617766	0	0	0	0	0	1,134458583	2,268917166	1,134458583	5,672292916
1000009	Boerhaaveweg (Link 9)	24,95808883	1,134458583	1,134458583	1,134458583	0	1,134458583	4,537834333	0	1,134458583	4,537834333	0	0	4,537834333	0	1,134458583	0	4,537834333	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	36,30267466	0	0	0	1,134458583	0	0	0	0	0	6,806751499	0	14,74796158	0	1,134458583	0	12,47904442	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	53,31955341	0	2,268917166	0	0	0	2,268917166	0	0	0	1,134458583	9,075868666	6,806751499	0	1,134458583	0	27,227006	1,134458583	0	0	0	0	1,134458583	0	1,134458583	0
1000013	Utrechtseweg	55,58847058	0	2,268917166	0	0	0	0	0	0	0	0	49,91617766	0	0	0	0	2,268917166	0	0	0	0	0	0	0	0	1,134458583
1000014	Utrechtseweg	819,0790071	1,134458583	3,40337575	3,40337575	6,806751499	10,21012725	9,075868666	18,15133733	7,941210082	5,672292916	20,4202545	9,075868666	10,21012725	89,62222807	12,47904442	1,134458583	0	0	0	2,268917166	5,672292916	5,672292916	6,806751499	3,40337575	0	58,99184633
1000015	Europalaan (Link 11)	181,5133733	1,134458583	1,134458583	0	0	1,134458583	2,268917166	2,268917166	1,134458583	0	1,134458583	0	4,537834333	1,134458583	36,30267466	0	114,5803166	0	0	1,134458583	1,134458583	1,134458583	0	0	0	11,34458583
1000016	Ringoven (Link 12)	13,613503	0	0	0	0	0	1,134458583	0	0	0	0	0	1,134458583	0	3,40337575	1,134458583	0	0	0	1,134458583	0	0	0	0	0	0
1000017	A2 Noord	1184,374761	6,806751499	37,43713325	27,227006	6,806751499	23,82363025	14,74796158	2,268917166	9,075868666	1,134458583	4,537834333	5,672292916	142,9417815	1,134458583	41,97496758	4,537834333	283,6146458	298,3626074	34,03375575	1,134458583	21,55471308	19,28759591	11,34458583	28,36146458	182,6478319	4,537834333
1000018	Aansluiting A2 Oost	755,5494164	1,134458583	1,134458583	2,268917166	0	0	0	1,134458583	0	0	0	0	4,537834333	0	0	0	2,268917166	730,5913276	0	1,134458583	3,40337575	1,134458583	1,134458583	1,134458583	0	2,268917166
1000019	Parallelweg	52,16509433	2,268917166	0	0	2,268917166	0	0	0	0	0	0	2,268917166	0	0	0	0	21,55471308	7,941210082	0	4,537834333	2,268917166	1,134458583	5,672292916	1,134458583	0	3,40337575
1000020	Carpool	9,075668666	0	0	0	0	0	1,134458583	0	0	0	0	1,134458583	0	0	0	0	3,40337575	0	1,134458583	0	0	0	1,134458583	0	0	0
1000021	Nijverheidsweg Noord	120,2526098	2,268917166	9,075668666	6,806751499	2,268917166	4,537834333	0	0	0	0	0	3,40337575	0	1,134458583	0	1,134458583	44,24384575	3,40337575	0	21,55471308	1,134458583	10,21012725	3,40337575	2,268917166	0	3,40337575
1000022	Hoogland	113,4458583	1,134458583	1,134458583	2,268917166	0	0	2,268917166	1,134458583	0	0	0	1,134458583	0	0	0	0	62,39522208	0	1,134458583	0	22,68917166	2,268917166	1,134458583	7,941210082	0	6,806751499
1000023	Nijverheidsweg Zuid	64,64613924	0	2,268917166	0	0	0	2,268917166	0	0	0	1,134458583	3,40337575	0	0	0	0	23,82363025	2,268917166	0	4,537834333	0	13,613503	3,40337575	3,40337575	0	4,537834333
1000024	Parklaan	184,9167491	0	5,672292916	0	0	0	0	0	0	0	0	3,40337575	1,134458583	4,537834333	0	0	102,1012725	0	0	5,672292916	1,134458583	1,134458583	26,09254741	20,4202545	1,134458583	12,47904442
1000025	N210 West	974,499023	1,134458583	38,57150183	3,40337575	1,134458583	0	1,134458583	1,134458583	2,268917166	0	0	4,537834333	3,40337575	1,134458583	2,268917166	0	457,1886809	4,537834333	2,268917166	3,40337575	6,806751499	1,134458583	14,74796158	383,0267466	0	61,26076349
1000026	Aansluiting A2 Oost	2572,952087	24,95808883	83,94093516	70,33643216	34,0337575	52,18509483	48,78171908	9,075868666	31,78484033	7,941210082	14,74796158	34,0337575	454,9178919	4,537834333	129,3282785	4,537834333	91,89114524	29,46592316	0	53,31953414	27,227006	31,76484033	43,36317788	584,2481704	231,429651
1000027	A2 Zuid	110,0424826	0	1,134458583	0	0	1,134458583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,134458583	0	1,134458583	105,5046482
	TOTAL	8754,616887																									

Scale factor (total traffic)	1,134458583
Percentual difference	0,134458832 %

PA share	0,716461796
VR share	0,283383204

TOMTOM model PA TOTAAL 15.00-16.00 (Calculated for Passenger Cars)

26x26

	Name	1000000 Boveneind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (	1000009 Limaeusweg (Lir	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	108,9146777	330,8080135	212,1397826	49,5805222	112,1658221	105,6634933	98,3483234	57,7065234	23,5710696	35,76302849	47,14217391	537,2582254	70,71326087	176,3767541	8,940757121	205,6374138	2093,762799	46,32937781	4,876776612	94,28434783	67,46207646	61,77250375	139,8009295	767,2795202	423,4687691	392,5805172
1000000	Boveneind NZ (Link 1)	44,70378561	17,88514424	2,438388306	0	0,812796019	2,438388306	6,502368816	2,438388306	0	0	0	0	0	0	0	0	29,26065967	0,812796019	0	0	0	0	0	0	0	1,625592204
1000001	Heemraadlaan (Link 2)	351,127916	26,00947526	128,4217841	53,83174983	3,251184408	6,502368816	4,06398051	9,753353223	0,812796019	1,625592204	0	0,812796019	0,812796019	0	0,812796019	0	59,33411544	1,625592204	0	3,251184408	1,625592204	2,438388306	7,315164918	27,63506747	0,812796019	11,37914543
1000002	Schepenensingel (Link3))	158,4952399	1,625592204	24,38388306	52,83174983	0	0,812796019	3,251184408	2,438388306	0	1,625592204	0,812796019	0	0	0	0,812796019	0	56,89572714	0	0	3,251184408	0,812796019	0	0	1,625592204	0	7,315164918
1000003	Boedapestlaan (Link 4)	47,14217391	1,625592204	4,06398051	0	7,315164918	0	2,438388306	2,438388306	0,812796019	0	0	1,625592204	0	0	0	0	22,78230985	0	0	0	0	0,812796019	0	1,625592204	0	1,625592204
1000004	Tuinensingel (Link 5)	100,7867166	0	4,06398051	1,625592204	0	30,07345577	1,625592204	4,06398051	0	1,625592204	0	0,812796019	3,251184408	0	1,625592204	0,812796019	46,3293781	0	0	0	0	0	0	1,625592204	0	3,251184408
1000005	Hogebiezen (Link 6)	69,90046477	0,812796019	3,251184408	4,876776612	1,625592204	2,438388306	19,50710645	4,06398051	0	0,812796019	0	0	4,06398051	0	0,812796019	0	21,94594575	0	0,812796019	0	0	1,625592204	2,438388306	0	0,812796019	
1000006	Nijverheidsweg Noord	113,7914543	3,251184408	12,19194153	0,812796019	1,625592204	8,940757121	0,812796019	4,06398051	2,438388306	0	0	13,81753373	3,251184408	0	3,251184408	0,812796019	15,44312594	0	0	0,812796019	0,812796019	0,812796019	2,438388306	0	0	
1000008	Jan van der Heydenweg (Link 8)	73,15164918	0,812796019	3,251184408	1,625592204	0	0	0,812796019	2,438388306	14,63032984	1,625592204	0	0	4,06398051	0	0,812796019	0	35,76302849	0	0	0	0	0	0,812796019	1,625592204	0,812796019	4,06398051
1000009	Boerhaaveweg (Link 9)	17,88515424	0,812796019	0,812796019	0,812796019	0	0,812796019	3,251184408	0	0,812796019	3,251184408	0	0	3,251184408	0	0,812796019	0	3,251184408	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	26,00947526	0	0	0	0	0,812796019	0	0	0	0	4,876776612	0	10,56634933	0	0,812796019	0	8,940757121	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	38,20141679	0	1,625592204	0	0	0	1,625592204	0	0	0	0,812796019	6,502368816	4,876776612	0	0,812796019	0	19,50710645	0,812796019	0	0	0	0	0	0,812796019	0	0,812796019
1000013	Utrechtseweg	39,827009	0	1,625592204	0	0	0	0	0	0	0	0	35,76302849	0	0	0	0	1,625592204	0	0	0	0	0	0	0	0	0,812796019
1000014	Utrechtseweg	586,8387856	0,812796019	2,438388306	2,438388306	4,876776612	7,315164918	6,502368816	13,00473763	5,689572714	4,06398051	14,63032984	6,502368816	7,315164918	64,21089205	8,940757121	0,812796019	0	0	0	1,625592204	4,06398051	4,06398051	4,876776612	2,438388306	0	42,2653973
1000015	Europalaan (Link 11)	130,0473763	0,812796019	0,812796019	0	0	0,812796019	1,625592204	1,625592204	0,812796019	0	0,812796019	0	3,251184408	0,812796019	26,00947526	0	82,0924063	0	0	0,812796019	0,812796019	0,812796019	0,812796019	0	0	8,127960193
1000016	Ringoven (Link 12)	9,753553223	0	0	0	0	0	0	0,812796019	0	0	0	0	0,812796019	0	2,438388306	0

Share PA 15.00-15.15	0.2312249255
Share PA 15.15-15.30	0.2396868827
Share PA 15.30-15.45	0.2518005202
Share PA 15.45-16.00	0.2770057274

TOMTOM model PA 15.00-15.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemaerdsenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	25,18378823	10,3362295	4,134651799	0,5638161544	0	0,1879387181	0,5638161544	1,503509745	0,5638161544	0	0	0	0	0	0	0	0	6,765793853	0,1879387181	0	0	0	0	0	0	0	0,3758774363
10000001	Heemaerdsenlaan (Link 2)	81,18952624	0,014036981	29,69431747	12,21601668	0,7517546726	1,503509745	0,9396935907	2,255264618	0,1879387181	0,3758774363	0	0,1879387181	0,1879387181	0	0	0	0	13,71952642	0,3758774363	0	0,7517548726	0,3758774363	0,5638161544	1,691448463	6,389916417	0,1879387181	2,631142054
10000002	Schepenensingel (Link3)	36,84805004	0,3758774363	5,638161544	12,21601668	0	0,1879387181	0,7517546726	0,9396935907	0,5638161544	0	0	0,3758774363	0,1879387181	0	0	0	0	0,1879387181	0	0	13,15571027	0	0	0,7517548726	0,1879387181	0	0,3758774363	0	1,691448463
10000003	Boedapestlaan (Link 4)	10,90044565	0,3758774363	0,9396935907	0	1,691448463	0	0,5638161544	0,5638161544	0,1879387181	0	0	0	0	0	0,3758774363	0	0	5,262284108	0	0	0,1879387181	0	0	0	0	0	0,3758774363	0	0,3758774363
10000004	Tuinensingel (Link 5)	23,30440105	0	0,9396935907	0,3758774363	0	6,95373257	0,3758774363	0,9396935907	0	0,3758774363	0	0,1879387181	0,7517548726	0	0,3758774363	0,1879387181	0	10,71250693	0	0	0	0	0	0	0	0	0,3758774363	0	0,7517546726
10000005	Hogebiezen (Link 6)	16,16272976	0,1879387181	0,7517548726	1,127632309	0,3758774363	0,5638161544	4,510529235	0,9396935907	0	0,1879387181	0	0	0,9396935907	0	0,1879387181	0	0	5,07434539	0	0,1879387181	0	0	0	0,3758774363	0,5638161544	0	0,1879387181	0	0,1879387181
10000006	Hogebiezendijk (Link 7)	26,31142049	0,7517548726	1,691448463	2,819080772	0,1879387181	0,3758774363	2,0673259	9,396935907	0	0,5638161544	0	0	3,194658208	0	0,7517548726	0	0	3,570835645	0	0,1879387181	0,1879387181	0,1879387181	0,5638161544	0	0,5638161544	0	0,3758774363	0	0,7517546726
10000008	Jan van der Heydeweg (Link 8)	16,91448463	0,1879387181	0,7517548726	0,3758774363	0	0,1879387181	0,5638161544	3,382866927	0,3758774363	0	0	0	0,9396935907	0	0,1879387181	0	0	8,269303598	0	0	0	0	0,1879387181	0,3758774363	0,1879387181	0,1879387181	0,9396935907	0	0
10000009	Boerhaaveweg (Link 9)	4,134651799	0,1879387181	0,1879387181	0,1879387181	0	0,1879387181	0,7517546726	0	0,1879387181	0,7517548726	0	0	0,7517548726	0	0,1879387181	0	0	0,7517548726	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	6,014039981	0	0	0	0	0,1879387181	0	0	0	0	1,127632309	0	0,1879387181	0	0,2457323356	0	0	2,0673259	0	0	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	8,833197353	0	0,3758774363	0	0	0	0,3758774363	0	0	0	0,1879387181	1,503509745	0,1879387181	0	0,1879387181	0	0	4,515252235	0,1879387181	0	0	0	0	0	0	0	0,1879387181	0	0,1879387181
10000013	Utrechtseweg	9,208697189	0	0,3758774363	0	0	0	0	0	0	0	0	0	8,269303598	0	0	0	0	0,3758774363	0	0	0	0	0	0	0	0	0	0	0,1879387181
10000014	Utrechtseweg	135,6917545	0,1879387181	0,5638161544	0,5638161544	1,127632309	1,691448463	1,503509745	3,07070149	1,315571027	0,9396935907	3,382866927	1,503509745	1,691448463	14,84715873	2,0673259	0,1879387181	0	85,88709419	1,503509745	0	0,3758774363	0,9396935907	0,9396935907	1,127632309	0,5638161544	0	9,772813343	0	0
10000015	Europalaan (Link 11)	30,0701949	0,1879387181	0,1879387181	0	0	0,1879387181	0,3758774363	0,3758774363	0,1879387181	0	0	0,1879387181	0	0,7517548726	0,1879387181	0,6104038681	0	16,98181053	0	0	0,1879387181	0,1879387181	0,1879387181	0	0,1879387181	0	1,879387181	0	0
10000016	Ringoven (Link 12)	2,255264618	0	0	0	0	0,1879387181	0,3758774363	0,1879387181	0	0	0	0	0,1879387181	0,5638161544	0,1879387181	0,1879387181	0	0,3758774363	0	0	0,1879387181	0	0	0	0	0	0	0	0
10000017	A2 Noord	196,2080217	1,127632309	6,201977699	4,510529235	1,127632309	3,946713081	2,443203336	0,3758774363	1,503509745	0,1879387181	0,7517548726	0,9396935907	23,68027849	0,1879387181	6,953732571	0,7517548726	48,98467954	49,42788287	0,5638161544	0,1879387181	3,570835645	3,194658208	1,879387181	4,698467954	30,25813362	0	0,7517548726	0	0
10000018	Aansluiting A2 Oost	125,1671863	0,1879387181	0,1879387181	0,3758774363	0	0	0	0,1879387181	0	0	0	0	0,5638161544	0	0	0	0,3758774363	121,0325345	0	0,1879387181	0,5638161544	0,1879387181	0,1879387181	0,1879387181	0,1879387181	0,3758774363	0,5638161544	0	0
10000019	Parallelweg	8,645181034	0,1879387181	0,3758774363	0	0	0,3758774363	0	0	0	0	0	0	0,3758774363	0	0	0	0	3,570835645	1,315571027	0	0,7517548726	0,3758774363	0,1879387181	0,9396935907	0,1879387181	0,1879387181	0	0	0
10000020	Carpool	1,503509745	0	0	0	0	0	0,1879387181	0	0	0	0	0	0,1879387181	0	0	0	0	0,5638161544	0	0,1879387181	0	0	0	0	0,1879387181	0	0	0	0
10000021	Nijverheidsweg Noord	19,92150412	0,3758774363	1,503509745	1,127632309	0,3758774363	0,7517548726	0	0	0	0	0	0	0,5638161544	0	0,1879387181	0,1879387181	0	7,329610007	0,5638161544	0	3,570835645	0,1879387181	1,691448463	0,5638161544	0,3758774363	0	0,5638161544	0	0
10000022	Hoogland	18,7938718	0,1879387181	0,1879387181	0,3758774363	0	0	0,3758774363	0,1879387181	0	0	0	0	0,1879387181	0	0	0	0	10,3366295	0	0,1879387181	0	3,7587743	0,3758774363	0,1879387181	0,3758774363	0,1879387181	1,315571027	0	0,1879387181
10000023	Nijverheidsweg Zuid	10,71256693	0	0,3758774363	0	0	0	0,3758774363	0	0	0	0	0,1879387181	0,5638161544	0	0	0	0	3,946713081	0,3758774363	0	0,7517548726	0	2,255264618	0,5638161544	0,5638161544	0	0,7517546726	0	0
10000024	Parklaan	30,63401106	0	0,9396935907	0	0	0	0	0	0	0	0	0	0,5638161544	0,1879387181	0,7517548726	0	0	16,91448463	0	0	0,9396935907	0,1879387181	0,1879387181	4,322950517	3,382866927	0,1879387181	2,0673259	0	0
10000025	N210 West	161,4363589	0,1879387181	6,389916417	0,5638161544	0,1879387181	0,1879387181	0,1879387181	0,3758774363	0	0	0,7517548726	0,5638161544	0,1879387181	0,1879387181	0,3758774363	0	0	75,73930341	0,7517548726	0,3758774363	0,5638161544	1,127632309	0,1879387181	2,443203336	60,14036981	0	10,14869078	0	0
10000026	Aansluiting A2 Oost	426,2450127	4,134651799	10,93746514	11,65220052	5,638161544	8,645181034	8,08136468	1,503509745	5,262284108	1,315571027	2,443203336	5,638161544	75,36342597	0,7517548726	21,42501387	0,7517548726	0	15,22303617	4,886406672	8,833119753	4,510529235	5,262284108	14,09540398	39,7294983	38,3394985	0	0,1879387181	17,47830079	0
10000027	A2 Zuid	18,23005566	0	0,1879387181	0	0	0,1879387181	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1879387181	0	0
	TOTAL	1450,323088																												

TOMTOM model PA 15.15-15.30 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemaerdsenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	26,13612744	10,72751499	4,291005997	0,5851371814	0	0,1950457271	0,5851371814	1,560365817	0,5851371814	0	0	0	0	0	0	0	0	7,021646177	0,1950457271	0	0	0	0	0	0	0	0,3900914543
10000001	Heemaerdsenlaan (Link 2)	84,25975412	6,241463268	30,81722489	12,67797226	0,7801829085	1,560365817	0,9752286357	2,340548726	0,1950457271	0,3900914543	0	0,1950457271	0,1950457271	0	0	0	0	14,23833808	0,3900914543	0	0,7801829085	0,3900914543	0,5851371814	1,755411544	6,631554723	0,1950457271	2,73064018
10000002	Schepenensingel (Link3)	38,03391679	0,3900914543	5,851371814	12,67797226	0	0,1950457271	0,7801829085	0,9752286357	0,5851371814	0	0	0,3900914543	0,1950457271	0	0	0	0	0,1950457271	0	0	13,6532009	0	0	0,7801829085	0,1950457271	0	0,3900914543	0	1,755411544
10000003	Boedapestlaan (Link 4)	11,31265217	0,3900914543	0,9752286357	0	1,755411544	0	0,5851371814	0,5851371814	0,1950457271	0	0	0	0	0	0,3900914543	0	0	5,46128036	0	0	0,1950457271	0	0	0	0	0	0,3900914543	0	0,3900914543
10000004	Tuinensingel (Link 5)	24,18567016	0	0,9752286357	0,3900914543	0	7,21691904	0,3900914543	0,9752286357	0	0,3900914543	0	0,1950457271	0,7801829085	0	0,3900914543	0,1950457271	0	11,11760645	0	0	0	0	0	0	0	0	0,3900914543	0	0,7801829085
10000005	Hogebiezen (Link 6)	16,77393253	0,1950457271	0,7801829085	1,170274363	0,3900914543	0,5851371814	4,681097451	0,9752286357	0	0,1950457271	0	0	0,9752286357	0	0,1950457271	0	0	13,6532009	0	0,1950457271	0	0	0	0,3900914543	0,5851371814	0	0,1950457271	0	0,1950457271
10000006	Hogebiezendijk (Link 7)	27,3064461	0,7801829085	1,755411544	2,925685907	0,1950457271	0,3900914543	2,145502997	9,752286357	0	0,5851371814	0	0	3,315773361	0	0,7801829085	0	0	3,705868816	0	0,1950457271	0,1950457271	0,1950457271	0,5851371814	0	0,5851371814	0	0,3900914543	0	0,7801829085
10000008	Jan van der Heydeweg (Link 8)	17,55411544	0,1950457271	0,7801829085	0,3900914543	0	0,1950457271	0,5851371814	3,510823088	0,3900914543	0	0	0	0,9752286357	0	0,1950457271	0	0	8,582011994	0	0	0,1950457271	0	0,1950457271	0,3900914543	0,1950457271	0,9752286357	0,1950457271	0	0
10000009	Boerhaaveweg (Link 9)	4,291005997	0,1950457271	0,1950457271	0,1950457271	0	0,1950457271	0,7801829085	0	0,1950457271	0,7801829085	0	0	0,7801829085	0	0,1950457271	0	0	0,7801829085	0	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	6,241463268	0	0	0	0	0,1950457271	0	0	0	0	1,170274363	0	0,1950457271	0	0,2550149453	0	0	2,145502997	0	0	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	9,167149175	0	0,3900914543	0	0	0	0,3900914543	0	0	0	0,1950457271	1,560365817	0,1950457271	0	0,1950457271	0	0	4,681097451	0,1950457271	0	0	0	0	0	0	0	0,1950457271	0	0,1950457271
10000013	Utrechtseweg	9,55724063	0	0,3900914543	0	0	0	0	0	0	0	0	0	8,582011994	0	0	0	0	0,3900914543	0	0	0	0	0	0	0	0	0	0	0,1950457271
10000014	Utrechtseweg	140,823015	0,1950457271	0,5851371814	0,5851371814	1,170274363	1,755411544	1,560365817	3,120731634	1,36532009	0,9752286357	3,510823088	1,560365817	1,755411544	15,40861244	2,145502999	0,1950457271	0	89,1358973	1,560365817	0	0,3900914543	0,9752286357	0,9752286357	1,170274363	0,5851371814	0	10,14237781	0	0
10000015	Europalaan (Link 11)	31,20731634	0,1950457271	0,1950457271	0	0	0,1950457271	0,3900914543	0,3900914543	0,1950457271	0	0	0,1950457271	0	0,7801829085	0,1950457271	0,6240182907	0	19,6984846	0	0	0,1950457271	0,1950457271	0,1950457271	0	0,1950457271	0	1,950457271	0	0
10000016	Ringoven (Link 12)	2,340548726	0	0	0	0	0,1950457271	0	0	0	0	0	0	0,1950457271	0	0,1950457271	0,1950457271	0	0,9752286357	0	0	0,1950457271	0	0	0	0	0	0	0	0
10000017	A2 Noord	203,6277391	1,170274363	6,436508996	4,681097451	1,170274363	4,09596027	2,535994453	0,3900914543	1,560365817	0,1950457271	0,7801829085	0,9752286357	24,57576162	0,1950457271	7,216691904	0,7801829085	48,76143178	51,29702624	0,5851371814	0,1950457271	3,705868816	3,315773361	1,95047271	4,876143178	31,40236207	0	0,7801829085	0	0
10000018	Aansluiting A2 Oost	129,9004543	0,1950457271	0,1950457271	0,3900914543	0	0	0	0,1950457271	0	0	0	0	0,5851371814	0	0	0	0,3900914543	125,6094483	0	0,1950457271	0,5851371814	0,1950457271	0,1950457271	0,1950457271	0	0,3900914543	0,5851371814	0	0
10000019	Parallelweg	8,972103448	0,1950457271	0,3900914543	0	0	0,3900914543	0	0	0	0	0	0	0,3900914543	0	0	0	0	3,705868816	1,36532009	0	0,7801829085	0,3900914543	0,1950457271	0,9752286357	0,1950457271	0	0	0	0
10000020	Carpool	1,560365817	0	0	0	0	0	0,1950457271	0	0	0	0	0	0,1950457271	0	0	0	0	0,5851371814	0	0,1950457271	0	0	0	0	0,1950457271	0	0	0	0
10000021	Nijverheidsweg Noord	20,67484708	0,3900914543	1,560365817	1,170274363	0,3900914543	0,7801829085	0	0	0	0	0	0	0,5851371814	0	0,1950457271	0,1950457271	0	7,607833558	0,5851371814	0	3,705868816	0,1950457271	1,755411544	0,5851371814	0,3900914543	0	0,5851371814	0	0
10000022	Hoogland	19,50457271	0,1950457271	0,1950457271	0,3900914543	0	0	0,3900914543	0,1950457271	0	0	0	0	0,1950457271	0	0	0	0	10,72751499	0	0,1950457271	0	3,900914543	0,3900914543	0,1950457271	1,36532009	0	0,1170274363	0	0
10000023	Nijverheidsweg Zuid	11,11760644	0	0,3900914543	0	0	0	0,3900914543	0	0	0	0	0,1950457271	0,5851371814	0	0	0	0	4,09596027	0,3900914543	0	0,7801829085	0	2,340548726	0,5851371814	0,5851371814	0	0,7801829085	0	0
10000024	Parklaan	31,79245352	0	0,9752286357	0	0	0	0	0	0	0	0	0	0,5851371814	0,1950457271	0,7801829085	0	0	17,54511544	0	0	0,9752286357	0,1950457271	0,1950457271	4,486051224	3,510823088	0,1950457271	2,145502999	0	0
10000025	N210 West	167,5442796	0,1950457271	6,631554723	0,5851371814	0,1950457271	0	0,1950457271	0,1950457271	0,3900914543	0	0,7801829085	0,5851371814	0,1950457271	0,1950457271	0,3900914543	0	0	78,63424804	0,7801829085	0,3900914543	0,5851371814	1,170274363	0,1950457271	2,535994453	62,41463268	0	10,53249927	0	0
10000026	Aansluiting A2 Oost	442,3637091	4,291005997	14,43338381	12,09283508	5,851371814	8,972103448	8,386962677	1,560365817	5,46128036	1,36532009	2,535994453	5,851371814	78,21333658	0,7801829085	22,23521289	0,7801829085	0	15,7987039	5,071188906	9,167149175	4,681097451	5,46128036	14,62842954	39,78932834	39,78932834	0	0,1950457271	18,13625262	0
10000027	A2 Zuid	18,91943553	0	0,1950457271	0	0	0,1950457271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1950457271	0	0
	TOTAL	1505,167876																												

TOMTOM model PA 15.30-15.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemaerdsenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	27,42477249	11,25643647	4,502575488	0,6139874438	0	0,2046624813	0,6139874438	1,63729985	0,6139874438	0	0	0	0	0	0	0	0	7,367849325	0,2046624813	0	0	0	0	0	0	0	0,4093249625
10000001	Heemaerdsenlaan (Link 2)	88,4141919	6,5491994	32,33667204	13,30306128	0,8186492925	1,63729985	1,023312406	2,455949775	0,2046624813	0,4093249625	0	0,2046624813	0,2046624813	0	0	0	0	14,94036113	0,4093249625	0	0,8186492925	0,4093249625	0,6139874438	1,84196233	6,958524363	0,2046624813	2,865274738
10000002	Schepenensingel (Link3)	39,90918385	0,4093249625	6,139874438	13,30306128	0	0,2046624813	0,8186492925	0,6139874438	0	0,4093249625	0,2046624813	0	0	0	0,2046624813	0	0	14,32637369	0	0	0,8186492925	0,2046624813	0	0,4093249625	0	0	1,84196233
10000003	Boedapestlaan (Link 4)	11,87042391	0,4093249625	1,023312406	0	1,841962331	0	0,6139874438	0,6139874438	0,2046624813	0	0	0,4093249625	0	0	0	0	0	5,730549475	0	0	0,2046624813	0	0	0,4093249625	0	0	0,4093249625
10000004	Tuinensingel (Link 5)	25,37814768	0	1,023312406	0,4093249625	0	7,572511807	0,4093249625	1,023312406	0	0,4093249625	0	0,2046624813	0,8186492925	0	0,4093249625	0,2046624813	0	11,66576143	0	0	0	0	0	0,4093249625	0	0	0,8186492925
10000005	Hogebiezen (Link 6)	17,60097339	0,2046624813	0,8186492925	1,227974888	0,4093249625	0,6139874438	4,91785965	1,023312406	0	0,2046624813	0	0	1,023312406	0	0,2046624813	0	0	5,525889994	0	0,2046624813	0	0	0	0,4093249625	0,6139874438	0	0,2046624813	0	0,2046624813
10000006	Hogebiezendijk (Link 7)	28,65274139	0,8186492925	1,841962331	3,069937219	0,2046624813	0,4093249625	2,251287294	9,811859025	0,2046624813	0,6139874438	0	0	3,479262181	0	0,8186492925	0	0	3,889587144	0	0,2046624813	0,2046624813	0,2046624813	0,6139874438	0	0	0	0	0	0
10000008	Jan van der Heydeweg (Link 8)	18,41962331	0,2046624813	0,8186492925	0,4093249625	0	0,2046624813	0,6139874438	3,683924663	0,4093249625	0	0	0	1,023312406	0	0,2046624813	0	0	9,005149175	0	0	0	0	0,2046624813	0,4093249625	0,2046624813	0,1023312406
10000009	Boerhaaveweg (Link 9)	4,502575488	0,2046624813	0,2046624813	0,2046624813	0	0,2046624813	0,8186492925	0	0,2046624813	0,8186492925	0	0	0,8186492925	0	0,2046624813	0	0	0,8186492925	0	0	0,8186492925	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	6,5491994	0	0	0	0	0,2046624813	0	0	0	0	1,227974888	0	0,2660612256	0	0,2046624813	0	0	2,251287294	0	0	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10,2)	9,619136819	0	0,4093249625	0	0	0	0,4093249625	0	0	0	0,2046624813	1,637299885	0,2046624813	0	0,2046624813	0	0	4,91189955	0,2046624813	0	0	0	0	0	0	0	0,2046624813	0	0,2046624813
10000013	Utrechtseweg	10,02846158	0	0,4093249625	0	0	0	0	0	0	0	0	0	9,005149175	0	0	0	0	0,4093249625	0	0	0	0	0	0	0	0	0	0	0,2046624813
10000014	Utrechtseweg	147,7663115	0,2046624813	0,6139874438	0,6139874438	1,227974888	1,841962331	1,63729985	3,2745997	1,432637369	1,023312406	3,683924663	1,63729985	1,841962331	16,16833602	2,251287294	0,2046624813	0	93,53075394	1,63729985	0	0,4093249625	1,023312406	1,023312406	1,227974888	0,6139874438	0	10,64244603	0	0
10000015	Europalaan (Link 11)	32,7459977	0,2046624813	0,2046624813	0	0	0,2046624813	0,4093249625	0,4093249625	0,2046624813	0	0	0,2046624813	0	0,8186492925	0,2046624813	0,6547415262	0	20,67061061	0	0	0,2046624813	0,2046624813	0,2046624813	0	0,2046624813	0	2,046624813	0	0
10000016	Ringoven (Link 12)	2,455949775	0	0	0	0	0,2046624813	0	0,2046624813	0	0	0	0	0,2046624813	0	0,8186492925	0,2046624813	0	1,023312406	0	0,2046624813	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	213,6676304	1,227974888	8,753861682	4,91189955	1,227974888	4,297912106	2,660612256	0,4093249625	1,63729985	0,2046624813	0,8186492925	1,023312406	25,78747264	0,2046624813	7,572511807	0,8186492925	51,16562033	53,62632257	0,6139874438	0,2046624813	3,889587144	3,479262181	2,046624813	5,116562031	32,95065948	0	0,8186492925	0	0
10000018	Aansluiting A2 Oost	136,3052125	0,2046624813	0,4093249625	0	0	0,2046624813	0	0	0,2046624813	0	0	0	0,6139874438	0	0,2046624813	0	0,4093249625	131,8026379	0	0,2046624813	0,6139874438	0,2046624813	0,2046624813	0,2046624813	0,2046624813	0,4093249625	0,6139874438	0	0
10000019	Parallelweg	9,414474138	0,2046624813	0,4093249625	0	0,4093249625	0	0	0	0	0	0	0	0,4093249625	0	0,2046624813	0	0	3,889587144	1,432637369	0	0,8186492925	0,4093249625	0,2046624813	1,023312406	0,2046624813	0,2046624813	0	0	0
10000020	Carpool	1,63729985	0	0	0	0	0,2046624813	0	0	0	0	0	0	0,2046624813	0	0	0	0	0,6139874438	0	0,2046624813	0	0	0	0	0,2046624813	0	0	0	0
10000021	Nijverheidsweg Noord	21,69422301	0,4093249625	1,63729985	1,227974888	0,4093249625	0,8186492925	0	0	0	0	0	0	0,6139874438	0	0,2046624813	0,2046624813	0	7,981836769	0,6139874438	0	3,888587144	0,2046624813	1,841962331	0,6139874438	0,4093249625	0	0,6139874438	0	0
10000022	Hoogland	20,46624813	0,2046624813	0,2046624813	0,4093249625	0	0	0,4093249625	0,2046624813	0	0	0	0	0,2046624813	0	0	0	0	11,25643647	0	0,2046624813	0	4

1000008	Jan van der Heydenweg (Link 8)	2,71133433	0,03012593703	0,1205037481	0,06025187406	0	0	0,03012593703	0,09037781109	0,5422686666	0,06025187406	0	0	0,1506296852	0	0,03012593703	0	0	1,325541229	0	0	0	0	0,03012593703	0,06025187406	0,03012593703	0,1506296852
1000009	Boerhaaveweg (Link 9)	0,6627706147	0,03012593703	0,03012593703	0,03012593703	0	0,03012593703	0,1205037481	0	0,03012593703	0,1205037481	0	0	0,1205037481	0	0,03012593703	0	0	0,1205037481	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	0,964029985	0	0	0	0	0,03012593703	0	0	0	0	0,1807556222	0	0,3916371814	0	0,03012593703	0	0	0,3313853073	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,41591904	0	0,06025187406	0	0	0	0,06025187406	0	0	0	0,03012593703	0,2410074963	0,1807556222	0	0,03012593703	0	0	0,7232024888	0,03012593703	0	0	0	0	0	0	0,03012593703
1000013	Utrechtseweg	1,476170915	0	0,06025187406	0	0	0	0	0	0	0	0	0	1,325541229	0	0	0	0	0,06025187406	0	0	0	0	0	0	0	0,03012593703
1000014	Utrechtseweg	21,75092654	0,03012593703	0,09037781109	0,09037781109	0,1807556222	0,2711334333	0,2410074963	0,4820149925	0,2108815592	0,1506296852	0,5422686666	0,2410074963	0,2711334333	2,379649025	0,3313853073	0,03012593703	0	13,76755322	0,2410074963	0	0,06025187406	0,1506296852	0,1506296852	0,1807556222	0,09037781109	0	1,566548726
1000015	Europalaan (Link 11)	4,820149925	0,03012593703	0,03012593703	0	0	0,03012593703	0,06025187406	0,06025187406	0,03012593703	0	0,03012593703	0	0,1205037481	0,03012593703	0,964029985	0	0	3,04271984	0	0	0	0,03012593703	0,03012593703	0,03012593703	0	0,301259370
1000016	Ringoven (Link 12)	0,361511444	0	0	0	0	0	0	0,03012593703	0	0	0	0	0,03012593703	0	0,09037781109	0,03012593703	0	0,1506296852	0	0	0,03012593703	0	0	0	0	0
1000017	A2 Noord	31,45147826	0,1807556222	0,9941155922	0,7230224888	0,1807556222	0,6326446777	0,3916371814	0,06025187406	0,2410074963	0,03012593703	0,1205037481	0,1506296852	3,795880606	0,03012593703	1,11465967	0,1205037481	7,531484258	7,923121439	0,09037781109	0,03012593703	0,5723928036	0,5121400295	0,3012593703	0,7531484258	4,850275862	0
1000018	Aansluiting A2 Oost	20,0638746	0,03012593703	0,03012593703	0,06025187406	0	0	0	0,03012593703	0	0	0	0	0,09037781109	0	0	0	0,06025187406	19,40110345	0	0,03012593703	0,09037781109	0,03012593703	0,03012593703	0,03012593703	0	0,060251874
1000019	Parallelweg	1,385793103	0,03012593703	0,06025187406	0	0	0,06025187406	0	0	0	0	0	0	0,06025187406	0	0	0	0	0,5723928036	0,2108815592	0	0,1205037481	0,06025187406	0,03012593703	0,1506296852	0,03012593703	0
1000020	Carpool	0,24100746	0	0	0	0	0	0	0,03012593703	0	0	0	0	0,03012593703	0	0	0	0	0,09037781109	0	0,03012593703	0	0	0,03012593703	0	0	0,09037781109
1000021	Nijverheidsweg Noord	3,193349325	0,06025187406	0,24100746	0,1807556222	0,06025187406	0,1205037481	0	0	0	0	0	0	0,09037781109	0	0,03012593703	0	0,03012593703	1,174915544	0,09037781109	0	0,5723928036	0,03012593703	0,2711334333	0,09037781109	0,06025187406	0
1000022	Hoogland	3,012593703	0,03012593703	0,03012593703	0,06025187406	0	0	0,06025187406	0,03012593703	0	0	0	0	0,03012593703	0	0	0	0	1,656926537	0	0,03012593703	0	0,06025187406	0,06025187406	0,03012593703	0,2108815592	0
1000023	Nijverheidsweg Zuid	1,717178411	0	0,06025187406	0	0	0	0,06025187406	0	0	0	0	0,03012593703	0,09037781109	0	0	0	0	0,6328446777	0,06025187406	0	0,1205037481	0	0	0,3615112444	0,09037781109	0,09037781109	0,1205037481
1000024	Parklaan	4,910527736	0	0,1506296852	0	0	0	0	0	0	0	0	0	0,09037781109	0,03012593703	0,1205037481	0	0	2,711334333	0	0	0,1506296852	0,03012593703	0,03012593703	0,6928965517	0,5422686666	0,03012593703	0,331385073
1000025	N210 West	25,87817991	0,03012593703	1,024281859	0,09037781109	0,03012593703	0	0,03012593703	0,03012593703	0,06025187406	0	0	0,1205037481	0,09037781109	0,03012593703	0,06025187406	0	0	12,14075262	0,1205037481	0,06025187406	0,09037781109	0,1807556222	0,03012593703	0,3916371814	9,64029985	0	1,6268006
1000026	Aansluiting A2 Oost	68,32562519	0,6627706147	2,22931934	1,867808096	0,9037781109	1,385793103	1,295415292	0,2410074963	0,8435262369	0,2108815592	0,3916371814	0,9037781109	12,08050075	0,1205037481	3,434356822	0,1205037481	0	2,4402009	0,7632743628	0	1,41591904	0,7230224888	0,8435262369	2,259445277	11,50810795	15,51485757	6,146691154
1000027	A2 Zuid	2,922215892	0	0,03012593703	0	0	0,03012593703	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,03012593703	0	0,03012593703	2,80171244
	TOTAL	232,4818561																										

TOMTOM model VR 15.30-15.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Hey	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,235916792	12,86580697	8,250554348	1,02820048	4,362362069	4,109471514	3,82496984	2,244403873	0,916728269	1,390858051	1,833456822	20,89358208	2,750184783	6,859650297	0,3477245127	7,997663793	81,43075862	1,801845202	0,189667916	3,666913043	2,623739505	2,40246027	5,437146927	29,84108546	16,46940738	15,26826724
1000000	Boveneind NZ (Link 1)	4,235916792	1,738622564	0,6954490255	0,09483395802	0	0,03161131934	0,09483395802	0,2528905547	0,09483395802	0	0	0	0	0	0	0	0	1,138007498	0,03161131934	0	0	0	0	0	0	0	0,06322263868
1000001	Heemradenlaan (Link 2)	13,65608996	1,011562219	4,964588456	2,054735757	0,1264452774	0,2528905547	0,1580565967	0,3793358321	0,03161131934	0,06322263868	0	0,03161131934	0,03161131934	0	0,03161131934	0	0	2,307626312	0,06322263868	0	0,1264452774	0,06322263868	0,09483395802	0,2845018741	1,074784858	0,03161131934	0,4425584708
1000002	Schepenensingel (Link3)	6,164207271	0,06322263868	0,09483395802	2,054735757	0	0,03161131934	0,1264452774	0,09483395802	0	0,06322263868	0,03161131934	0	0	0	0,03161131934	0	0	2,212792354	0	0	0,1264452774	0,03161131934	0	0	0,06322263868	0	0,2845018741
1000003	Boedapestlaan (Link 4)	1,833456822	0,06322263868	0,1580565967	0	0,2845018741	0	0,09483395802	0,09483395802	0,03161131934	0	0	0	0,06322263868	0	0	0	0	0,8851169415	0	0	0	0,03161131934	0	0	0,06322263868	0	0,06322263868
1000004	Tuinensingel (Link 5)	3,919803598	0	0,1580565967	0,06322263868	0	1,169618816	0,06322263868	0,1580565967	0	0,06322263868	0	0,03161131934	0,1264452774	0	0,06322263868	0,03161131934	0	1,801845202	0	0	0	0	0	0	0,06322263868	0	0,1264452774
1000005	Hogebiezen (Link 6)	2,715573463	0,03161131934	0,1264452774	0,1896679916	0,06322263868	0,09483395802	0,7586716642	0,1580565967	0	0,03161131934	0	0	0,1580565967	0	0,03161131934	0	0	0,9533056222	0	0	0,03161131934	0	0	0	0,06322263868	0,09483395802	0,03161131934
1000007	Hogebiezendijk (Link 7)	4,425584708	0,1264452774	0,2845018741	0,4741697901	0,03161131934	0,06322263868	0,3477245127	1,580565967	0	0,09483395802	0	0	0,5373504288	0	0,1264452774	0	0	1,600615675	0	0	0	0,03161131934	0,03161131934	0,09483395802	0	0	0
1000008	Jan van der Heydenweg (Link 8)	2,845018741	0,03161131934	0,1264452774	0,06322263868	0	0	0,03161131934	0,09483395802	0,5690037481	0,06322263868	0	0	0,1580565967	0	0,03161131934	0	0	1,390898051	0	0	0	0	0,03161131934	0,06322263868	0,03161131934	0,1580565967	0
1000009	Boerhaaveweg (Link 9)	6,695440255	0,03161131934	0,03161131934	0,03161131934	0	0,03161131934	0,1264452774	0	0,03161131934	0,1264452774	0	0	0,1264452774	0	0,03161131934	0	0	0,1264452774	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,01156219	0	0	0	0	0,03161131934	0	0	0	0	0,189667916	0	0,4109471514	0	0,03161131934	0	0	0,3477245127	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,485732009	0	0,06322263868	0	0	0	0,06322263868	0	0	0	0,03161131934	0,2528905547	0,189667916	0	0,03161131934	0	0	0,7586716642	0,03161131934	0	0	0	0	0	0	0,03161131934	0
1000013	Utrechtseweg	1,548954648	0	0,06322263868	0	0	0	0	0	0	0	0	0	1,390898051	0	0	0	0	0,06322263868	0	0	0	0	0	0	0	0	0,03161131934
1000014	Utrechtseweg	22,8233756	0,03161131934	0,09483395802	0,09483395802	0,189667916	0,2845018741	0,2528905547	0,5057811094	0,2212792354	0,1580565967	0,5690037481	0,2528905547	0,2845018741	2,497294228	0,3477245127	0,03161131934	0	14,44837294	0,2528905547	0	0,06322263868	0,1580565967	0,1580565967	0,189667916	0,09483395802	0	1,643788606
1000015	Europalaan (Link 11)	5,057811094	0,03161131934	0,03161131934	0	0	0,03161131934	0,06322263868	0,06322263868	0,03161131934	0	0,03161131934	0	0,1264452774	0,03161131934	1,011562219	0	0	3,192743253	0	0	0	0,03161131934	0,03161131934	0,03161131934	0	0	0,03161131934
1000016	Ringoven (Link 12)	0,379335821	0	0	0	0	0	0	0,03161131934	0	0	0	0	0,03161131934	0	0,09483395802	0,03161131934	0	0,1580565967	0	0	0,03161131934	0	0	0	0	0	0
1000017	A2 Noord	33,00221739	0,189667916	1,043173538	0,7586716642	0,189667916	0,6638377061	0,4109471514	0,06322263868	0,2528905547	0,03161131934	0,1264452774	0,1580565967	3,983026237	0,03161131934	1,169618816	0,1264452774	7,902829835	8,313776987	0,09483395802	0,03161131934	0,6006150675	0,5373924288	0,3161131934	0,7902829835	5,089422414	0	1,2644527
1000018	Aansluiting A2 Oost	21,05313868	0,03161131934	0,03161131934	0,06322263868	0	0	0	0	0,03161131934	0	0	0	0,09483395802	0	0	0	0	0,06322263868	20,35768966	0	0,03161131934	0,09483395802	0,03161131934	0,03161131934	0,03161131934	0	0,06322263868
1000019	Parallelweg	1,45412069	0,03161131934	0,06322263868	0	0	0,06322263868	0	0	0	0	0	0	0,03161131934	0	0	0	0	0	0,6006150675	0,2212792354	0	0,1264452774	0,06322263868	0,03161131934	0,1580565967	0,03161131934	0
1000020	Carpool	0,2528905547	0	0	0	0	0	0	0,03161131934	0	0	0	0	0,03161131934	0	0	0	0	0,09483395802	0	0,03161131934	0	0,03161131934	0	0	0	0,03161131934	0
1000021	Nijverheidsweg Noord	3,35079985	0,06322263868	0,2528905547	0,189667916	0,06322263868	0,1264452774	0	0	0	0	0	0	0,09483395802	0	0,03161131934	0	0,03161131934	1,232841454	0,09483395802	0	0,6006150675	0,03161131934	0,2845018741	0,09483395802	0,06322263868	0	0,06322263868
1000022	Hoogland	3,161131934	0,03161131934	0,03161131934	0,06322263868	0	0	0,06322263868	0,03161131934	0	0	0	0	0,03161131934	0	0	0	0	1,738622564	0	0,03161131934	0	0,632263868	0,06322263868	0,03161131934	0,2212792354	0	0,189667916
1000023	Nijverheidsweg Zuid	1,801845202	0	0,06322263868	0	0	0	0,06322263868	0	0	0	0,03161131934	0,09483395802	0	0	0	0	0	0,6638377061	0,06322263868	0	0,1264452774	0	0,3793358321	0,09483395802	0,09483395802	0	0,1264452774
1000024	Parklaan	5,152645052	0	0,1580565967	0	0	0	0	0	0	0	0	0	0,09483395802	0,03161131934	0,1264452774	0	0	2,845018741	0	0	0,1580565967	0,03161131934	0,03161131934	0,2720603448	0,5690037481	0,03161131934	0,3477245127
1000025	N210 West	27,15412331	0,03161131934	1,074784858	0,09483395802	0,03161131934	0	0,03161131934	0,03161131934	0,06322263868	0	0	0,1264452774	0,09483395802	0,03161131934	0,06322263868	0	0	12,73936169	0,1264452774	0,06322263868	0,09483395802	0,189667916	0,03161131934	0,4109471514	10,11562219	0	1,707012244
1000026	Aansluiting A2 Oost	71,69447226	0,6954490255	2,339237631	1,959901799	0,9483395802	1,45412069	1,359286732	0,2528905547	0,8851169415	0,2212792354	0,4109471514	0,9483395802	12,67613906	0,1264452774	3,603690405	0,1264452774	0	2,560516867	0,8218943028	0	1,485732009	0,7586716642	0,885116915	2,370848551	12,07552399	16,27982946	6,448709145
1000027	A2 Zuid	3,098297976	0	0,03161131934	0	0	0,03161131934	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,03161131934	0	0,03161131934	2,939852899
	TOTAL	243,9445513																										

TOMTOM model VR 15.45-16.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemradenlaan	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Hey	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,65999063	14,15385214	9,076548913	2,121339018	4,799094828	4,520886432	4,207901987	2,469099513	1,008505435	1,530146177	2,01701087	22,9899687	3,025516304	7,546402736	0,3825365442	8,798340517	89,58310345	1,98223482	0,208562969	4,034021739	2,886412106	2,64297976	5,98148051	32,8285907	18,11832178	16,7968319
1000000	Boveneind NZ (Link 1)	4,65999063	1,912682721	0,7650730885	0,1043281484	0	0,03477604948	0,1043281484	0,2782083958	0,1043281484	0	0	0	0	0	0	0	0	1,251937781	0,03477604948	0	0	0	0	0	0	0	0,06955209895
1000001	Heemradenlaan (Link 2)	15,02325337	1,112833583	5,449615817	2,260443216	0,1391041979	0,2782083958	0,1738802474	0,4173125937	0,03477604948	0,06955209895	0	0,03477604948	0,03477604948	0	0,03477604948	0	0	2,538651612	0,06955209895	0	0,1391041979	0,06955209895	0,1043281484	0,3129844453	1,182385882	0,03477604948	0,4868646927
1000002	Schepenensingel (Link3)	6,781326948	0,06955209895	1,043281484	2,260443216	0	0,03477604948	0,1391041979	0,1043281484	0	0,06955209895	0,03477604948	0	0	0	0,03477604948	0	0	2,434323463	0	0	0,1391041979	0,03477604948	0	0	0,06955209895	0	0,3129844453
1000003	Boedapestlaan (Link 4)	2,01701087	0,06955209895	0,1738802474	0	0,3129844453	0	0,1043281484	0,1043281484	0,03477604948	0	0	0	0,06955209895	0	0	0	0	0,9737293853	0	0	0	0	0,03477604948	0	0,06955209895	0	0,06955209895
1000004	Tuinensingel (Link 5)	4,312230135	0	0,1738802474	0,06955209895	0	1,286713831	0,06955209895	0,1738802474	0	0,06955209895	0	0,03477604948	0,1391041979	0	0,06955209895	0,03477604948	0	1,98223482	0	0	0	0	0	0	0,06955209895	0	0,1391041979
1000005	Hogebiezen (Link 6)	2,990740255	0,03477604948	0,1391041979	0,2086562969	0,06955209895	0,1043281484	0,8346251874	0,1738802474	0	0,03477604948	0	0	0,1738802474	0	0,03477604948	0	0	0,9389533358	0	0	0,03477604948	0	0	0	0,06955209895	0,1043281484	0
1000007	Hogebiezendijk (Link 7)	4,868846927	0,1391041979	0,3129844453	0,5216407421	0,03477604948	0,06955209895	0,3823656442	1,738802474	0	0,1043281484	0	0	0,5911238411	0	0,1391041979	0	0	0,6807444944	0	0	0	0,03477604948	0,03477604948	0,1043281484	0	0	0,03477604948
1000008	Jan van der Heydenweg (Link 8)	3,129844453	0,03477604948	0,1391041979	0,06955209895	0	0	0,03477604948	0,1043281484	0,6259688906	0,06955209895	0	0	0,1738802474	0	0,03477604948	0	0	1,530146177	0	0	0	0	0,03477604948	0,06955209895	0,03477604948	0,1738802474	0
1000009	Boerhaaveweg (Link 9)	0,765073085	0,03477604948	0,03477604948	0,03477604948	0	0,03477604948	0,1391041979	0	0,03477604948	0,1391041979	0	0	0	0	0,1391041979	0	0	0,1391041979	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,112833583	0	0	0	0	0,03477604948	0	0	0	0	0,2086562969	0	0,4520886432	0	0,03477604948	0	0	0,3823656442	0	0	0	0	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,634474325	0	0,06955209895	0	0	0	0,06955209895	0	0	0	0,03477604948	0,2782083958	0,2086562969	0	0,03477604948	0	0	0,8346251874	0,03477604948	0	0	0	0	0	0	0,03477604948	0
1000013	Utrechtseweg	1,704026424	0	0,06955209895	0	0	0	0	0	0	0	0	0	1,530146177	0	0	0	0	0,06955209895	0	0	0	0	0	0	0	0	0,03477604948
1000014	Utrechtseweg	25,10830772	0,03477604948	0,1043281484	0,1043281484	0,2086562969	0,3129844453	0,2782083958	0,5564167916	0,2434323463	0,1738802474	0,6259688906	0,2782083958	0,3129844453	2,747307909	0,3823656442	0,03477604948	0	15,89265461	0,2782083958	0	0,06955209895	0,1738802474	0,1738802474	0,2086562969	0,1043281484	0	1,808354573
1000015	Europalaan (Link 11)	5,564167916	0,03477604948	0,03477604948	0	0	0,03477604948	0,06955209895	0,06955209895	0,03477604948	0	0,03477604948	0	0,1391041979	0,03477604948	1,112833583	0	0	3,512380997	0	0	0	0,03477604948	0,03477604948	0,03477604948	0	0	0,03477604948
1000016	Ringoven (Link 12)	0,417312937	0	0	0	0	0	0	0,03477604948	0	0	0	0	0,03477604948	0	0	0	0	0,1738802474	0	0	0,03477604948	0	0	0	0	0	0
1000017	A2 Noord	36,30619565	0,2086562969	1,147609633	0,8346251874	0,2086562969	0,730297039	0,4520886432	0,06955209895	0,2782083958	0,03477604948	0,1391041979	0,1738802474	4,381782234	0,03477604948	1,286713831	0,1391041979	8,694012369	9,146101012	0,1043281484	0,03477604948	0,6607444	0,5911928411	0,3477604948	0,8690412369	5,598943966	0	0,1391041979
1000018	Aansluiting A2 Oost	23,16084895	0,03477604948	0,03477604948	0,06955209895	0	0	0	0,03477604948	0	0	0	0	0,1043281484	0	0	0	0,06955209895	22,39577586	0	0,03477604948	0,1043281484	0,03477604948	0,03477604948	0,03477604948	0	0,06955209895	0,1043281484
1000019	Parallelweg	1,599688276	0,03477604948	0,06955209895	0	0	0,06955209895	0	0	0	0	0	0	0,06955209895	0	0	0	0	0,6607444	0,2434323463	0	0,1391041979	0,06955209895	0,03477604948	0,1738802474	0,03477604948	0	0
1000020	Carpool	0,2782083958	0	0	0	0	0	0	0,03477604948	0	0	0	0	0,03477604948	0	0	0	0	0,1043281484	0	0,03477604948	0	0	0,03477604948	0	0	0,03477604948	0
1000021	Nijverheidsweg Noord	3,686261244	0,06955209895	0,2782083958	0,2086562969	0,06955209895	0,1391041979	0	0	0	0	0	0	0,1043281484	0	0,03477604948	0	0,03477604948	1,39526593	0,1043281484	0	0,6607444	0,03477604948	0,3129844453	0,1043281484	0,06955209895	0	0,1043281484
1000022	Hoogland	3,477604948	0,03477604948	0,03477604948	0,06955209895	0	0	0,06955209895	0,03477604948	0	0	0	0	0,03477604948	0	0	0	0	1,912682721	0	0,03477604948	0	0,06955209895	0,06955209895	0,03477604948	0,2434323463	0	0,2086562969
1000023	Nijverheidsweg Zuid	1,98223482	0	0,06955209895	0	0	0	0,06955209895	0	0	0	0,03477604948	0,1043281484	0	0	0	0	0	0,7302907039	0,06955209895	0	0,1391041979	0	0,4173125937	0,1043281484	0,1043281484	0	0,1391041979
1000024	Parklaan	5,668496064	0	0,1738802474	0	0	0	0	0	0	0	0	0,1043281484	0,03477604948	0,1391041979	0	0	0	3,129844453	0	0	0,1738802474	0,03477604948	0,03477604948	0,7998491379	0,6259688906	0,03477604948	0,3823656442
1000025	N210 West	29,8726265	0,03477604948	1,182385682	0,1043281484	0,03477604948	0	0,03477604948	0,03477604948	0,06955209895	0	0	0,1391041979	0,1043281484	0,03477604948	0,06955209895	0	0	14,01474794	0,1391041979	0,06955209895	0,1043281484	0,2086562969	0,03477604948	0,4520886432	11,12833583	0	1,877906672
1000026	Aansluiting A2 Oost	78,87208021	0,7650730885	2,573427661	2,156115067	1,042581484	1,599698276	1,495370127	0,2782083958	0,9737293853	0,2434323463	0,4520886432	1,043281484	13,94519584	0,1391041979	3,96446964	0,1391041979	0	2,818660007	0,9041772864	0	1,634474325	0,8346251874	0,9737293853	2,608203711	13,2845509	17,90968548	7,094314093
1000027	A2 Zuid	3,373276799	0	0,03477604948	0	0	0,03477604948	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,03477604948	0	0,03477604948	3,234172601
	TOTAL	268,3667738																										

SWECO model PA 16.00-16.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	365,022	24,718	230,461	6,526	6,373	9,75	3,867	59,456	173,504	0	0	250,047
1000000	A2 Noord	394,62	0	95,722	6,113	129,235	2,618	2,902	4,142	1,836	29,485	122,767	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	12,952	0	5,339	0	0,25	0,093	0,254	0,128	0,108	1,012	2,584	0	0	3,184
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	31,667	0	17,77	0,334	0,92	0	0,08	0,056	0,072	0,21	1,307	0	0	10,918
1000006	Nijverheidsweg Noord	25,863	0	13,064	4,307	0,044	0,094	0	0,057	0	0,047	0,163	0	0	8,087
1000007	Hoogland	68,416	0	33,485	4,569	0,856	0,191	0,079	0	0	1,011	7,89	0	0	20,335
1000008	Nijverheidsweg Zuid	1,043	0	0	1,043	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	30,953	0	14,994	0,887	0,625	0,111	0,094	0,118	0,055	0	1,515	0	0	12,554
1000011	N210 West	116,84	0	88,704	2,007	2,674	0,411	0,063	0,743	0,015	1,164	0	0	0	21,059
1000012	Aansluiting A2 Oost	277,064	0	0	4,764	95,632	2,498	2,898	4,345	1,976	25,818	36,845	0	0	102,288
1000013	Utrechtseweg	170,306	0	95,944	0,694	0,225	0,51	0,003	0,161	0,005	0,709	0,433	0	0	71,622
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1129,724													

SWECO model PA 16.15-16.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	426,384	28,875	269,203	7,623	7,446	11,388	4,516	69,449	202,672	0	0	292,083
1000000	A2 Noord	460,957	0	111,813	7,14	150,961	3,058	3,39	4,838	1,911	34,441	143,405	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	15,128	0	6,237	0	0,292	0,108	0,297	0,149	0,126	1,182	3,018	0	0	3,719
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	36,992	0	20,757	0,391	1,074	0	0,093	0,066	0,085	0,245	1,527	0	0	12,754
1000006	Nijverheidsweg Noord	30,212	0	15,26	5,031	0,051	0,11	0	0,067	0	0,055	0,191	0	0	9,447
1000007	Hoogland	79,917	0	39,114	5,337	1	0,223	0,092	0	0	1,181	9,216	0	0	23,754
1000008	Nijverheidsweg Zuid	1,219	0	0	1,219	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	36,159	0	17,515	1,037	0,73	0,13	0,11	0,138	0,064	0	1,77	0	0	14,665
1000011	N210 West	136,479	0	103,615	2,344	3,124	0,48	0,074	0,867	0,017	1,359	0	0	0	24,599
1000012	Aansluiting A2 Oost	323,64	0	0	5,565	111,708	2,918	3,386	5,075	2,308	30,158	43,039	0	0	119,483
1000013	Utrechtseweg	198,936	0	112,073	0,811	0,263	0,596	0,004	0,188	0,005	0,828	0,506	0	0	83,662
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1319,639													

SWECO model PA 16.30-16.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	417,373	28,266	263,515	7,463	7,287	11,148	4,421	67,983	198,39	0	0	285,91
1000000	A2 Noord	451,216	0	109,45	6,99	147,77	2,994	3,318	4,736	1,871	33,713	140,374	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	14,81	0	6,105	0	0,286	0,106	0,291	0,146	0,123	1,157	2,955	0	0	3,641
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	36,21	0	20,319	0,382	1,052	0	0,091	0,064	0,083	0,24	1,495	0	0	12,484
1000006	Nijverheidsweg Noord	29,573	0	14,937	4,925	0,05	0,107	0	0,066	0	0,054	0,187	0	0	9,247
1000007	Hoogland	78,228	0	38,287	5,224	0,978	0,219	0,09	0	0	1,156	9,022	0	0	23,252
1000008	Nijverheidsweg Zuid	1,193	0	0	1,193	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	35,394	0	17,145	1,015	0,715	0,127	0,107	0,135	0,063	0	1,732	0	0	14,355
1000011	N210 West	133,597	0	101,426	2,295	3,058	0,47	0,072	0,849	0,017	1,331	0	0	0	24,079
1000012	Aansluiting A2 Oost	316,803	0	0	5,448	109,348	2,857	3,314	4,988	2,259	29,521	42,13	0	0	116,958
1000013	Utrechtseweg	194,732	0	109,704	0,794	0,258	0,583	0,004	0,184	0,005	0,811	0,495	0	0	81,894
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1291,756													

SWECO model PA 16.45-17.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	448,371	30,364	283,086	8,016	7,828	11,974	4,749	73,032	213,123	0	0	307,143
1000000	A2 Noord	484,727	0	117,579	7,509	158,745	3,216	3,565	5,087	2,01	36,217	150,799	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	15,908	0	6,558	0	0,307	0,114	0,312	0,157	0,132	1,243	3,174	0	0	3,911
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	38,9	0	21,828	0,411	1,13	0	0,098	0,069	0,089	0,258	1,606	0	0	13,411
1000006	Nijverheidsweg Noord	31,769	0	16,047	5,291	0,054	0,115	0	0,07	0	0,058	0,2	0	0	9,934
1000007	Hoogland	84,038	0	41,131	5,612	1,051	0,235	0,097	0	0	1,242	9,692	0	0	24,978
1000008	Nijverheidsweg Zuid	1,281	0	0	1,281	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	38,021	0	18,418	1,09	0,768	0,136	0,115	0,145	0,067	0	1,861	0	0	15,421
1000011	N210 West	143,517	0	109,958	2,465	3,285	0,505	0,077	0,912	0,018	1,429	0	0	0	25,868
1000012	Aansluiting A2 Oost	340,331	0	0	5,852	117,469	3,069	3,56	5,337	2,427	31,714	45,259	0	0	125,644
1000013	Utrechtseweg	209,194	0	117,852	0,853	0,277	0,626	0,004	0,197	0,006	0,871	0,532	0	0	87,976
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1387,686													

SWECO model PA TOTAAL 16.00-17.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	1657,15	112,223	1046,265	29,628	28,934	44,26	17,553	269,92	787,689	0	0	1135,183
1000000	A2 Noord	1791,52	0	434,564	27,752	586,711	11,886	13,175	18,803	7,428	133,856	557,345	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	58,798	0	24,239	0	1,135	0,421	1,154	0,58	0,489	4,594	11,731	0	0	14,455
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	143,769	0	80,674	1,518	4,176	0	0,362	0,255	0,329	0,953	5,935	0	0	49,567
1000006	Nijverheidsweg Noord	117,417	0	59,308	19,554	0,199	0,428	0	0,26	0	0,214	0,741	0	0	36,715
1000007	Hoogland	310,599	0	152,017	20,742	3,885	0,868	0,358	0	0	4,59	35,82	0	0	92,319
1000008	Nijverheidsweg Zuid	4,736	0	0	4,736	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	140,527	0	68,072	4,029	2,838	0,504	0,426	0,536	0,249	0	6,878	0	0	56,995
1000011	N210 West	530,433	0	402,703	9,111	12,141	1,866	0,286	3,371	0,067	5,283	0	0	0	95,605
1000012	Aansluiting A2 Oost	1257,838	0	0	21,629	434,157	11,342	13,158	19,725	8,97	117,211	167,273	0	0	464,373
1000013	Utrechtseweg	773,168	0	435,573	3,152	1,023	2,315	0,015	0,73	0,021	3,219	1,966	0	0	325,154
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5128,805													

SWECO model VR 16.00-16.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	29,583	1,758	34,27	2	4,157	17,883	0	8,702	21,458	0	0	54,697
1000000	A2 Noord	39,461	0	11,292	0,082	11,631	0,386	1,196	2,233	0	0,673	11,968	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,023	0	0,054	0	0,071	0,048	0,18	0,829	0	0,273	0,479	0	0	0,089
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,123	0	0,407	0,028	0,395	0	0,099	0,481	0	0,129	0,088	0	0	0,496
1000006	Nijverheidsweg Noord	4,481	0	0,581	0,327	0,019	0,127	0	1,661	0	0,331	0,211	0	0	1,244
1000007	Hoogland	13,309	0	1,726	0,739	1,258	0,481	0,292	0	0	2,261	1,433	0	0	5,119
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,842	0	0,395	0,151	1,475	0,142	0,229	1,982	0	0	1,828	0	0	0,64
1000011	N210 West	19,071	0	5,349	0,143	0,588	0,081	0,036	2,175	0	1,879	0	0	0	8,84
1000012	Aansluiting A2 Oost	57,004	0	0	0,219	18,781	0,331	2,122	7,413	0	1,245	5,048	0	0	21,845
1000013	Utrechtseweg	30,174	0	9,799	0,069	0,072	0,404	0,003	1,089	0	1,911	0,403	0	0	16,424
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	174,488													

SWECO model VR 16.15-16.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	34,555	2,054	40,032	2,337	4,856	20,865	0	10,164	25,068	0	0	63,893
1000000	A2 Noord	46,096	0	13,191	0,096	13,587	0,451	1,397	2,608	0	0,786	13,98	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,362	0	0,062	0	0,083	0,056	0,211	0,968	0	0,318	0,56	0	0	0,104
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,481	0	0,476	0,032	0,461	0	0,116	0,562	0	0,151	0,103	0	0	0,58
1000006	Nijverheidsweg Noord	5,235	0	0,655	0,382	0,023	0,149	0	1,94	0	0,386	0,247	0	0	1,453
1000007	Hoogland	15,547	0	2,016	0,864	1,469	0,562	0,341	0	0	2,641	1,674	0	0	5,98
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,991	0	0,461	0,176	1,722	0,166	0,267	2,315	0	0	2,136	0	0	0,748
1000011	N210 West	22,277	0	6,248	0,168	0,664	0,094	0,042	2,54	0	2,195	0	0	0	10,326
1000012	Aansluiting A2 Oost	66,589	0	0	0,256	21,938	0,387	2,479	8,66	0	1,455	5,897	0	0	25,517
1000013	Utrechtseweg	35,246	0	11,446	0,08	0,085	0,472	0,003	1,272	0	2,232	0,471	0	0	19,185
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	203,824													

SWECO model VR 16.30-16.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	33,825	2,01	39,185	2,287	4,754	20,424	0	9,949	24,538	0	0	62,542
1000000	A2 Noord	45,123	0	12,912	0,094	13,3	0,441	1,368	2,553	0	0,77	13,685	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,312	0	0,061	0	0,081	0,054	0,206	0,948	0	0,312	0,548	0	0	0,102
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,426	0	0,465	0,032	0,451	0	0,113	0,55	0	0,147	0,101	0	0	0,567
1000006	Nijverheidsweg Noord	5,124	0	0,642	0,374	0,022	0,146	0	1,899	0	0,378	0,241	0	0	1,422
1000007	Hoogland	15,218	0	1,973	0,845	1,438	0,55	0,334	0	0	2,585	1,639	0	0	5,854
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,822	0	0,451	0,172	1,686	0,163	0,262	2,266	0	0	2,09	0	0	0,732
1000011	N210 West	21,805	0	6,116	0,164	0,65	0,092	0,041	2,486	0	2,148	0	0	0	10,108
1000012	Aansluiting A2 Oost	65,183	0	0	0,251	21,474	0,379	2,427	8,477	0	1,424	5,773	0	0	24,978
1000013	Utrechtseweg	34,501	0	11,205	0,078	0,083	0,462	0,003	1,245	0	2,185	0,461	0	0	18,779
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	199,514													

SWECO model VR 16.45-17.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	36,338	2,16	42,095	2,459	5,106	21,941	0	10,688	26,359	0	0	67,186
1000000	A2 Noord	48,473	0	13,871	0,101	14,287	0,474	1,469	2,743	0	0,827	14,701	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,485	0	0,066	0	0,087	0,059	0,222	1,018	0	0,335	0,589	0	0	0,109
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,608	0	0,5	0,034	0,485	0	0,122	0,591	0	0,158	0,108	0	0	0,61
1000006	Nijverheidsweg Noord	5,505	0	0,689	0,402	0,024	0,157	0	2,04	0	0,406	0,259	0	0	1,528
1000007	Hoogland	16,347	0	2,12	0,908	1,545	0,591	0,358	0	0	2,777	1,76	0	0	6,288
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	8,403	0	0,485	0,185	1,811	0,175	0,281	2,434	0	0	2,246	0	0	0,786
1000011	N210 West	23,424	0	6,57	0,176	0,698	0,099	0,044	2,671	0	2,308	0	0	0	10,858
1000012	Aansluiting A2 Oost	70,023	0	0	0,27	23,069	0,407	2,607	9,106	0	1,53	6,201	0	0	26,833
1000013	Utrechtseweg	37,064	0	12,037	0,084	0,089	0,497	0,003	1,338	0	2,347	0,495	0	0	20,174
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	214,332													

SWECO model VR TOTAAL 16.00-17.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	134,301	7,982	155,582	9,083	18,873	81,093	0	39,503	97,423	0	0	248,318
1000000	A2 Noord	179,153	0	51,266	0,373	52,805	1,752	5,43	10,137	0	3,056	54,334	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	9,182	0	0,243	0	0,322	0,217	0,819	3,763	0	1,238	2,176	0	0	0,404
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	9,638	0	1,848	0,126	1,792	0	0,45	2,184	0	0,585	0,4	0	0	2,253
1000006	Nijverheidsweg Noord	20,345	0	2,547	1,485	0,088	0,579	0	7,54	0	1,501	0,958	0	0	5,647
1000007	Hoogland	60,421	0	7,835	3,356	5,71	2,184	1,325	0	0	10,264	6,506	0	0	23,241
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	31,058	0	1,792	0,684	6,694	0,646	1,039	8,997	0	0	8,3	0	0	2,906

1000011	N210 West	86,577	0	24,283	0,651	2,58	0,366	0,163	9,872	0	8,53	0	0	0	40,132
1000012	Aansluiting A2 Oost	258,799	0	0	0,996	85,262	1,504	9,635	33,656	0	5,654	22,919	0	0	99,173
1000013	Utrechtseweg	136,985	0	44,487	0,311	0,329	1,835	0,012	4,944	0	8,675	1,83	0	0	74,562
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	792,158													

SWECO model PA+VR TOTAAL 16.00-17.00

13x13

	Name	1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
	Sum	0	1791,451	120,205	1201,847	38,711	47,807	125,353	17,553	309,423	885,112	0	0	1383,501
1000000	A2 Noord	1970,673	0	485,83	28,125	639,516	13,638	18,605	28,94	7,428	136,912	611,679	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	67,98	0	24,482	0	1,457	0,638	1,973	4,343	0,489	5,832	13,907	0	0	14,859
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	153,407	0	82,522	1,644	5,968	0	0,812	2,439	0,329	1,538	6,335	0	0	51,82
1000006	Nijverheidsweg Noord	137,762	0	61,855	21,039	0,287	1,005	0	7,8	0	1,715	1,699	0	0	42,362
1000007	Hoogland	371,02	0	159,852	24,098	9,595	3,052	1,683	0	0	14,854	42,326	0	0	115,56
1000008	Nijverheidsweg Zuid	4,736	0	0	4,736	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	171,585	0	69,864	4,713	9,532	1,15	1,465	9,533	0,249	0	15,178	0	0	59,901
1000011	N210 West	617,01	0	426,986	9,762	14,721	2,232	0,449	13,243	0,067	13,813	0	0	0	135,737
1000012	Aansluiting A2 Oost	1516,637	0	0	22,625	519,419	12,846	22,793	53,381	8,97	122,865	190,192	0	0	563,546
1000013	Utrechtseweg	910,153	0	480,06	3,463	1,352	4,15	0,027	5,674	0,021	11,994	3,796	0	0	399,716
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5920,963													

TOMTOM model PA+VR TOTAAL 16.00-17.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13

	Name	1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
	Sum	250	1831	62	556	7	125	64	69	142	902	499	71	433
1000000	A2 Noord	893	250	247	6	136	3	26	15	8	25	173	2	2
1000001	Aansluiting A2 Oost	557	0	548	0	2	0	1	1	0	0	1	3	0
1000002	Parallelweg	41	0	10	19	7	0	1	0	1	2	1	0	0
1000003	Utrechtseweg	60	0	2	0	58	0	0	0	0	0	0	0	0
1000005	Carpool	4	0	1	0	0	2	0	0	0	1	0	0	0
1000006	Nijverheidsweg Noord	93	0	38	1	2	0	32	2	5	6	3	0	4
1000007	Hoogland	61	0	35	1	1	0	2	13	0	1	3	0	5
1000008	Nijverheidsweg Zuid	41	0	15	0	3	0	6	0	15	0	0	0	2
1000009	Parklaan	130	0	57	1	1	0	2	1	2	26	24	0	16
1000011	N210 West	804	0	407	3	4	0	7	6	0	7	327	1	0
1000012	Aansluiting A2 Oost	1687	0	88	24	336	2	43	23	36	70	365	492	2
1000013	Utrechtseweg	530	0	383	7	6	0	5	3	2	4	4	1	69
1000014	A2 Zuid	110	0	0	0	0	0	0	0	1	0	0	0	109
	TOTAL	5011												

TOMTOM model PA+VR TOTAAL 16.00-17.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26

	Name	1000000 Bovenind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (L	1000009 Linnaeusweg (Li	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	122	301	259	68	125	114	112	59	33	34	57	619	75	187	29	250	2295	71	7	145	71	73	157	950	501	482
1000000	Bovenind NZ (Link 1)	142	22	22	9	0	2	4	2	2	1	0	0	2	1	0	1	0	29	2	0	1	0	0	2	1	0	5
1000001	Heemraadlaan (Link 2)	407	21	105	69	9	8	7	7	1	3	0	1	4	0	3	0	0	102	2	0	6	3	2	11	81	0	12
1000002	Schepenensingel (Link3))	171	5	25	54	0	0	4	5	0	1	0	0	1	2	1	0	0	53	0	0	5	1	0	1	3	0	7
1000003	Boedapestlaan (Link 4)	34	0	1	0	11	0	1	0	0	0	0	0	1	0	0	0	0	16	0	0	0	1	0	2	0	1	
1000004	Tuinensingel (Link 5)	94	0	2	1	0	22	3	3	1	0	1	1	1	1	1	0	0	42	3	0	3	1	1	0	0	0	3
1000005	Hogebiezen (Link 6)	61	0	5	3	3	2	14	5	0	0	0	0	1	0	1	1	0	18	1	0	2	0	0	2	1	2	2
1000007	Hogebiezendijk (Link 7)	123	3	14	2	2	3	10	43	0	0	3	0	0	2	17	1	1	1	0	0	1	0	0	0	4	0	4
1000008	Jan van der Heydenweg (Link 8)	55	0	1	0	0	0	1	0	0	10	2	0	0	5	0	0	0	32	0	0	0	1	0	0	0	0	3
1000009	Boerhaaveweg (Link 9)	35	1	1	0	0	0	1	4	0	0	1	0	0	0	7	0	1	0	0	0	13	0	0	0	0	0	1
1000011	Linnaeusweg (Link 10.1)	36	0	0	0	0	0	0	0	0	0	0	2	0	15	0	2	0	16	0	0	0	1	0	0	0	0	0
1000012	Panoven (Link 10.2)	33	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	19	0	0	1	0	0	0	1	0	1
1000013	Utrechtseweg	61	0	0	1	0	0	0	0	0	0	0	0	58	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	638	0	5	6	7	11	3	21	7	10	16	10	6	69	8	8	4	0	383	7	0	5	3	2	4	4	46
1000015	Europalaan (Link 11)	156	3	0	0	2	0	0	3	1	0	0	2	5	0	19	0	0	194	1	0	0	1	0	1	4	0	10
1000016	Ringoven (Link 12)	16	0	0	0	1	0	0	0	1	1	0	4	0	0	0	2	0	6	0	0	0	0	0	0	0	1	0
1000017	A2 Noord	1053	5	13	28	6	22	19	0	9	0	3	10	136	0	42	5	259	241	6	3	28	15	8	25	171	2	2
1000018	Aansluiting A2 Oost	559	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	548	0	0	1	1	0	0	1	3	1
1000019	Parallelweg	46	0	3	1	0	0	1	0	0	0	0	0	7	0	0	0	0	10	19	0	1	0	1	2	1	0	0
1000020	Carpool	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	0	0
1000021	Nijverheidsweg Noord	110	1	3	3	0	1	1	1	1	1	2	0	1	2	0	1	0	36	1	0	58	2	5	6	3	0	4
1000022	Hoogland	66	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	35	1	0	2	13	0	1	3	0	5
1000023	Nijverheidsweg Zuid	47	0	3	1	0	1	1	0	0	0	0	0	3	0	0	0	0	15	0	0	6	0	15	0	0	0	2
1000024	Parklaan	138	2	3	0	0	1	2	2	0	0	0	0	1	0	0	0	0	7	1	0	2	1	2	26	24	0	16
1000026	N210 West	857	1	33	9	0	0	1	4	2	1	1	0	1	4	0	0	0	407	3	0	7	6	0	7	327	1	42
1000026	Aansluiting A2 Oost	2143	22	61	71	26	45	38	15	25	4	9	24	336	2	103	13	0	83	24	2	43	23	36	70	385	492	206
1000027	A2 Zuid	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	109
	TOTAL	7196																										

TOMTOM model PA+VR TOTAAL 16.00-17.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26

	Name	1000000 Bovenind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (L	1000009 Linnaeusweg (Li	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	144,1543576	355,6595217	306,0326117	80,34833047	147,6991369	134,7016129	132,3384267	69,71392262	38,99257214	40,17416524	67,35080643	731,4061259	88,61948214	220,9579088	34,26619976	295,3982738	2711,756153	83,89310976	8,271151666	171,3309988	83,89310976	86,25629595	185,5101159	1122,513444	591,9781407	569,5278719
1000000	Bovenind NZ (Link 1)	167,7862195	66,16921333	25,99504809	10,63433786	0	2,36318619	4,726372381	2,36318619	2,36318619	1,181593095	0	0	2,36318619	1,181593095	0	1,181593095	0	24,26619976	2,36318619	0	1,181593095	0	0	2,36318619	1,181593095	0	5,907965476
1000001	Heemraadlaan (Link 2)	480,9083897	24,813455	124,067275	81,52992357	10,63433786	9,452744762	8,271151666	8,271151666	1,181593095	3,544779286	0	1,181593095	4,726372381	0	3,544779286	0	0	120,5224957	2,36318619	0	7,089558571	3,544779286	2,36318619	12,99753405	36,62038595	0	14,17911714
1000002	Schepenensingel (Link3))	202,2524193	5,907965476	29,53982738	63,80602714	0	0	4,726372381	5,907965476	0	1,181593095	0	0	1,181593095	2,363818919	1,181593095	1,181593095	0	64,98762284	0	0	5,907965476	1,181593095	0	1,181593095	3,544779286	0	8,271151668
1000003	Boedapestlaan (Link 4)	40,17416524	0	1,181593095	0	12,99752405	0	1,181593095	0	0	0	0	0	1,181593095	0	0	0	0	18,90548952	0	0	0	1,181593095	0	0	2,363818919	0	1,181593095
1000004	Tuinensingel (Link 5)	111,0697509	0	2,363818919	1,181593095	0	31,90301357	3,544779286	3,544779286	1,181593095	0	1,181593095	1,181593095	1,181593095	0	1,181593095	0	0	49,62691	3,544779286	0	3,544779286	1,181593095	1,181593095	0	0	0	3,544779286
1000005	Hogebiezen (Link 6)	72,07717881	0	5,907965476	3,544779286	3,544779286	2,363818919	16,54253333	5,907965476	0	0	0	0	1,181593095	0	1,181593095	1,181593095	0	21,28867571	1,181593095	0	2,363818919	0	0	2,363818919	1,181593095	2,363818919	2,363818919
1000007	Hogebiezendijk (Link 7)	145,3359507	3,544779286	16,54230333	2,363818919	2,363818919	3,544779286	11,81593095	50,80850309	0	3,544779286	0	2,363818919	20,08708262	1,181593095	1,181593095	1,181593095	0	14,17911714	0	0	1,181593095	0	0	4,726372381	0	4,726372381
1000008	Jan van der Heydenweg (Link 8)	64,98762024	0	1,181593095	0	0	1,181593095	0	0	11,81593095	2,363818919	0	0	5,907965476	0	0	0	0	37,81097905	0	0	1,181593095	0	0	0	0	0	3,544779286
1000009	Boerhaaveweg (Link 9)	41,35575833	1,181593095	1,181593095	0	0	0	4,726372381	0	1,181593095	7,089558571	0	0	8,271151666	0	1,181593095	0	0	15,36071024	0	0	0	0	0	0	0	0	1,181593095
1000011	Linnaeusweg (Link 10.1)	42,53755143	0	0	0	0	0	0	0	0	0	2,363818919	0	17,72369643	0	2,363818919	0	0	18,90548952	0	0	0	1,181593095	0	0	4,726372381	0	0
1000012	Panoven (Link 10.2)	38,99257214	0	1,181593095	0	0	0	2,363818919	0	0	0	0,907965476	0	0	0	3,544779286	0	0	22,45026881	0	0	1,181593095	0	0	0	1,181593095	0	1,181593095
1000013	Utrechtseweg	72,07717881	0	0	1,181593095	0	0	0	0	0	0	0	0	68,53239952	0	0	0	0	2,363818919	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	753,8563947	0	5,907965476	7,089558571	8,271151666	12,99752405	3,544779286	24,81455	8,271151666	11,81593095	18,90548952	11,81593095	7,089558571	81,52992357	9,452744762	4,726372381	0	452,5501555	8,271151666	0	5,907965476	3,544779286	2,363818919	4,726372381	4,726372381	1,181593095	54,35328238
1000015	Europalaan (Link 11)	184,3265228	3,544779286	0	0	2,363818919	0	3,544779286	1,181593095	0	2,363818919	1,181593095	5,907965476	0	22,45026881	0	0	0	122,8856819	1,181593095	0	0	1,181593095	0	1,181593095	4,726372381	0	11,81593095
1000016	Ringoven (Link 12)	18,90548952	0	0	1,181593095	0	0	0	0	1,181593095	1,181593095	0	4,726372381	0	0	2,363818919	0	0	7,089558571	0	0	0	0	0	0	0	1,181593095	0
1000017	A2 Noord	1244,217529	5,907965476	15,36071024	30,72142047	7,089558571	25,99504809	22,45026881	0	10,63433786	0	3,544779286	11,81593095	160,6996609	0	49,62691	5,907965476	295,3982738	291,8534945	7,089558571	3,544779286	30,72142047	17,72369643	9,452744762	29,5382738	204,4156655	2,363818919	2,363818919
1000018	Aansluiting A2 Oost	660,5105402	0	0	2,363818919	0	0	0	0	0	0	0	2,363818919	0	0	2,363818919	0	0	647,5130162	0	0	1,181593095	1,181593095	0	0	1,181593095	3,544779286	1,181593095
1000019	Parallelweg	54,3532838	3,544779286	1,181593095	0	0	0	1,181593095	0	0	0	0	8,271151666	0	0	0	0	0	11,81593095	22,45026881	0	1,181593095	0	0	1,181593095	2,363818919	1,181593095	0
1000020	Carpool	5,907965476	0	0	0	0	0	0	0	0	0	0	0	0	0	1,181593095	0	0	1,181593095	0	2,363818919	0	0	0	0	1,181593095	0	0
1000021	Nijverheidsweg Noord	129,9752405	1,181593095	3,544779286	3,544779286	0	1,181593095	1,181593095	1,181593095	1,181593095	1,181593095	2,363818919	1,181593095	2,363818919	0	1,181593095	1,181593095	0	44,90053762	1,181593095	0	37,81097905	2,363818919	5,907965476	7,089558571	3,544779286	0	4,726372381
1000022	Hoogland	77,38514428	2,363818919	0	1,181593095	1,181593095	1,181593095	0	0	0	0	0	0	1,181593095	0	0	0	0	41,35579833	1,181593095	0	2,363818919	15,36071024	0	1,181593095	3,544779286	0	5,907965476
1000023	Nijverheidsweg Zuid	55,53487547	0	3,544779286	1,181593095	0	1,181593095	1,181593095	0	0	0	0	0	3,544779286	0	0	0	0	17,72369643	0	0	7,089558571	0	17,72389643	0	0	0	2,363818919
1000024	Parklaan	163,0598471	2,363818919	3,544779286	0	0	0	1,181593095	2,363818919	0	0	0	0	1,181593095	0	0	0	0	67,35080643	1,181593095	0	2,363818919	1,181593095	2,363818919	30,72142047	28,35823428	0	18,90548952
1000026	N210 West	1012,625283	1,181593095	38,99257214	10,63433786	0	1,181593095	4,726372381	2,363818919	1,181593095	1,181593095	0	1,181593095	4,726372381	0	0	0	0	480,9083897	3,544779286	0	8,271151666	7,089558571	0,271151666	386,3809421	1,181593095	0	49,62691
1000026	Aansluiting A2 Oost	2532,154003	25,99504809	72,07717881	83,80310976	30,72142047	53,17168228	44,90052762	17,72389643	29,53982738	4,726372381	10,63433786	28,35823428	397,01528	2,363818919	121,7040888	15,36071024	0	103,9801924	28,35823428	2,363818919	50,80850309	27,17564119	42,53735143	82,71151666	431,2874797	581,3438028	243,4081776
1000027	A2 Zuid	129,9752405	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,181593095	0	0	128,7936474
	TOTAL	8502,743913																										

Scale factor (total traffic)	1,181593095
Percentual difference	0,181593052 %

PA share	0,866212903
VR share	0,133787097

TOMTOM model PA TOTAAL 16.00-17.00 (Calculated for Passenger Cars)

26x26

	Name	1000000 Bovenind NZ (Li	1000001 Heemraadlaan (	1000002 Schepenensingel	1000003 Boedapestlaan (	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyc	1000008 Boerhaaveweg (L	1000009 Linnaeusweg (Li	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 O	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 O	1000026 A2 Zuid
	Sum	124,8881321	308,0762932	265,0890934	69,59863101	127,9386599	116,6800579	114,6330393	60,3870475	33,77580623	34,79031551	58,34002894	633,5522441	76,76316597	191,3962353	29,68176911	255,8773109	2348,953797	72,66915885	7,164564957	148,4088405	72,66915885	74,71617741	160,6920569	972,3338156	512,7781491	493,3314728
1000000	Bovenind NZ (Link 1)	145,3383177	57,31651966	22,51720415	9,211583516	0	2,047018559	4,094037118	2,047018559	2,047018559	1,02350928	0	0	2,047018559	1,02350928	0	1,02350928	0	29,68176911	2,047018559	0	1,02350928	0	0	2,047018559	1,02350928	0	5,117546398
1000001	Heemraadlaan (Link 2)	416,5682768	21,49369487	107,4684744	70,62214029	9,211583516	8,18807437	7,164564957	7,164564957	1,02350928	3,070527839	0	1,02350928	4,094037118	0	3,070527839	0	0	104,3979465	2,047018559	0	6,141055678	3,070527839	2,047018559	11,25862038	31,72878767	0	12,28211136
1000002	Schepenensingel (Link3))	175,0200868	5,117546398	25,58773199	55,2695011	0	0	4,094037118	5,117546398	0	1,02350928	0	0	1,02350928	2,047018559	1,02350928	1,02350928	0	56,29301038	0	0	5,117546398	1,02350928	0	1,02350928	3,070527839	0	7,164564957
1000003	Boedapestlaan (Link 4)	34,79931551	0	1,02350928	0	11,25862038	0	1,02350928	0	0	0	0	0	1,02350928	0	0	0	0	16,37614847	0	0	0	1,02350928	0	0	2,047018559	0	1,02350928
1000004	Tuinensingel (Link 5)	96,20987228	0	2,047018559	1,02350928	0	27,63475055	3,070527839	3,070527839	1,02350928	0	1,02350928	1,02350928	1,02350928	0	1,02350928	0	0	42,98738974	3,070527839	0	3,070527839	1,02350928	1,02350928	0	0	0	3,070527839
1000005	Hogebiezen (Link 6)	62,43406605	0	5,117546398	3,070527839	3,070527839	2,047018559	14,32912901	5,117546398	0	0	0	0	1,02350928	0	1,02350928	1,02350928	0	18,42316703	1,02350928	0	2,047018559	0	0	2,047018559	1,02350928	2,047018559	2,047018559
1000007	Hogebiezendijk (Link 7)	125,8916414	3,070527839	14,32912901	2,047018559	2,047018559	3,070527839	10,23592928	44,01089902	0	3,070527839	0	2,047018559	17,39565719	1,02350928	1,02350928	1,02350928	0	12,28211136	0	0	1,02350928	0	0	4,094037118	0	4,094037118
1000008	Jan van der Heydenweg (Link 8)	56,29301038	0	1,02350928	0	0	0	1,02350928	0	10,23592928	2,047018559	0	0	5,117546398	0	0	0	0	32,75229695	0	0	1,02350928	0	0	0	0	0	3,070527839
1000009	Boerhaaveweg (Link 9)	35,82282479	1,02350928	1,02350928	0	0	0	4,094037118	0	1,02350928	6,141055678	0	0	7,164564957	0	1,02350928	0	0	13,30562063	0	0	0	1,02350928	0	0	0	0	1,02350928
1000011	Linnaeusweg (Link 10.1)	36,84633407	0	0	0	0	0	0	0	0	0	2,047018559	0	15,35263919	0	2,047018559	0	0	16,37614847	0	0	0	1,02350928	0	0	4,094037118	0	0
1000012	Panoven (Link 10.2)	33,77580623	0	1,02350928	0	0	0	2,047018559	0	0	0	0	0	5,117546398	0	3,070527839	0	0	19,44667631	0	0	1,02350928	0	0	0	1,02350928	0	1,02350928
1000013	Utrechtseweg	62,43406605	0	0	1,02350928	0	0	0	0	0	0	0	0	59,36363822	0	0	0	0	2,047018559	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	652,9892004	0	5,117546398	6,141055678	7,164564957	11,25862038	3,070527839	21,49369487	7,164564957	10,23592928	16,37614847	10,23592928	6,141055678	70,62214029	8,188074237	4,094037118	0	392,0040541	7,164564957	0	5,117546398	3,070527839	2,047018559	4,094037118	4,094037118	1,02350928	47,08142686
1000015	Europalaan (Link 11)	159,6674476	3,070527839	0	0	2,047018559	0	0	3,070527839	1,02350

Share PA 16.00 - 16.15	0.2202764139
Share PA 16.15 - 16.30	0.2572969074
Share PA 16.30 - 16.45	0.2518629583
Share PA 16.45 - 17.00	0.2706671204

TOMTOM model PA 16.00-16.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenenlaa	Boedapestlaan	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Limaeusweg (Lin	Panoven (Link 1	Utrechtseweg	Europaweg (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	32,12850888	79,26787847	68,20724426	17,90769347	32,91855418	30,02172141	29,49502455	15,53755757	8,690408304	8,953846737	15,01086071	163,0126803	19,75113251	49,24615705	7,63701457	65,83710836	604,3846548	18,69773877	1,844393034	38,18552285	18,69773877	19,22443564	41,34570405	250,1810118	131,9375652	126,9339449
10000001	Heemraderlaan (Link 2)	107,1828124	5,530317102	27,61585651	16,17104191	2,370135901	2,106787468	1,843439034	1,843439034	2,263348434	2,790045303	0	2,263348434	1,053393734	0	2,790045303	0	26,86154021	0,526698669	0	1,580090601	0,790045303	0,526698669	2,898632788	8,163801437	3,160181201	5,003171102
10000002	Schepenenslagt (Link3)	45,05282212	1,316742167	6,58371836	14,22081541	0	0	1,053393734	1,316742167	0	2,263348434	0	0	2,263348434	2,526698669	2,263348434	2,263348434	14,48416394	0	0	1,316742167	2,263348434	0	2,263348434	3,790453303	1,843439034	3,790453303
10000003	Boedapestlaan (Link 4)	8,953846737	0	0,263348434	2,898632768	0	0,263348434	0	0	0	0	0	0	0,263348434	0	0	0	4,213574935	0	0,263348434	0	0	0,263348434	0	0,526698669	0	0,263348434
10000004	Tuinensingel (Link 5)	24,75475274	0	0,526698669	0,263348434	0	7,110407703	0,790045303	0,790045303	0,263348434	0	0,263348434	0,263348434	0,263348434	0	0,263348434	0	11,0606342	0,790045303	0,263348434	0,263348434	0	0	0	0	0	0,790045303
10000005	Hogebiezen (Link 6)	16,06425444	0	1,316742167	0,790045303	0,790045303	0,526698669	3,686878068	1,316742167	0	0	0	0	0,263348434	0	0,263348434	0,263348434	4,740271802	0,263348434	0	0	0	0	0,526698669	0	0,263348434	0,526698669
10000006	Hogebiezendijk (Link 7)	32,39185731	0,790045303	0,526698669	0,526698669	0,526698669	0,790045303	2,633484344	11,32389284	0	0,790045303	0	0,526698669	0,263348434	0,263348434	0,263348434	0,263348434	3,160181201	0	0,263348434	0	0	0	0	1,053393734	0	1,053393734
10000008	Jan van der Heydenweg (Link 8)	14,48416384	0	0,263348434	0	0	0,263348434	0	0,263348434	0,526698669	0	0	1,316742167	0	0	0	0	8,42714987	0	0,263348434	0	0	0	0	0	0	0,790045303
10000009	Boerhaaveweg (Link 9)	9,217195171	0,263348434	0,263348434	0	0	1,053393734	0	0,263348434	1,580090601	0	0	1,843439034	0	0,263348434	0	0	3,423529635	0	0	0	0	0	0	0	0	0,263348434
10000011	Linnaeusweg (Link 10,1)	9,480543804	0	0,263348434	0	0	0	0	0	0	0,526698669	0	1,316742167	0	0,263348434	0	0	4,213574935	0	0,263348434	0	0,263348434	0	0	0,263348434	0	0,263348434
10000012	Panoven (Link 10,2)	8,690408304	0	0,263348434	0	0	0	0,526698669	0	0	0	1,316742167	0	0,790045303	0	0	0	5,003235235	0	0,263348434	0	0	0	0	0,263348434	0	0,263348434
10000013	Utrechtseweg	16,06425444	0	0	0,263348434	0	0	0	0	0	0	0	15,27420914	0	0	0	0	0,526698669	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	168,0163005	0	1,316742167	1,580090601	1,843439034	2,896832768	0,790045303	5,530317102	1,843439034	2,633484334	4,213574935	2,633484334	1,580090601	18,17104191	2,106787468	1,053393734	100,86245	1,843439034	0	1,316742167	0,790045303	0,526698669	1,053393734	1,053393734	2,633484334	12,11402794
10000015	Europalaan (Link 11)	41,06225592	0,790045303	0	0	0,526698669	0	0	0,790045303	0,263348434	0	0	0,526698669	0,526698669	1,316742167	0,526698669	0,263348434	27,36387785	0,263348434	0	0	0,263348434	0	0	1,053393734	0,263348434	2,633484334
10000016	Ringoven (Link 12)	4,213574935	0	0	0,263348434	0	0	0	0	0,263348434	0,263348434	0	1,053393734	0	0	0,526698669	0	1,580090601	0	0	0,263348434	0	0	0	0	0,263348434	0
10000017	A2 Noord	277,3059004	1,316742167	3,423529635	6,84705927	1,580090601	5,793665536	5,003620235	0	2,370135901	0	0,790045303	2,633484334	35,81538695	0	11,0606342	1,316742167	65,83710836	65,04706306	1,580090601	0,790045303	6,84705927	3,950226502	2,106787468	6,583710836	45,55927899	0,526698669	0,526698669
10000018	Aansluiting A2 Oost	147,2117743	0	0	0,526698669	0	0	0	0	0	0	0	0,526698669	0	0	0	0	144,3149415	0	0	0,263348434	0,263348434	0	0	0,263348434	0,790045303	0,263348434
10000019	Parallelweg	12,11402794	0,790045303	0,263348434	0	0	0	0,263348434	0	0	0	0	1,843439034	0	0	0	0	2,633484334	5,003620235	0	0,263348434	0	0,526698669	0	0,263348434	0	0,263348434
10000020	Carpool	1,316742167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,263348434	0	0,526698669	0	0	0	0	0,263348434	0	0
10000021	Nijverheidsweg Noord	28,98632768	0,263348434	0,790045303	0,790045303	0	0,263348434	0,263348434	0,263348434	0,263348434	0,263348434	0,526698669	0,263348434	0,526698669	0,263348434	0,263348434	0,263348434	10,00724047	0,263348434	0	8,42714987	0,526698669	1,316742167	1,580090601	0,790045303	0	1,053393734
10000022	Hoogland	17,38099661	0,526698669	0	0,263348434	0,263348434	0,263348434	0	0	0	0	0	0	0,263348434	0	0	0	9,211795171	0,263348434	0	0,526698669	3,423529635	0	0,263348434	0,790045303	0	1,316742167
10000023	Nijverheidsweg Zuid	12,37737567	0	0,790045303	0,263348434	0	0,263348434	0,263348434	0	0	0	0	0	0,790045303	0	0	0	3,950226502	0	0	1,580090601	0	3,950226502	0	0	0,526698669	0
10000024	Parklaan	36,34208382	0,526698669	0,790045303	0	0	0	0,263348434	0,526698669	0	0	0	0,263348434	0	0	0	0	15,01086071	0,263348434	0	0,526698669	0,263348434	0,526698669	6,84705927	6,320362403	0	4,213574935
10000025	N210 West	225,6896075	0,263348434	8,690408304	2,370135901	0	0,263348434	1,053393734	0,526698669	0,263348434	0,263348434	0	0,263348434	1,053393734	0	0	0	107,1828124	0,790045303	0	1,843439034	1,580090601	0	1,843439034	86,11493774	0,263348434	11,0606342
10000026	Aansluiting A2 Oost	564,3556929	5,793665536	16,06425444	18,69773877	6,84705927	11,85067951	10,00724047	3,950226502	6,583710836	1,053393734	2,370135901	6,320362403	88,46507364	0,526698669	27,12488864	3,423529635	23,17466214	6,320362403	0,526698669	6,057013969	9,480543604	18,43439034	96,12217821	129,5674293	54,24977729
10000027	A2 Zuid	28,98632768	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,263348434	28,72497925	
	TOTAL	1895,055327																									

TOMTOM model PA 16.30-16.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenenlaa	Boedapestlaan	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Limaeusweg (Lin	Panoven (Link 1	Utrechtseweg	Europaweg (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	31,44965715	77,59300659	66,76607543	17,5293171	32,22300938	29,38734455	28,8718164	15,20926043	8,506874476	8,764585551	14,69369228	159,5863424	19,33380563	48,20562203	7,475738176	64,44601876	591,6144522	18,30266933	1,804488525	37,37869088	18,30266933	18,81823748	40,47209978	244,8948713	129,1498216	124,2510242
10000001	Heemraderlaan (Link 2)	36,60533865	14,43590082	5,671249651	2,320056675	0,5155681501	1,0311363	0,5155681501	0,5155681501	0,257784075	0	0	0,5155681501	0,257784075	0	0,257784075	0	7,475738176	0,5155681501	0	0,257784075	0	0	0,5155681501	0,257784075	0	1,288920375
10000002	Schepenenslagt (Link3)	104,9181185	5,413465576	27,06732788	17,78710118	2,320056675	2,0622726	1,804488525	1,804488525	0,257784075	0,773352225	0	0,257784075	1,0311363	0	0,773352225	0	26,29397565	0,515568150	0	1,546704645	0,773352225	0,515568150	2,835624825	7,991036326	0	3,0934089
10000003	Boedapestlaan (Link 4)	44,08107683	1,288920375	6,444601876	13,92034055	0	0	1,0311363	1,288920375	0	0	0	0,257784075	0,515568150	0,257784075	0,257784075	0	14,17812413	0	0	1,288920375	0,257784075	0	0,257784075	0,773352225	0	1,804488525
10000004	Tuinensingel (Link 5)	8,764585551	0	0,257784075	0	2,835624825	0	0,257784075	0	0	0	0	0	0,257784075	0	0	0	4,124545201	0	0	0,257784075	0	0	0,515568150	0	0	0,257784075
10000005	Hogebiezen (Link 6)	24,23170305	0	0,515568150	0,257784075	0	6,960170226	0,773352225	0,773352225	0,257784075	0	0,257784075	0,257784075	0,257784075	0	0,257784075	0	10,82693115	0,773352225	0	0,773352225	0,257784075	0,257784075	0	0	0	0,773352225
10000006	Hogebiezendijk (Link 7)	15,72482858	0	1,288920375	0,773352225	0,515568150	0,515568150	3,60897705	1,288920375	0	0	0	0,257784075	0	0	0,257784075	0,257784075	4,640113351	0,257784075	0	0,515568150	0	0	0,515568150	0,257784075	0,515568150	0,515568150
10000008	Jan van der Heydenweg (Link 8)	31,70744129	0,773352225	3,608977051	0,515568150	0,515568150	0,773352225	2,579784375	11,08471523	0	0,773352225	0	0,515568150	1,288230375	0,257784075	0,257784075	0,257784075	3,093408901	0	0,257784075	0	0	0	0	1,031136301	0	1,031136301
10000009	Boerhaaveweg (Link 9)	14,17812413	0	0,257784075	0	0	0,257784075	0	0	2,579784375	0,515568150	0	0	1,288920375	0	0	0	8,240090401	0	0,257784075	0	0	0	0	0	0	0,773352225
10000011	Linnaeusweg (Link 10,1)	9,022442626	0,257784075	0,257784075	0	0	1,0311363	0	0,257784075	1,54670445	0	0	1,804488525	0	0,257784075	0	0	3,351192975	0	0	0,257784075	0	0	0	0	0	0,257784075
10000012	Panoven (Link 10,2)	8,506874476	0	0,257784075	0	0	0	0,515568150	0	0	0,515568150	0	1,288920375	0	0	0,773352225	0	4,897974426	0	0,257784075	0	0	0,257784075	0	0,257784075	0	0,257784075
10000013	Utrechtseweg	15,72482858	0	0	0,257784075	0	0	0	0	0	0	0	14,95147635	0	0	0	0	0,515568150	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	194,4662399	1,288920375	5,14670445	1,804488525	2,835624825	0,773352225	5,413465576	1,804488525	2,579784375	4,124545201	2,579784375	15,46704445	17,78710118	2,0622726	1,0311363	0	98,73130074	1,804488525	0	1,288920375	0,773352225	0,515568150	1,031136301	2,313465576	0,257784075	11,85806745
10000015	Europalaan (Link 11)	40,21431571	0,773352225	0	0	0,515568150	0	0	0,773352225	0,257784075	0	0,515568150	1,288920375	4,897974426	0	26,80576075	0	2,577840375	0,257784075	0	0,257784075	0,257784075	0,257784075	1,031136301	2,577840375	0	2,577840375
10000016	Ringoven (Link 12)	4,124545201	0	0	0,257784075	0	0	0	0	0	0,257784075	0,257784075	1,031136301	0	0	0	0,515568150	1,54670445	0	0	0	0	0	0	0,257784075	0	0
10000017	A2 Noord	271,446631	1,288920375	3,351192975	6,702385951	1,54670445	5,671249651	4,897974426	0	2,320056675	0	0,773352225	2,57784375	35,0586342	0	10,82693115	1,288920375	64,44601876	63,67266653	1,54670445	0,773352225	6,702385951	3,866761126	2,0622726	6,444601876	44,59664498	0,515568150	0,515568150
10000018	Aansluiting A2 Oost	144,1012979	0	0	0,515568150	0	0	0	0	0	0	0	0,515568150	0	0	0	0	141,2656731	0	0	0,257784075	0,257784075	0	0	0,257784075	0,773352225	0,257784075
10000019	Parallelweg	11,85806745	0,773352225	0,257784075	0	0	0	0,257784075	0	0	0	0	1,804488525	0	0	0	0	2,577840375	4,897974426	0	0,257784075	0	0,515568150	0	0,257784075	0	0,257784075
10000020	Carpool	1,288920375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,257784075	0	0,515568150	0	0	0	0	0,257784075	0	0
10000021	Nijverheidsweg Noord	28,36424825	0,257784075	0,773352225	0,773352225	0	0,257784075	0,257784075	0,257784075	0,257784075	0,257784075	0,515568150	0,257784075	0,515568150	0	0,257784075	0,257784075	0,795794851	0,257784075	0	8,249090401	0,515568150	1,288920375	1,54670445	0,773352225	0	1,031136301
10000022	Hoogland	17,01374895	0,515568150	0	0,257784075	0,257784075	0,257784075	0	0	0	0	0	0,257784075	0	0	0	0	9,022442626	0,257784075	0	0,515568150	3,351192975	0	0,257784075	0,773352225	0	1,288920375
10000023	Nijverheidsweg Zuid	12,11585153	0	0,773352225	0,257784075	0	0	0,257784075	0,257784075	0	0	0	0,773352225	0	0	0,773352225	0	3,866761126	0	1,54670445	0	0	3,866761126	0	0	0,515568150	0
10000024	Parklaan	35,5742035	0,515568150	0,773352225	0	0	0	0,257784075	0,515568150	0	0	0	0	0,257784075	0	0	0	14,69369228	0,257784075	0	0,515568150	0,257784075	0,515568150	0,772385951	6,186817801	0	4,124545201
10000025	N210 West	220,9209523	0,257784075	8,506874476	2,320056675	0	0,257784075	1,0311363	0,515568150	0,257784075	0,257784075	0	0,257784075	1,0311363	0	0	0	104,9181185	0,773352225	0	1,804488525	1,54670445	0	1,804488525	84,29539254	0,257784075	10,82693115
10000026	Aansluiting A2 Oost	552,4312728	5,671249651	15,72482858	18,30266933	6,702385951	11,60028338	9,795794851	3,866761126	6,444601876	1,0311363	2,320056675	6,186817801	86,61544921	0,515568150	26,55175973	3,351192975	22,6849986	6,186817801	0,515568150	11,08471523	5,929033726	9,280226701	18,04488525	94,09118739	126,6297949	53,10351946
10000027	A2 Zuid	28,36424825	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,257784075	28,09846418	
	TOTAL	1855,014204																									

TOMTOM model PA 16.45-17.00 (Calculated per 15 min)

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	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenenlaa	Boedapestlaan	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Limaeusweg (Lin	Panoven (Link 1	Utrechtseweg	Europaweg (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	33,78521094	83,35531551	71,72434125	18,83110118	34,61599481	31,56978727	31,01593135	16,33874955	9,13862263	9,415550589	15,78493363	171,4184063	20,76959689	51,78552824	8,030910796	69,23198962	635,5496847	19,66188505	1,938495709	40,15455398	19,66188505	20,21574097	43,47768448	263,0815606	138,7409072	133,479276
10000001	Heemraderlaan (Link 2)	39,32377011	15,50796568	6,092415087	2,492351626	0	0,553859517	1,107711834	0,553859517	0,276929585	0	0	0,553859517	0,276929585	0	0,276929585	0	8,030910796	0,553859517	0	0,276929585	0	0	0,553859517	0,276929585	0	1,384639792
10000002	Schepenenslagt (Link3)	112,7096791	5,815487128	29,07743564	19,10802914	2,492351626	2,215423668	1,938495709	1,938495709	0,276929585	0,830783755	0	0,276929585	1,107711834	0	0,830783755	0	28,24665177	0,553859517	0	1,661567751	0,830783755	0,553859517	3,046207543	8,584766713	3,323135502	
10000003	Boedapestlaan (Link 4)	47,3546809	1,384639792	6,923198962	14,95410976	0	0	1,107711834	1,384639792	0	0,276929585	0	0	0,276929585	0,553859517	0,276929585	0,276929585	15,23103772	0	0,276929585	1,384639792	0,276929585	0,276929585	0,830783755	1,938495709	1,108456709	
10000004	Tuinensingel (Link 5)	9,415550589	0	0,276929585	0	3,046207543	0	0,276929585	0	0	0	0	0	0,276929585	0	0	0	4,430847336	0	0	0,276929585	0	0	0,553859517	0	0	0,276929585
10000005	Hogebiezen (Link 6)	26,0312281	0	0,553859517	0,276929585	0	7,477054879	0,830783755	0,830783755	0,276929585	0	0,276929585	0,276929585	0,276929585	0	0,276929585	0	11,63097426	0,830783755	0,276929585	0,830783755	0,276929585	0,276929585	0	0	0,830783755	0,830783755
10000006	Hogebiezendijk (Link 7)	16,89260547	0	1,384639792	0,830783755	0,830783755	0,553859517	3,876991419	1,384639792	0	0	0	0,553859517	0	0	0,276929585	0	4,984703253	0,276929585	0	0,553859517	0	0	0,553859517	0,276929585	0,553859517	0,553859517
10000008	Jan van der Heydenweg (Link 8)	34,95213897	0,830783755	3,876991419	0,553859517	0,553859517	0,830783755	2,769279177	11,9070222	0	0,830783755	0	0,553859517	1,384639792	0,276929585	0,276929585	0,276929585	3,323135502	0	0,276929585	0	0	0	0	1,107711834	0	1,107711834
10000009	Boerhaaveweg (Link 9)	15,23103772	0	0,276929585	0	0	0,276929585	0	0	2,769279585	0,553859517	0	1,384639792	0	0	0	0	8,861694672	0	0,276929585	0	0	0	0	0	0	0,830783755
10000011	Linnaeusweg (Link 10,1)	9,692478547	0,276929585	0,276929585	0	0	1,107711834	0	0	2,769279585	1,661567751	0	0	1,938495709	0	0,276929585	0	3,600036346	0	0	0	0	0	0	0	0	0,276929585
10000012	Panoven (Link 10,2)	9,966406506	0	0,276929585	0	0	0	0	0,553859517	0	0	0,553859517	0	1,453917377	0	0,553859517	0	4,430847336	0	0	0,276929585	0	0	0	0	0	0,276929585
10000013	Utrechtseweg	9,13862263	0	0,276929585	0	0	0	0,553859517	0	0	0	1,384639792	0	0,830783755	0	0	0	5,261631211	0	0,276929585	0	0	0	0	0	0	0,276929585
10000014	Utrechtseweg	176,6800375	1,384639792	1,661567751	1,938495709	3,046207543	0,830783755	5,815487128	1,938495709	2,769279585	4,430847336	2,769279585	1,661567751	19,10802914	2,215423668	1,107711834	0	106,0634081	1,938495709	0	1,384639792	0,830783755	0,553859517	1,107711834	1,107711834	2,769279585	12,73868609
10000015	Europalaan (Link 11)	43,20076152	0,830783755	0	0	0,553859517	0	0	0,830783755	0,276929585	0	0,553859517	1,661567751	5,261631211	0	28,80505426	0	2,769279585	0,276929585	0	0,276929585	0,276929585	0,276929585	1,107711834	2,769279585	0	2,769279585
10000016	Ringoven (Link 12)	4,430847336	0	0	0	0,276929585	0	0	0	0	0,276929585	0,276929585	1,107711834	0	0,553859517	0	0,553859517	1,661567751	0	0	0	0	0	0	0,276929585	0	0
10000017	A2 Noord	291,6051403	1,384639792	3,600036346	7,200126921	1,661567751	6,092415087	5,261631211	0	2,492351626	0	0,830783755	2,769279585	37,66220235	0	11,83097426	1,384639792	69,23198962	68,40120575	1,661567751	0,830783755	7,200126921	4,153919377	2,215423668	6,923198962	47,90853682	0,553859517	0,553859517
10000018	Aansluiting A2 Oost	154,8027288	0	0	0,553859517	0	0	0	0	0	0	0	0,553859517	0	0	0	0	151,756213	0	0	0,276929585	0,276929585	0	0	0,276929585	0,830783755	0,276929585
10000019	Parallelweg	12,73868609	0	0,830783755	0,276929585	0	0	0,276929585	0	0	0	0	1,938495709	0	0	0	0	2,769279585	5,261631211	0	0,276929585	0	0,553859517	0	0,276929585	0	0,276929585
10000020	Carpool	1,384639792	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,276929585	0	0,553859517	0	0	0	0	0,276929585	0	0
10000021	Nijverheidsweg Noord	30,46207543	0,276929585	0,830783755	0,830783755	0	0,276929585	0,276929585	0,276929585	0,276929585	0,276929585	0,553859517	0,276929585	0,553859517	0	0,276929585	0,276929585	10,52326242	0,276929585	0	8,861694672	0,553859517	1,384639792	1,661567751	0,830783755	0	1,107711834
10000022	Hoogland	18,27724526	0,553859517	0	0,276929585	0,276929585	0,276929585	0	0	0	0	0	0,276929585	0	0	0	0	9,692478547	0,276929585	0	0,553859517	3,600036346	0	0,276929585	0,830783755	0	1,384639792
10000023	Nijverheidsweg Zuid	13,01561403	0	0,830783755	0,276929585	0	0	0,276929585	0,276929585	0	0	0	0,830783755	0	0	0,830783755	0	4,153919377	0	0	1,661567751	0	4,153919377	0	0	0,553859517	0
10000024	Parklaan	38,21605827	0,553859517	0,830783755	0	0	0	0,276929585	0,553859517	0	0	0	0,276929585	0	0	0	0	15,78489363	0,276929585	0	0,553859517	0,276929585	0,553859517	0,720126921	6,646271004	0	4,430847336
10000025	N210 West	237,3272604	0,276929585	9,13862263	2,492351626	0	0,276929585	1,107711834	0,553859517	0,276929585	0,276929585	0	0,276929585	1,107711834	0	0	0	112,7096791	0,830783755	0	1,938495709	1,661567751	0	1,938495709	90,55544243	0,276929585	11,63097426
10000026	Aansluiting A2 Oost	593,4566815	6,092415087	16,89260547	19,66188505	7,200126921	12,46175813	10,52326242	4,153919377	6,923198962	1,107711834	2,492351626	6,646271004	93,04779405	0,553859517	28,52357972	3,600036346	24,36966835	6,646271004	0,553859517	11,90709222	6,369343045	9,969406506	19,38495709	101,0787046	136,2485556	57,04715945
10000027	A2 Zuid	30,46207543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,276929585	30,18514748	
	TOTAL	1992,773589																									

Share VR 16.00 - 16.15	0.2202691887
Share VR 16.15 - 16.30	0.2573022049
Share VR 16.30 - 16.45	0.2518613711
Share VR 16.45 - 17.00	0.2705672353

TOMTOM model VR 16.00-16.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenenlaa	Boedapestlaan	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Limaeusweg (Lin	Panoven (Link 1	Utrechtseweg	Europaweg (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg h	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid

1000008	Jan van der Heydenweg (Link 8)	2,237142287	0	0,040675314	0	0	0,040675314	0,040675314	0	0	0,040675314	0,081350628	0	0	0,203785715	0	0	0	0	1,301610058	0	0	0,040675314	0	0	0	0	0	0,122025942
1000009	Boerhaaveweg (Link 9)	1,423636001	0,040675314	0,040675314	0	0	0	0,162701252	0	0,040675314	0,244051859	0	0	0,284722002	0	0,040675314	0	0	0	0,528779086	0	0	0	0	0	0	0	0	0,040675314
1000011	Linnaeusweg (Link 10,1)	1,464313155	0	0	0	0	0	0	0	0	0,081350628	0	0	0,610129714	0	0,081350628	0	0	0	0,650805289	0	0	0,040675314	0	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,342285372	0	0,040675314	0	0	0	0	0,081350628	0	0	0	0,203376571	0	0	0	0	0,122025949	0	0,772830719	0	0	0,040675314	0	0	0	0,040675314	0	0,040675314
1000013	Utrechtseweg	2,481194173	0	0	0,040675314	0	0	0	0	0	0	0	0	2,35916823	0	0	0	0	0	0,081350628	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	25,95085053	0	0,203376715	0,244051859	0,284722002	0,447284574	0,122025929	0,854181605	0,284722002	0,406753141	0,650805289	0,406753141	0,244051859	2,806596687	0,325402514	0,162701252	0	0	15,57864638	0,284722002	0	0,203376715	0,122025929	0,081350628	0,162701252	0,122025929	0,040675314	1,871864498
1000015	Europalaan (Link 11)	6,345349032	0,122025929	0	0	0,081350628	0	0	0,122025929	0,040675314	0	0	0,081350628	0,203376715	0	0,772830719	0	0	0	4,230232688	0,040675314	0	0	0,040675314	0	0,040675314	0,162701252	0	0,406753141
1000016	Ringoven (Link 12)	0,650805289	0	0	0	0,040675314	0	0	0	0	0	0,040675314	0,040675314	0	0,162701252	0	0	0,081350628	0	0,244051859	0	0	0	0	0	0	0	0	0,040675314
1000017	A2 Noord	42,83110597	0,203376715	0,528779086	1,057558172	2,244051859	0,894859148	0,772830719	0	0,366077288	0	0,122025429	0,406753141	5,531842746	0	1,708363201	0,203376715	10,16882858	10,04680263	2,244051859	0,122025929	1,057558172	0,610129746	0,325402514	1,016882858	7,036829375	0,081350628	0,081350628	0,081350628
1000018	Aansluiting A2 Oost	22,7375007	0	0	0,081350628	0	0	0	0	0	0	0	0	0,081350628	0	0	0	0	22,29007224	0	0	0,040675314	0,040675314	0	0	0,040675314	0,122025929	0,040675314	0
1000019	Parallelweg	1,871084458	0	0,122025429	0,040675314	0	0	0	0,040675314	0	0	0	0	0,284722002	0	0	0	0	0,406753141	0,772830719	0	0	0,040675314	0	0,040675314	0,081350628	0,040675314	0	0
1000020	Carpool	0,203376715	0	0	0	0	0	0	0	0	0	0	0	0	0	0,040675314	0	0	0,040675314	0	0,081350628	0	0	0	0	0	0,040675314	0	0
1000021	Nijverheidsweg Noord	4,474284574	0,040675314	0,122025429	0,122025429	0	0,040675314	0,040675314	0,040675314	0,040675314	0,040675314	0,081350628	0,040675314	0,081350628	0	0,040675314	0,040675314	0	1,545661944	0,040675314	0	1,301610058	0,081350628	0,203376715	0,244051859	0,122025929	0	0,162701252
1000022	Hoogland	2,684570744	0,081350628	0	0,040675314	0,040675314	0,040675314	0	0	0	0	0	0	0,040675314	0	0	0	0	1,423636001	0,040675314	0	0,081350628	0,528779086	0	0,040675314	0,122025929	0	0,203376715
1000023	Nijverheidsweg Zuid	1,911739773	0	0,122025429	0,040675314	0	0,040675314	0,040675314	0	0	0	0	0	0,122025429	0	0	0	0	0,610129746	0	0	0	0,244051859	0	0,610129746	0	0	0,081350628	0
1000024	Parklaan	5,613193375	0,081350628	0,122025429	0	0	0	0,040675314	0,081350628	0	0	0	0	0,040675314	0	0	0	0	2,318492916	0,040675314	0	0,081350628	0,040675314	0,081350628	1,057558172	0,976207434	0	0,650805289
1000025	N210 West	34,85874436	0,040675314	0,040675314	1,342285372	0,366077288	0	0,040675314	0,162701252	0,081350628	0,040675314	0,040675314	0	0,040675314	0,162701252	0	0	0	16,55485292	0,122025949	0	0,284722002	0,244051859	0	0,284722002	13,30082778	0,040675314	1,703836201
1000026	Aansluiting A2 Oost	87,16719856	0,894859148	2,481194173	2,887947316	1,057558172	1,830389144	1,545661944	0,610129746	1,016882858	1,627012572	0,366077288	0,976207434	13,66909561	0,081350628	4,189557374	0,528779086	0	3,579427659	0,976207434	0,081350628	1,749038515	0,935532291	1,464311315	2,84722002	14,84648972	20,01225464	8,379114748
1000027	A2 Zuid	4,474284574	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,040675314	0	0	4,43360926
	TOTAL	292,6995618																											

TOMTOM model VR 16.30-16.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraadenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,857455199	11,98437717	10,31221385	2,707434045	4,976000818	4,538933546	4,455303133	2,34907186	1,313901816	1,353717023	2,269468773	24,64561285	2,998140491	7,445443624	1,15464099	9,953801636	91,37589602	2,826879665	0,278706458	5,773204949	2,826879665	2,90851007	6,250867428	37,82444622	19,94741848	19,10092955
1000000	Boveneind NZ (Link 1)	5,653759329	2,229651587	0,875934544	0,358386589	0	0,079630413	0,159280262	0,079630413	0,079630413	0,039815255	0	0	0,079630413	0,039815255	0	0,039815255	0	1,15464099	0,079630413	0	0,039815255	0	0	0,079630413	0,039815255	0	0,199078327
1000001	Heemraadenlaan (Link 2)	16,20478906	0,836119375	4,180596887	2,747249252	0,358338589	0,318521624	0,278706458	0,278706458	0,039815255	0,119445196	0	0,039815255	0,159280262	0	0,119445196	0	0	4,061151068	0,079630413	0	0,238912393	0,119445196	0,079630413	0,437967272	1,234271403	0	0,477824785
1000002	Schepenensingel (Link3)	6,809400319	0,199078327	0,956381636	2,150021153	0	0	0,159280262	0,199078327	0	0,039815255	0	0	0,039815255	0,079630413	0,039815255	0,039815255	0	2,18863636	0	0	0,199078327	0,039815255	0	0,039815255	0,119445196	0	0,278706458
1000003	Boedapestlaan (Link 4)	1,353717023	0	0,039815255	0	0,437967272	0	0,039815255	0	0	0	0	0	0,039815255	0	0	0	0	0,637043047	0	0	0	0	0,039815255	0	0,079630413	0	0,039815255
1000004	Tuinensingel (Link 5)	3,742629415	0	0,079630413	0,039815255	0	1,075010577	0,119445196	0,119445196	0,039815255	0	0,039815255	0,039815255	0,039815255	0	0,039815255	0	0	1,672238675	0,119445196	0	0,119445196	0,039815255	0,039815255	0	0	0	0,119445196
1000005	Hogebiezen (Link 6)	2,428727599	0	0,199078327	0,119445196	0,119445196	0,079630413	0,557412819	0,199078327	0	0	0	0	0,039815255	0	0,039815255	0,039815255	0	0,716573178	0,039815255	0	0,079630413	0	0	0	0,079630413	0,039815255	0,079630413
1000007	Hogebiezendijk (Link 7)	4,897270405	0,119445196	0,557412819	0,079630413	0,079630413	0,119445196	0,398152655	1,712053881	0	0,119445196	0	0	0,079630413	0,676585113	0,039815255	0,039815255	0	0,477782485	0	0	0,039815255	0	0	0	0,159280262	0	0,159280262
1000008	Jan van der Heydenweg (Link 8)	2,18983636	0	0,039815255	0	0	0,039815255	0	0	0,398152655	0,079630413	0	0	0	0,199078327	0	0	0	1,274086609	0	0	0,039815255	0	0	0	0	0	0,119445196
1000009	Boerhaaveweg (Link 9)	1,393532229	0,039815255	0,039815255	0	0	0	0,159280262	0	0,039815255	0,238912393	0	0	0,278706458	0	0,039815255	0	0	0,517976851	0	0	0	0	0	0	0	0	0,039815255
1000011	Linnaeusweg (Link 10,1)	1,433347436	0	0	0	0	0	0	0	0	0	0,079630413	0	0,597228092	0	0,119445196	0	0	0,637043047	0	0	0	0,039815255	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,313901816	0	0,039815255	0	0	0	0	0,079630413	0	0	0	0,199078327	0	0	0,119445196	0	0	0,756489244	0	0	0,039815255	0	0	0	0	0	0,039815255
1000013	Utrechtseweg	2,428727599	0	0	0,039815255	0	0	0	0	0	0	0	0	2,30928198	0	0	0	0	0,079630413	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	25,40210178	0	0,199078327	0,238912393	0,278706458	0,437967272	0,119445196	0,836119375	0,278706458	0,398152655	0,637043047	0,398152655	0,238912393	2,747249252	0,318521624	0,159280262	0	15,24922411	0,278706458	0	0,199078327	0,119445196	0,079630413	0,159280262	0,159280262	0,039815255	1,831495501
1000015	Europalaan (Link 11)	6,211172221	0,119445196	0	0	0,079630413	0	0	0,119445196	0,039815255	0	0	0	0,199078327	0	0,756489244	0	0	4,140781481	0,039815255	0	0,039815255	0	0,039815255	0,159280262	0	0	0,039815255
1000016	Ringoven (Link 12)	0,637043047	0	0	0,039815255	0	0	0	0	0	0,039815255	0,039815255	0	0	0	0	0,079630413	0	0,238912393	0	0	0	0	0	0	0	0,039815255	0
1000017	A2 Noord	41,92541249	0,199078327	0,517976851	1,03519537	0,238912393	0,875934544	0,756489244	0	0,358386589	0	0,119445196	0,398152655	5,41486809	0	1,672238675	0,199078327	9,953801636	9,834356017	0,238912393	0,119445196	1,03519537	0,597228092	0,318521624	0,995380636	6,888030732	0,079630413	0,079630413
1000018	Aansluiting A2 Oost	22,25670046	0	0	0,079630413	0	0	0	0	0	0	0	0	0,079630413	0	0	0	0	21,81873319	0	0	0,039815255	0,039815255	0	0	0	0,039815255	0,119445196	0,039815255
1000019	Parallelweg	1,831406501	0	0,119445196	0,039815255	0	0	0	0	0,039815255	0	0	0	0,278706458	0	0	0	0	0,398152655	0,756489244	0	0,039815255	0	0	0,039815255	0,079630413	0,039815255	0
1000020	Carpool	0,199078327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,039815255	0	0,079630413	0	0	0	0	0	0,039815255	0
1000021	Nijverheidsweg Noord	4,37967272	0,039815255	0,119445196	0,119445196	0	0,039815255	0,039815255	0,039815255	0,039815255	0,039815255	0,079630413	0,039815255	0,079630413	0	0,039815255	0,039815255	0	1,51297849	0,039815255	0	1,274086609	0,079630413	0,199078327	0,238912393	0,119445196	0	0,159280262
1000022	Hoogland	2,627803632	0,079630413	0	0,039815255	0,039815255	0,039815255	0	0	0	0	0	0	0,039815255	0	0	0	0	1,393532229	0,039815255	0	0,079630413	0,517976851	0	0,039815255	0,119445196	0	0,199078327
1000023	Nijverheidsweg Zuid	1,873134708	0	0,119445196	0,039815255	0	0,039815255	0,039815255	0	0	0	0	0	0,119445196	0	0	0	0	0,597228092	0	0	0,238912393	0	0,597228092	0	0	0	0,079630413
1000024	Parklaan	5,494498503	0,079630413	0,039815255	0,119445196	0	0	0,039815255	0,079630413	0	0	0	0	0,039815255	0	0	0	0	2,269466773	0,039815255	0	0,079630413	0,039815255	0,079630413	0,039815255	0,955564571	0	0,637043047
1000025	N210 West	34,12163201	0,039815255	0,119445196	1,313901816	0,358338589	0	0,039815255	0,159280262	0,079630413	0,039815255	0,039815255	0	0,039815255	0,159280262	0	0	0	16,20478906	0,119445196	0	0,278706458	0,238912393	0	0,278706458	13,01957254	0,039815255	1,672238675
1000026	Aansluiting A2 Oost	85,32398763	0,875934544	2,428727599	2,826879665	1,03519537	1,791684295	1,519778849	0,597228092	0,995380636	0,159280262	0,358338589	0,955564571	13,37790904	0,079630413	4,100966274	0,517976851	0	3,503738176	0,955564571	0,079630413	1,712053881	0,915749750	1,433347436	2,78706458	14,53255039	19,58908162	8,201932548
1000027	A2 Zuid	4,37967272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,039815255	0	0	4,339857513
	TOTAL	286,5102263																											

TOMTOM model VR 16.45-17.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraadenlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyd	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	5,218220714	12,87446258	11,07802594	2,908516464	5,346537617	4,876042307	4,709497705	2,523565755	1,411485931	1,454258232	2,438021153	26,47605428	3,20792257	7,998420275	1,240396727	10,69307523	98,16243065	3,036833367	0,299406166	6,201983636	3,036833367	3,123377968	6,715251247	40,63368589	21,42892277	20,61624905
1000000	Boveneind NZ (Link 1)	6,073666733	2,395248853	0,940990206	0,384907084	0	0,085544601	0,171089203	0,085544601	0,085544601	0,042772309	0	0	0,085544601	0,042772309	0	0,042772309	0	1,240396727	0,085544601	0	0,042772309	0	0	0,085544601	0,042772309	0	0,213861507
1000001	Heemraadenlaan (Link 2)	17,40832648	0,898218197	4,491091598	2,951288765	0,384907084	0,342178475	0,299406166	0,299406166	0,042772309	0,128316928	0	0,042772309	0,171089203	0	0,128316928	0	0	4,362774696	0,085544601	0	0,256633856	0,128316928	0,085544601	0,470463103	1,325943329	0	0,513267613
1000002	Schepenensingel (Link3)	7,31406346	0,213861507	1,069307523	2,309704251	0	0	0,171089203	0,213861507	0	0,042772309	0	0	0,042772309	0,085544601	0,042772309	0,042772309	0	2,35247652	0	0	0,213861507	0,042772309	0	0,042772309	0,128316928	0	0,299406166
1000003	Boedapestlaan (Link 4)	1,454258232	0	0,042772309	0	0,470493103	0	0,042772309	0	0	0	0	0	0,042772309	0	0	0	0	0,684356815	0	0	0	0	0,042772309	0	0,085544601	0	0,042772309
1000004	Tuinensingel (Link 5)	4,020596288	0	0,085544601	0,042772309	0	1,154852125	0,128316928	0,128316928	0,042772309	0	0,042772309	0,042772309	0,042772309	0	0,042772309	0	0	1,796436839	0,128316928	0	0,128316928	0,042772309	0,042772309	0	0	0	0,128316928
1000005	Hogebiezen (Link 6)	2,609110357	0	0,213861047	0,128316928	0,128316928	0,085544601	0,598812231	0,213861047	0	0	0	0	0,042772309	0	0,042772309	0,042772309	0	0,769901469	0,042772309	0	0,085544601	0	0	0,085544601	0,042772309	0,085544601	0,042772309
1000007	Hogebiezendijk (Link 7)	5,260903015	0,128316928	0,598812231	0,085544601	0,085544601	0,128316928	0,042772309	1,83926894	0	0,128316928	0	0,085544601	0,727291153	0,042772309	0,042772309	0,042772309	0	0,513267613	0	0	0,042772309	0	0	0	0	0,171089203	0
1000008	Jan van der Heydenweg (Link 8)	2,352476552	0	0,042772309	0	0	0	0,042772309	0	0,042772309	0,085544601	0	0	0,213861507	0	0	0	0	1,36871363	0	0	0,042772309	0	0	0	0	0	0,128316928
1000009	Boerhaaveweg (Link 9)	1,497030633	0,042772309	0,042772309	0	0	0,171089203	0	0,042772309	0,256638056	0	0	0	0,299406166	0	0,042772309	0	0	0,556039122	0	0	0	0	0	0	0	0	0,042772309
1000011	Linnaeusweg (Link 10,1)	1,539802834	0	0	0	0	0	0	0	0	0,085544601	0	0	0,641584541	0	0,085544601	0	0	0,684356815	0	0	0	0,042772309	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,411485931	0	0,042772309	0	0	0	0,085544601	0	0	0	0	0,213861507	0	0	0	0	0	1,283776178	0	0	0,042772309	0	0	0,042772309	0	0	0,042772309
1000013	Utrechtseweg	2,609110357	0	0	0,042772309	0	0	0	0	0	0	0	0	2,480793454	0	0	0	0	0,085544601	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	27,288728	0,213861047	0,256633856	0,299406166	0,470493103	0,128316928	0,898218197	0,299406166	0,042772309	0,684356815	0,042772309	0,256633856	2,951288765	0,342184075	0,171089203	0	0	16,39179126	0,299406166	0	0,213861507	0,128316928	0,085544601	0,171089203	0,171089203	0,042772309	1,967525843
1000015	Europalaan (Link 11)	6,670478946	0,128316928	0	0	0,085544601	0	0	0,128316928	0,042772309	0	0	0,085544601	0,213861507	0	0,812673178	0	0	4,448312928	0,042772309	0	0	0,042772309	0	0,042772309	0,171089203	0	0,042772309
1000016	Ringoven (Link 12)	0,684356815	0	0	0,042772309	0	0	0	0	0	0	0	0	0	0	0	0,085544601	0	0,256633856	0	0	0	0	0	0	0	0,042772309	0
1000017	A2 Noord	45,03923289	0,213861507	0,556039122	1,112079824	0,256633856	0,940990206	0,812673178	0	0,384907084	0	0,128316928	0,042772309	5,81703292	0	1,796436839	0,213861507	10,69307523	10,56475833	0,256633856	0,128316928	1,112079824	0,641584541	0,342184075	1,069307523	7,399608062	0,085544601	0,085544601
1000018	Aansluiting A2 Oost	23,90971622	0	0	0,085544601	0	0	0	0	0	0	0	0	0,085544601	0	0	0	0	23,4922091	0	0	0,042772309	0,042772309	0	0	0,042772309	0,128316928	0,042772309	0
1000019	Parallelweg	1,967525843	0	0,128316928	0,042772309	0	0	0	0,042772309	0	0	0	0	0,299406166	0	0	0	0	0,427723034	0,812673178	0	0,042772309	0	0,042772309	0,085544601	0,042772309	0	0,042772309
1000020	Carpool	0,213861047	0	0	0	0	0	0	0	0	0	0	0	0	0	0,042772309	0	0	0,042772309	0	0,085544601	0	0	0	0	0	0,042772309	0
1000021	Nijverheidsweg Noord	4,704953103	0,042772309	0,128316928	0,128316928	0	0,042772309	0,042772309	0,042772309	0,042772309	0,042772309	0,085544601	0,042772309	0,085544601	0	0,042772309	0,042772309	0	1,625347436	0,042772309	0	1,368713363	0,085544601	0,213861507	0,256633856	0,128316928	0	0,171089203
1000022	Hoogland	2,822971862	0,085544601	0	0,042772309	0,042772309	0,042772309	0	0	0	0	0	0	0,042772309	0	0	0	0	1,497030533	0,042772309	0	0,085544601	0,556039122	0	0,042772309	0,128316928	0	0,213861507
1000023	Nijverheidsweg Zuid	2,010288144	0	0,128316928	0,042772309	0	0	0,042772309	0,042772309	0	0	0	0	0,128316928	0	0	0	0	0,641584541	0	0	0,256633856	0	0,641584541	0	0	0,085544601	0,085544601
1000024	Parklaan	5,902577529	0,085544601	0,128316928	0	0	0,042772309	0,085544601	0	0	0	0	0	0,042772309	0	0	0	0	2,438021153	0,042772309	0	0,085544601	0,042772309	0,085544601	1,112079824	1,026535223	0	0,684356815
1000025	N210 West	36,6558619	0,042772309	1,411485931	0,384907084	0	0,042772309	0,171089203	0,085544601	0,042772309	0,042772309	0	0,042772309	0,171089203	0	0	0	0	17,40832648	0,128316928	0	0,299406166	0,256633856	0	0,299406166	13,98654241	0,042772309	1,796436839
1000026	Aansluiting A2 Oost	91,66104091	0,940990206	2,609110357	3,036833367	1,112079824	1,924753642	1,625347436	0,641584541	1,069307523	0,171089203	0,384907084	1,026535223	14,37149312	0,085544601	4,405546997	0,556039122	0	3,763962483	1,026535223	0,085544601	1,83926894	0,983762916	1,539802834	2,994061066	15,61188984	21,04397206	8,811093993
1000027	A2 Zuid	4,704953103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,042772309	0	0	4,462180802
	TOTAL	307,7804775																											

SWECO model PA 17.00-17.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	477,203	32,317	301,289	8,532	8,331	12,746	5,055	77,728	226,828	0	0	326,897
1000000	A2 Noord	515,899	0	125,14	7,992	168,953	3,423	3,794	5,415	2,139	38,546	160,497	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	16,931	0	6,98	0	0,326	0,121	0,332	0,167	0,141	1,323	3,378	0	0	4,163
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	41,399	0	23,231	0,437	1,202	0	0,104	0,073	0,095	0,274	1,709	0	0	14,274
1000006	Nijverheidsweg Noord	33,814	0	17,079	5,631	0,058	0,123	0	0,075	0	0,062	0,213	0	0	10,573
1000007	Hoogland	89,443	0	43,776	5,973	1,119	0,25	0,103	0	0	1,322	10,315	0	0	26,585
1000008	Nijverheidsweg Zuid	1,364	0	0	1,364	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	40,468	0	19,602	1,16	0,817	0,145	0,123	0,155	0,072	0	1,981	0	0	16,413
1000011	N210 West	152,746	0	115,965	2,624	3,496	0,537	0,082	0,971	0,019	1,521	0	0	0	27,531
1000012	Aansluiting A2 Oost	362,216	0	0	6,229	125,023	3,266	3,789	5,68	2,583	33,753	48,169	0	0	133,724
1000013	Utrechtseweg	222,646	0	125,43	0,907	0,295	0,667	0,004	0,21	0,006	0,927	0,566	0	0	93,634
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1476,926													

SWECO model PA 17.15-17.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	429,627	29,096	271,25	7,682	7,501	11,475	4,551	69,98	204,213	0	0	294,305
1000000	A2 Noord	464,466	0	112,684	7,195	152,109	3,082	3,416	4,875	1,926	34,703	144,496	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	15,243	0	6,284	0	0,294	0,109	0,299	0,15	0,127	1,191	3,041	0	0	3,748
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	37,273	0	20,915	0,394	1,082	0	0,094	0,066	0,085	0,247	1,539	0	0	12,851
1000006	Nijverheidsweg Noord	30,444	0	15,376	5,07	0,052	0,111	0	0,068	0	0,056	0,192	0	0	9,519
1000007	Hoogland	80,523	0	39,411	5,377	1,007	0,225	0,093	0	0	1,19	9,286	0	0	23,934
1000008	Nijverheidsweg Zuid	1,228	0	0	1,228	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	36,433	0	17,648	1,045	0,736	0,131	0,11	0,139	0,065	0	1,783	0	0	14,776
1000011	N210 West	137,518	0	104,404	2,362	3,147	0,484	0,074	0,874	0,017	1,37	0	0	0	24,786
1000012	Aansluiting A2 Oost	326,103	0	0	5,608	112,558	2,94	3,411	5,114	2,325	30,388	43,367	0	0	120,392
1000013	Utrechtseweg	200,449	0	112,925	0,817	0,265	0,6	0,004	0,189	0,006	0,835	0,509	0	0	84,299
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1329,68													

SWECO model PA 17.30-17.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	389,98	26,409	246,22	6,972	6,808	10,415	4,131	63,521	185,368	0	0	267,146
1000000	A2 Noord	421,602	0	102,267	6,531	138,072	2,797	3,1	4,425	1,748	31,501	131,161	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	13,836	0	5,704	0	0,267	0,099	0,271	0,136	0,115	1,081	2,761	0	0	3,402
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	33,833	0	18,985	0,357	0,983	0	0,085	0,06	0,077	0,224	1,397	0	0	11,665
1000006	Nijverheidsweg Noord	27,631	0	13,957	4,602	0,047	0,1	0	0,061	0	0,05	0,174	0	0	8,64
1000007	Hoogland	73,092	0	35,774	4,881	0,914	0,204	0,084	0	0	1,08	8,429	0	0	21,726
1000008	Nijverheidsweg Zuid	1,114	0	0	1,114	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	33,072	0	16,02	0,948	0,668	0,119	0,1	0,126	0,059	0	1,619	0	0	13,413
1000011	N210 West	124,827	0	94,769	2,144	2,857	0,439	0,067	0,793	0,016	1,243	0	0	0	22,499
1000012	Aansluiting A2 Oost	296,011	0	0	5,09	102,171	2,669	3,097	4,642	2,111	27,584	39,365	0	0	109,282
1000013	Utrechtseweg	181,952	0	102,504	0,742	0,241	0,545	0,004	0,172	0,005	0,758	0,462	0	0	76,519
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1206,97													

SWECO model PA 17.45-18.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	365,472	24,749	230,746	6,534	6,381	9,76	3,871	59,528	173,718	0	0	250,356
1000000	A2 Noord	395,107	0	95,84	6,12	129,395	2,622	2,906	4,147	1,638	29,521	122,918	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	12,967	0	5,346	0	0,25	0,093	0,254	0,128	0,108	1,013	2,587	0	0	3,188
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	31,707	0	17,792	0,335	0,921	0	0,08	0,056	0,072	0,21	1,309	0	0	10,932
1000006	Nijverheidsweg Noord	25,895	0	13,08	4,313	0,044	0,094	0	0,057	0	0,047	0,163	0	0	8,097
1000007	Hoogland	68,499	0	33,526	4,574	0,857	0,191	0,079	0	0	1,012	7,9	0	0	20,36
1000008	Nijverheidsweg Zuid	1,044	0	0	1,044	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	30,993	0	15,013	0,889	0,626	0,111	0,094	0,118	0,055	0	1,517	0	0	12,57
1000011	N210 West	116,982	0	88,813	2,009	2,677	0,412	0,063	0,743	0,015	1,165	0	0	0	21,085
1000012	Aansluiting A2 Oost	277,408	0	0	4,77	95,75	2,501	2,902	4,35	1,978	25,85	36,891	0	0	102,414
1000013	Utrechtseweg	170,515	0	96,062	0,695	0,226	0,51	0,003	0,161	0,005	0,71	0,433	0	0	71,71
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1131,115													

SWECO model PA TOTAAL 17.00-18.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	1662,282	112,571	1049,505	29,72	29,021	44,396	17,608	270,757	790,127	0	0	1138,704
1000000	A2 Noord	1797,074	0	435,941	27,838	588,529	11,924	13,216	18,862	7,451	134,271	559,072	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	58,977	0	24,314	0	1,137	0,422	1,156	0,581	0,491	4,608	11,767	0	0	14,501
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	144,212	0	80,923	1,523	4,188	0	0,363	0,255	0,329	0,955	5,954	0	0	49,722
1000006	Nijverheidsweg Noord	117,784	0	59,492	19,618	0,201	0,428	0	0,261	0	0,215	0,742	0	0	36,829
1000007	Hoogland	311,557	0	152,487	20,805	3,897	0,87	0,359	0	0	4,604	35,93	0	0	92,605
1000008	Nijverheidsweg Zuid	4,75	0	0	4,75	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	140,966	0	68,283	4,042	2,847	0,506	0,427	0,538	0,251	0	6,9	0	0	57,172
1000011	N210 West	532,073	0	403,951	9,139	12,177	1,872	0,286	3,381	0,067	5,299	0	0	0	95,901
1000012	Aansluiting A2 Oost	1261,736	0	0	21,697	435,502	11,376	13,199	19,786	8,997	117,575	167,792	0	0	465,812
1000013	Utrechtseweg	775,562	0	436,921	3,161	1,027	2,322	0,015	0,732	0,022	3,23	1,97	0	0	326,162
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5144,691													

SWECO model VR 17.00-17.15

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	38,674	2,3	44,803	2,615	5,435	23,353	0	11,375	28,055	0	0	71,507
1000000	A2 Noord	51,591	0	14,763	0,108	15,206	0,504	1,564	2,919	0	0,88	15,647	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,644	0	0,07	0	0,093	0,062	0,236	1,084	0	0,356	0,627	0	0	0,116
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,776	0	0,532	0,036	0,516	0	0,13	0,629	0	0,169	0,115	0	0	0,649
1000006	Nijverheidsweg Noord	5,859	0	0,733	0,428	0,025	0,167	0	2,171	0	0,433	0,276	0	0	1,626
1000007	Hoogland	17,397	0	2,256	0,966	1,644	0,829	0,381	0	0	2,955	1,873	0	0	6,693
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	8,944	0	0,516	0,197	1,928	0,186	0,299	2,591	0	0	2,39	0	0	0,837
1000011	N210 West	24,933	0	6,993	0,188	0,743	0,106	0,047	2,843	0	2,456	0	0	0	11,557
1000012	Aansluiting A2 Oost	74,526	0	0	0,287	24,553	0,433	2,775	9,692	0	1,628	6,6	0	0	28,558
1000013	Utrechtseweg	39,447	0	12,811	0,09	0,095	0,528	0,003	1,424	0	2,498	0,527	0	0	21,471
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	228,117													

SWECO model VR 17.15-17.30

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	34,817	2,07	40,335	2,355	4,893	21,025	0	10,241	25,259	0	0	64,377
1000000	A2 Noord	46,447	0	13,291	0,097	13,69	0,454	1,408	2,628	0	0,792	14,087	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,381	0	0,063	0	0,084	0,056	0,212	0,976	0	0,321	0,564	0	0	0,105
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,5	0	0,479	0,033	0,464	0	0,117	0,567	0	0,152	0,104	0	0	0,584
1000006	Nijverheidsweg Noord	5,274	0	0,66	0,385	0,023	0,15	0	1,955	0	0,389	0,248	0	0	1,464
1000007	Hoogland	15,664	0	2,031	0,87	1,48	0,567	0,343	0	0	2,661	1,687	0	0	6,025
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	8,05	0	0,465	0,177	1,735	0,167	0,269	2,332	0	0	2,152	0	0	0,753
1000011	N210 West	22,445	0	6,295	0,169	0,669	0,095	0,043	2,559	0	2,211	0	0	0	10,404
1000012	Aansluiting A2 Oost	67,096	0	0	0,258	22,105	0,39	2,498	8,726	0	1,466	5,942	0	0	25,711
1000013	Utrechtseweg	35,515	0	11,533	0,081	0,085	0,476	0,003	1,282	0	2,249	0,475	0	0	19,331
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	205,372													

SWECO model VR 17.30-17.45

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	31,606	1,879	36,614	2,137	4,443	19,084	0	9,296	22,928	0	0	58,436
1000000	A2 Noord	42,162	0	12,065	0,088	12,427	0,412	1,278	2,386	0	0,719	12,787	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,161	0	0,057	0	0,076	0,051	0,193	0,886	0	0,291	0,512	0	0	0,095
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,269	0	0,435	0,03	0,422	0	0,106	0,514	0	0,138	0,094	0	0	0,53
1000006	Nijverheidsweg Noord	4,788	0	0,599	0,35	0,021	0,136	0	1,774	0	0,353	0,226	0	0	1,329
1000007	Hoogland	14,219	0	1,844	0,79	1,344	0,514	0,312	0	0	2,415	1,531	0	0	5,469
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	7,309	0	0,422	0,161	1,575	0,152	0,245	2,117	0	0	1,953	0	0	0,684
1000011	N210 West	20,374	0	5,715	0,153	0,607	0,086	0,039	2,323	0	2,007	0	0	0	9,444
1000012	Aansluiting A2 Oost	60,903	0	0	0,234	20,065	0,354	2,267	7,92	0	1,331	5,394	0	0	23,338
1000013	Utrechtseweg	32,238	0	10,469	0,073	0,077	0,432	0,003	1,164	0	2,042	0,431	0	0	17,547
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	186,423													

SWECO model VR 17.45-18.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	29,619	1,762	34,312	2,004	4,163	17,885	0	8,711	21,487	0	0	54,766
1000000	A2 Noord	39,511	0	11,306	0,082	11,646	0,386	1,198	2,236	0	0,674	11,983	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	2,026	0	0,054	0	0,071	0,048	0,181	0,83	0	0,273	0,48	0	0	0,089
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	2,126	0	0,408	0,028	0,395	0	0,099	0,482	0	0,129	0,088	0	0	0,497
1000006	Nijverheidsweg Noord	4,488	0	0,562	0,328	0,019	0,128	0	1,663	0	0,331	0,211	0	0	1,246
1000007	Hoogland	13,325	0	1,728	0,74	1,259	0,482	0,292	0	0	2,263	1,435	0	0	5,126
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,849	0	0,395	0,151	1,476	0,142	0,229	1,984	0	0	1,831	0	0	0,641
1000011	N210 West	19,094	0	5,355	0,144	0,569	0,081	0,036	2,177	0	1,881	0	0	0	8,851
1000012	Aansluiting A2 Oost	57,078	0	0	0,22	18,804	0,332	2,125	7,423	0	1,247	5,055	0	0	21,872
1000013	Utrechtseweg	30,212	0	9,811	0,069	0,073	0,405	0,003	1,09	0	1,913	0,404	0	0	16,444
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	174,709													

SWECO model VR TOTAAL 17.00-18.00

13x13			1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum		0	134,716	8,011	156,064	9,111	18,934	81,347	0	39,623	97,729	0	0	249,086
1000000	A2 Noord	179,711	0	51,425	0,375	52,969	1,756	5,448	10,169	0	3,065	54,504	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	9,212	0	0,244	0	0,324	0,217	0,822	3,776	0	1,241	2,183	0	0	0,405
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	9,671	0	1,854	0,127	1,797	0	0,452	2,192	0	0,588	0,401	0	0	2,26
1000006	Nijverheidsweg Noord	20,409	0	2,554	1,491	0,088	0,581	0	7,563	0	1,506	0,961	0	0	5,665
1000007	Hoogland	60,605	0	7,859	3,366	5,727	2,192	1,328	0	0	10,294	6,526	0	0	23,313
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	31,152	0	1,798	0,686	6,714	0,647	1,042	9,024	0	0	8,326	0	0	2,915

10000011	N210 West	86,846	0	24,358	0,654	2,588	0,368	0,165	9,902	0	8,555	0	0	0	40,256
10000012	Aansluiting A2 Oost	259,603	0	0	0,999	85,527	1,509	9,665	33,761	0	5,672	22,991	0	0	99,479
10000013	Utrechtseweg	137,412	0	44,624	0,313	0,33	1,841	0,012	4,96	0	8,702	1,837	0	0	74,793
10000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	794,621													

SWECO model PA+VR TOTAAL 17.00-18.00

13x13			10000000	10000001	10000002	10000003	10000005	10000006	10000007	10000008	10000009	10000011	10000012	10000013	10000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	0	1796,998	120,582	1265,589	38,831	47,065	125,743	17,608	310,38	887,856	0	0	1387,79
10000000	A2 Noord	1976,785	0	487,336	28,213	641,498	13,68	18,664	29,031	7,451	137,336	613,576	0	0	0
10000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000002	Parallelweg	68,189	0	24,558	0	1,461	0,639	1,978	4,357	0,491	5,849	13,95	0	0	14,906
10000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000005	Carpool	153,883	0	82,777	1,65	5,985	0	0,815	2,447	0,329	1,543	6,355	0	0	51,982
10000006	Nijverheidsweg Noord	138,193	0	62,046	21,107	0,289	1,009	0	7,824	0	1,721	1,703	0	0	42,494
10000007	Hoogland	372,162	0	160,346	24,171	9,624	3,062	1,687	0	0	14,898	42,456	0	0	115,918
10000008	Nijverheidsweg Zuid	4,75	0	0	4,75	0	0	0	0	0	0	0	0	0	0
10000009	Parklaan	172,118	0	70,081	4,728	9,561	1,153	1,469	9,562	0,251	0	15,226	0	0	60,087
10000011	N210 West	618,919	0	428,309	9,793	14,765	2,24	0,451	13,283	0,067	13,854	0	0	0	136,157
10000012	Aansluiting A2 Oost	1521,339	0	0	22,696	521,029	12,885	22,864	53,547	8,997	123,247	190,783	0	0	565,291
10000013	Utrechtseweg	912,974	0	481,545	3,474	1,357	4,163	0,027	5,692	0,022	11,932	3,807	0	0	400,955
10000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5939,312													

TOMTOM model PA+VR TOTAAL 17.00-18.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13			10000000	10000001	10000002	10000003	10000005	10000006	10000007	10000008	10000009	10000011	10000012	10000013	10000014
	Name		A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
		Sum	233	1715	45	484	5	102	113	39	127	800	444	72	363
10000000	A2 Noord	763	232	207	6	92	1	24	17	5	22	148	0	0	9
10000001	Aansluiting A2 Oost	562	1	545	0	2	0	2	1	0	1	1	9	0	0
10000002	Parallelweg	34	0	12	11	4	0	1	2	0	2	2	0	0	0
10000003	Utrechtseweg	63	0	3	0	59	0	0	0	0	0	0	1	0	0
10000005	Carpool	4	0	3	0	0	0	0	0	0	0	0	0	0	1
10000006	Nijverheidsweg Noord	81	0	38	1	1	0	21	2	4	5	6	0	0	3
10000007	Hoogland	57	0	31	1	1	0	1	12	0	1	4	0	0	6
10000008	Nijverheidsweg Zuid	35	0	17	0	1	0	5	0	9	1	0	0	1	1
10000009	Parklaan	114	0	67	0	1	1	3	0	1	26	3	1	1	10
10000011	N210 West	753	0	382	1	3	0	3	14	0	8	301	0	0	41
10000012	Aansluiting A2 Oost	1517	0	72	16	306	1	41	63	19	57	340	431	4	167
10000013	Utrechtseweg	483	0	338	9	14	2	1	2	1	4	4	2	65	41
10000014	A2 Zuid	85	0	0	0	0	0	0	0	0	0	0	1	0	84
	TOTAL	4551													

TOMTOM model PA+VR TOTAAL 17.00-18.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26			10000000	10000001	10000002	10000003	10000004	10000005	10000007	10000008	10000009	10000011	10000012	10000013	10000014	10000015	10000016	10000017	10000018	10000019	10000020	10000021	10000022	10000023	10000024	10000025	10000026	10000027
	Name		Boveneind NZ (Li	Heemraadlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	123	299	264	58	143	97	86	63	10	43	79	539	73	188	31	233	2146	50	5	117	124	43	142	852	448	408
10000000	Boveneind NZ (Link 1)	134	37	14	7	1	0	0	2	0	0	0	1	1	0	0	0	0	33	1	0	5	2	1	2	0	0	5
10000001	Heemraadlaan (Link 2)	374	31	99	68	5	6	3	13	1	1	0	0	2	0	0	1	0	74	2	0	4	6	1	8	36	0	16
10000002	Schepenensingel (Link3))	168	6	29	50	2	0	2	2	0	0	0	0	2	0	0	0	0	60	1	0	1	1	0	0	5	0	5
10000003	Boedapestlaan (Link 4)	26	1	1	0	8	0	0	0	0	0	0	1	2	0	0	0	0	13	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	96	2	1	0	0	52	0	3	2	0	0	1	4	0	3	0	0	40	1	0	2	0	0	0	0	0	5
10000005	Hogebiezen (Link 6)	79	1	3	4	2	3	24	5	1	0	0	1	0	0	1	0	0	28	0	0	1	0	1	0	4	0	1
10000007	Hogebiezendijk (Link 7)	90	4	12	6	0	3	8	21	1	0	2	3	11	1	2	0	0	13	0	0	1	0	1	0	1	0	0
10000008	Jan van der Heydenweg (Link 8)	66	1	1	0	0	1	2	2	8	3	0	0	2	0	3	0	0	34	0	0	1	1	0	1	2	2	2
10000009	Boerhaaveweg (Link 9)	26	0	4	3	0	0	1	0	2	3	1	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10.1)	42	0	0	0	0	0	0	0	0	0	9	1	20	0	2	1	0	8	0	0	0	0	0	0	0	0	0
10000012	Panoven (Link 10.2)	49	3	1	0	1	0	0	2	0	0	0	0	4	0	0	0	0	23	0	0	0	1	1	0	1	0	2
10000013	Utrechtseweg	63	0	0	0	0	0	0	0	0	0	0	0	53	1	0	0	0	3	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	588	0	8	1	6	13	16	16	2	2	22	10	14	63	6	4	0	338	9	2	1	2	1	4	4	2	41
10000015	Europalaan (Link 11)	137	0	0	1	1	0	2	3	2	0	1	4	4	0	20	0	0	84	0	0	0	1	0	3	1	1	9
10000016	Ringoven (Link 12)	13	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	7	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	918	1	23	31	8	19	10	2	8	0	1	8	52	0	48	4	233	207	6	1	24	17	5	22	134	0	9
10000018	Aansluiting A2 Oost	563	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	545	0	0	2	1	0	1	1	0	0
10000019	Parallelweg	43	2	3	0	0	2	1	0	0	0	0	1	4	0	0	0	0	12	11	0	1	2	0	2	2	0	0
10000020	Carpool	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1
10000021	Nijverheidsweg Noord	101	0	2	7	1	4	1	1	1	0	0	1	1	0	1	0	0	36	1	0	25	2	4	5	6	0	3
10000022	Hoogland	61	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	31	1	0	1	12	0	1	4	0	6
10000023	Nijverheidsweg Zuid	40	0	0	0	0	1	0	2	0	0	1	1	1	0	0	0	0	17	0	0	0	5	0	9	1	0	1
10000024	Parklaan	121	0	4	1	0	0	1	1	0	0	0	0	1	1	0	0	0	82	0	1	3	0	1	26	1	0	10
10000025	N210 West	798	1	26	10	2	2	2	0	2	0	0	0	3	0	4	4	2	382	1	0	3	14	0	8	361	0	41
10000026	Aansluiting A2 Oost	1979	11	73	71	21	56	25	10	32	2	6	35	306	4	104	16	0	72	18	1	41	63	19	57	340	431	167
10000027	A2 Zuid	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	84
	TOTAL	6664																										

TOMTOM model PA+VR TOTAAL 17.00-18.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26			10000000	10000001	10000002	10000003	10000004	10000005	10000007	10000008	10000009	10000011	10000012	10000013	10000014	10000015	10000016	10000017	10000018	10000019	10000020	10000021	10000022	10000023	10000024	10000025	10000026	10000027
	Name		Boveneind NZ (Li	Heemraadlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	160,529459	390,2118849	344,5349084	75,69327532	186,6230754	126,5904777	112,2348565	82,21855768	13,05056471	56,11472826	103,0994612	703,4254379	95,26912239	245,3506166	40,4567506	304,0781578	2800,651187	65,25823566	6,525282356	152,6916071	161,8270024	56,11742826	185,3180189	1111,908113	584,6652991	532,4630402
10000000	Boveneind NZ (Link 1)	174,8775671	76,9683318	18,2707906	9,135395208	1,330556471	0	0	2,610112942	0	0	0	1,305056471	1,305056471	0	0	0	0	43,06686355	1,305056471	0	6,525823356	2,610112942	1,305056471	2,610112942	0	0	6,525823356
10000001	Heemraadlaan (Link 2)	488,0911202	40,4567506	129,2005906	68,74384004	6,525823356	7,833038827	3,915169413	16,96573412	1,305056471	1,305056471	0	0	2,610112942	0	0	1,305056471	0	101,7944047	2,610112942	0	5,220225884	7,833038827	1,305056471	10,44045177	39,15169413	0	19,57584707
10000002	Schepenensingel (Link3))	219,2494971	7,833038827	37,84637166	65,25823566	2,610112942	0	2,610112942	2,610112942	0	0	0	0	2,610112942	0	2,610112942	0	0	78,3033827	1,305056471	0	1,305056471	1,305056471	0	0	6,525823356	0	6,525823356
10000003	Boedapestlaan (Link 4)	33,93146825	1,305056471	1,305056471	0	10,44045177	0	0	0	0	0	0	1,305056471	2,610112942	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	125,2854212	2,610112942	1,305056471	0	0	41,76180708	0	3,915169413	2,610112942	0	0	1,305056471	5,220225884	0	3,915169413	0	0	52,20225884	1,305056471	0	2,610112942	0	0	0	0	0	6,525823356
10000005	Hogebiezen (Link 6)	103,0994612	1,305056471	3,915169413	5,220225884	2,610112942	3,915169413	31,32135531	6,525823356	1,305056471	0	0	0	1,305056471	0	0	0	0	36,54158119	0	0	1,305056471	0	1,305056471	5,220225884	0	1,305056471
10000007	Hogebiezendijk (Link 7)	117,4550824	5,220225884	15,66067765	7,830338827	0	3,915169413	10,44045177	27,40618589	1,305056471	0	2,610112942	3,915169413	14,35562118	1,305056471	2,610112942	0	0	16,96573412	0	0	1,305056471	0	1,305056471	0	1,305056471	0	0
10000008	Jan van der Heydenweg (Link 8)	86,13372709	1,305056471	1,305056471	0	0	1,305056471	2,610112942	2,610112942	10,44045177	3,915169413	0	0	2,610112942	0	3,915169413	0	0	44,37192002	0	0	1,305056471	1,305056471	0	1,305056471	2,610112942	2,610112942	2,610112942
10000009	Boerhaaveweg (Link 9)	33,93146825	0	5,220225884	3,915169413	0	1,305056471	0	2,610112942	3,915169413	1,305056471	0	0	1,305056471	1,305056471	0	0	0	13,05056471	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10.1)	54,81237179	0	0	0	0	0	0	0	0	0	11,74558824	1,305056471	26,10112942	2,610112942	1,305056471	0	0	10,44045177	0	0	0	0	0	0	0	0	1,305056471
10000012	Panoven (Link 10.2)	63,94776708	3,915169413	1,305056471	0	1,305056471	0	0	2,610112942	0	0	0	0	14,35562118	5,220225884	0	0	0	30,01629884	0	0	0	0	0	1,305056471	1,305056471	0	2,610112942
10000013	Utrechtseweg	82,21855768	0	0	0	0	0	0	0	0	0	0	0	76,9683318	1,305056471	0	0	0	3,915169413	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	767,373205	0	10,44045177	1,305056471	7,830338827	16,96573412	20,88090354	19,57584707	2,610112942	2,610112942	28,71124236	13,05056471	18,27079066	84,82867062	7,830338827	5,220225884	0	441,1090872	11,74558824	2,610112942	1,305056471	2,610112942	1,305056471	5,220225884	5,220225884	2,610112942	53,50731532
10000015	Europalaan (Link 11)	178,7927365	0	0	1,305056471	1,305056471	0	2,610112942	3,915169413	2,610112942	0	1,305056471	5,220225884	5,220225884	0	26,10112942	0	0	109,6247364	0	0	1,305056471	0	3,915169413	1,305056471	1,305056471	1,305056471	1,745508824
10000016	Ringoven (Link 12)	16,96573412	0	0	0	0	0	0	0	0	0	1,305056471	0	2,610112942	0	0	3,915169413	0	9,133595298	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	1198,04184	1,305056471	30,01629884	40,4567506	10,44045177	24,79607295	13,05056471	2,610112942	10,44045177	0	1,305056471	10,44045177	120,0651953	0	52,20225884	5,220225884	302,7731013	270,1466895	7,830338827	1,305056471	31,32135531	22,18596001	6,525823356	28,71124236	193,1483577	0	11,74558824
10000018	Aansluiting A2 Oost	734,7467932	0	0	1,305056471	0	0	0	0	0	0	0	0	2,610112942	0	0	0	1,305056471	711,2557768	0	0	2,610112942	1,305056471	0	1,305056471	1,305056471	11,74558824	0
10000019	Parallelweg	56,11742826	2,610112942	3,915169413	0	0	2,610112942	1,305056471	0	0	0	0	0	1,305056471	5,220225884	0	0	0	15,66067765	14,35562118	0	1,305056471	2,610112942	2,610112942	2,610112942	2,610112942	0	0
10000020	Carpool	5,220225884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,915169413	0	0	0	0	0	0	0	1,305056471	0
10000021	Nijverheidsweg Noord	131,8107036	0	2,610112942	9,135395298	1,305056471	5,220225884	1,305056471	1,305056471	1,305056471	1,305056471	0	0	1,305056471	1,305056471	0	1,305056471	0	49,5921459	1,305056471	0	27,40618589	2,610112942	5,220225884	6,525823356	7,830338827	0	3,915169413
10000022	Hoogland	79,65844474	0	1,305056471	3,915169413	0	0	0	0	0	0	0	0	1,305056471	0	0	0	0	40,4567506	1,305056471	0	1,305056471	15,66067765	0	1,305056471	5,220225884	0	7,830338827
10000023	Nijverheidsweg Zuid	52,20225884	0	0	0	1,305056471	0	2,610112942	0	0	1,305056471	1,305056471	1,305056471	1,305056471	0	0	0	0	22,18596001	0	0	6,525823356	0	11,74558824	1,305056471	0	1,305056471
10000024	Parklaan	157,911833	0	5,220225884	1,305056471	0	0	1,305056471	1,305056471	0	0	0	0	1,305056471	1,305056471	0	0	0	87,43878356	0	1,305056471	3,915169413	0	1,305056471	33,93146825	3,915169413	1,305056471	13,05056471
10000025	N210 West	1041,435064	1,305056471	26,10112942	13,05056471	2,610112942	2,610112942	2,610112942	0	2,610112942	0	0	0	3,915169413	0	5,220225884	2,610112942	0	498,531572	1,305056471	0	3,915169413	18,2707906	0	10,44045177	392,8219978	0	53,50731532
10000026	Aansluiting A2 Oost	2582,706766	14,35562118	95,26912239	92,65900945	27,40618589	73,08316238	32,62641178	13,05056471	41,76180708	2,610112942	7,830338827	45,67697643	399,3472862	5,220225884	135,725873	20,88090354	0	93,98406592	20,88090354	1,305056471	53,50731532	82,21855768	24,79607295	74,38821888	443,7192002	562,479339	217,9444307
10000027	A2 Zuid	110,9298																										1,305056471
	TOTAL	8696,896323																										109,6247436

Scale factor (total traffic)	1,305056471
Percentual difference	0,3050564711 %

PA share	0,8662099247
VR share	0,1337900753

TOMTOM model PA TOTAAL 17.00-18.00 (Calculated for Passenger Cars)

26x26			10000000	10000001	10000002	10000003	10000004	10000005	10000007	10000008	10000009	10000011	10000012	10000013	10000014	10000015	10000016	10000017	10000018	10000019	10000020	10000021	10000022	10000023	10000024	10000025	10000026	10000027
	Name		Boveneind NZ (Li	Heemraadlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (I	Linnaeusweg (Li	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 Oo	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	A2 Zuid
		Sum	139,0457027	338,0054074	298,439557	65,56626632	161,6547601	109,6533281	97,21894681	71,21853065	11,30452868	48,6094733	89,30577853	609,3140956	82,52305933	212,5251991	35,04403889	263,3955181	2425,951954	56,52843398	5,652264338	132,2629855	140,1761556	48,6094733	160,5243072	963,1458431	506,4428846	461,2247699
10000000	Boveneind NZ (Link 1)	151,4806842	66,69671918	15,82634015	7,913170073	1,130452868	0	0	2,260905735	0	0	0	1,130452868	1,130452868	0	0	0	0	37,30494463	1,130452868	0	5,652264338	2,260905735	1,130452868	2,260905735	0	0	5,652264338
10000001	Heemraadlaan (Link 2)	422,7893724	35,04403889	111,9148339	76,87079499	5,652264338	6,782717205	3,391358603	14,69588728	1,130452868	1,130452868	0	0	2,260905735	0	0	1,130452868	0	88,17532367	2,260905735	0	4,521811467	6,782717205	1,130452868	9,043622294	33,91358603	0	16,95679301
10000002	Schepenensingel (Link3))	189,9160817	6,782717205	32,78313316	56,52643398	2,260905735	0	2,260905735	2,260905735	0	0	0	0	2,260905735	0	2,260905735	0	0	67,82717205	1,130452868	0	1,130452868	1,130452868	0	0	5,652264338	0	5,652264338
10000003	Boedapestlaan (Link 4)	29,39177456	1,130452868	1,130452868	0	9,043622294	0	0	0	0	0	0	1,130452868	2,260905735	0	0	0	0	14,69588728	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	108,5234753	2,260905735	1,130452868	0	0	36,17449176	0	3,391358603	2,260905735	0	0	1,130452868	4,521811467	0	3,391358603	0	0	45,2181147	1,130452868	0	2,260905735	0	0	0	0	0	5,652264338
10000005	Hogebiezen (Link 6)	89,30577653	1,130452868	3,391358603	4,521811467	2,260905735	3,391358603	27,13086882	5,652264338	1,130452868	0	0	0	1,130452868	0	1,130452868	0	0	31,62586029	0	0	1,130452868	0	1,130452868	0	4,521811467	0	1,130452868
10000007	Hogebiezendijk (Link 7)	101,1407581	4,521811467	13,56543441	6,782717205	0	3,391358603	9,043622294	23,73951022	1,130452868	0	2,260905735	3,391358603	12,43498154	1,130452868	2,260905735	0	0	14,69588728	0	0	1,130452868	0	1,130452868	0	1,130452868	0	0
10000008	Jan van der Heydenweg (Link 8)	74,60988928	1,130452868	1,130452868	0	0	1,130452868	2,260905735	2,260905735	9,043622294	3,391358603	0	0	2,260905735	0	3,391358603	0	0	38,4353975	0	0	1,130452868	1,130452868	0	1,130452868	2,260905735	2,260905735	2,260905735
10000009	Boerhaaveweg (Link 9)	29,39177456	0	4,521811467	3,391358603	0	1,130452868	0	2,260905735	3,391358603	1,130452868	0	0	1,130452868	1,130452868	0	0	0	11,30452868	0	0	0	0	0	0	0	0	1,130452868
10000011	Linnaeusweg (Link 10.1)	47,47902044	0	0	0	0	0	0	0	0	0	10,17407581	1,130452868	22,60905735	0	2,260905735	1,130452868	0	9,043622294	0	0	0	0	0	0	0	0	1,130452868
10000012	Panoven (Link 10.2)	55,39219971	3,391358603	1,130452868	0	1,130452868	0	0	2,260905735	0	0	0	0	12,43498154	4,521811467	0	0	0	26,00041595	0	0	0	1,130452868	1,130452868	0	1,130452868	0	2,260905735
10000013	Utrechtseweg	71,21853065	0	0	0	0	0	0	0	0	0	0	0	66,69671918	1,130452868	0	0	0	3,391358603	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	664,7062861	0	9,043622294	1,130452868	6,782717205	14,69588728	18,08724588	16,95679301	2,260905735	2,260905735	24,86996309	11,30452868	15,82634015	73,47943639	6,782717205	4,521811467	0	382,0930692	10,17407581	2,260905735	1,130452868

Share PA 17.00 - 17.15	0.2870776884
Share PA 17.15 - 17.30	0.2584567275
Share PA 17.30 - 17.45	0.2340649549
Share PA 17.45 - 18.00	0.2198606291

TOMTOM model PA 17.00-17.15 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezenlaan (L	Hogebiezendijk (	Jan van der Heyc	Heydenseweg (L	Limaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	39,916918920	43,486724680	19,14713997	4,543894145	2,271604573	0,324277961	0	0,649055922	0	0	0	0	0,324527961	0,324527961	0	0	0	0	10,70941727	0,324277961	0	1,622638987	0,649055922	0,324527961	0,649055922	0	0	1,622638987
10000001	Heemraderlaan (Link 2)	121,3733957	10,06036168	32,12825181	22,06789013	1,622638987	1,947166777	0,973583883	4,218861349	0,324527961	0,324527961	0	0	0	0,649055922	0	0	0,324527961	0	25,31316809	0,649055922	0	1,298111184	1,947166777	0,324527961	2,596222369	0,973583883	0	4,867916941
10000002	Schepenensingel (Link3)	54,52686074	1,947166777	0,411306087	16,22638987	0,649055922	0	0	0,649055922	0,649055922	0	0	0	0	0,649055922	0	0	0	0,649055922	0	19,47166777	0,324527961	0	0,324527961	0,324527961	0	0	1,622638987	0	1,622638987
10000003	Boedapestlaan (Link 4)	8,437722698	0,324527961	0,324527961	0,259622369	0	0	0	0	0	0	0	0,324527961	0,649055922	0	0	0	0	4,218861349	0	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	31,15466842	0,649055922	0,324527961	0	0	0,324488947	0	0,973583883	0,649055922	0	0	0,324527961	1,298111184	0	0,973583883	0	0	12,98111184	0,324527961	0	0,649055922	0	0	0	0	0	1,622638987	0
10000005	Hogebiezen (Link 6)	25,83769589	0,324527961	0,973583883	1,298111184	0,649055922	0,973583883	7,788671061	1,622638987	0,324527961	0	0	0	0	0	0,324527961	0	0	9,08778229	0	0	0,324527961	0	0,324527961	1,298111184	0	0	0,324527961	0
10000007	Hogebiezendijk (Link 7)	29,20752104	1,298111184	3,894333553	1,947166777	0	0,973583883	2,596222369	6,815083718	0,324527961	0	0,649055922	0,973583883	3,569805757	0,324527961	0,649055922	0	0	4,218861349	0	0	0,324527961	0	0,324527961	0	0	0,324527961	0	0,324527961
10000008	Jan van der Heydeweg (Link 8)	21,41883454	0,324527961	0,324527961	0	0	0,324527961	0,649055922	0,649055922	2,596222369	0,973583883	0	0	0,649055922	0	0,973583883	0	0	11,03394507	0	0	0,324527961	0,324527961	0	0,324527961	0,649055922	0,649055922	0	0,324527961
10000009	Boerhaaveweg (Link 9)	8,437722698	0	1,298111184	0,973583883	0	0,324527961	0	0,649055922	0,973583883	0,324527961	0	0	0,324527961	0,324527961	0	0	0	3,246277961	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	13,63016744	0	0	0	0	0	0	0	0	0	2,920750165	0,324527961	0,649055922	0	0,649055922	0,324527961	0	2,596222369	0	0	0	0	0	0	0	0	0	0,324527961
10000012	Panoven (Link 10,2)	15,91982201	0,973583883	0,324527961	0	0,324527961	0	0,649055922	0	0	0	0	3,569805757	1,298111184	0	0	0	0	7,464139311	0	0	0	0	0,324527961	0,324527961	0	0	0,649055922	0
10000013	Utrechtseweg	20,44525115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,973583883	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	190,8223441	0	2,596222369	0,324527961	1,947166777	4,218861349	5,192444737	4,867916941	0,649055922	0,649055922	7,139615134	0,324527961	4,543389145	21,09430675	1,947166777	1,298111184	0	109,6903951	2,920750165	0,649055922	0,324527961	0,649055922	0,324527961	1,298111184	1,298111184	0,649055922	13,30563964	0
10000015	Europalaan (Link 11)	44,46030806	0	0	0,324527961	0,324527961	0	0,649055922	0,973583883	0,649055922	0	0,324527961	1,298111184	1,298111184	0	6,490559222	0	0	27,26033487	0	0	0	0,324527961	0	0	0,973583883	0,324527961	0,324527961	2,920750165
10000016	Ringoven (Link 12)	4,218861349	0	0	0	0	0	0	0	0	0	0,324527961	0	0	0	0	0,973583883	0	2,921694573	0	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	297,9165168	0,324527961	7,464139311	10,06036168	2,596222369	6,166028126	3,245277961	0,649055922	2,596222369	0	0,324527961	2,596222369	29,85665724	0	12,98111184	1,298111184	75,29044869	67,17725379	1,947166777	0,324527961	7,788667106	5,511972534	1,622638987	1,739611514	48,03011382	0	2,920750165	0
10000018	Aansluiting A2 Oost	182,7091492	0	0	0,324527961	0	0	0	0	0	0	0	0	0,649055922	0	0	0	0,324527961	176,8676499	0	0	0,649055922	0,324527961	0	0,324527961	0,324527961	0,324527961	0,920750165	0
10000019	Parallelweg	13,95469523	0,649055922	0,973583883	0	0	0,649055922	0,324527961	0	0	0	0	0,324527961	1,298111184	0	0	3,894333553	3,569805757	0	0,324527961	0,649055922	0	0,649055922	0	0,649055922	0,649055922	0	0,324527961	0
10000020	Carpool	1,298111184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,973583883	0	0	0	0	0	0	0	0	0	0	0	0,324527961
10000021	Nijverheidsweg Noord	32,7773074	0	0,649055922	2,271604573	0,324527961	1,298111184	0,324527961	0,324527961	0,324527961	0,324527961	0	0,324527961	0,324527961	0	0,324527961	0	0	12,33205625	0,324527961	0	8,815083718	0,649055922	1,298111184	1,622638987	1,947166777	0	0,973583883	0
10000022	Hoogland	19,79619556	0	0,324527961	0,973583883	0	0	0	0	0	0	0	0	0,324527961	0	0	0	0	10,06036168	0,324527961	0	0,324527961	3,894333553	0	0,324527961	1,298111184	0	1,947166777	0
10000023	Nijverheidsweg Zuid	12,98111184	0	0	0	0,324527961	0	0,649055922	0	0	0	0,324527961	0,324527961	0,324527961	0	0,324527961	0	0	5,516972534	0	0	1,622638987	0	2,920750165	0,324527961	0	0	0,324527961	0
10000024	Parklaan	39,26786333	0	1,298111184	0,324527961	0	0,324527961	0,324527961	0	0	0	0	0	0,324527961	0,324527961	0	0	0	21,74336234	0	0,324527961	0,973583883	0	0,324527961	8,437722698	0,973583883	0,324527961	3,245277961	0
10000026	N210 West	258,9731813	0,324527961	6,490559222	3,245277961	0,649055922	0,649055922	0,649055922	0	0,649055922	0	0	0	0,973583883	0	1,298111184	6,490559222	0	123,3696181	0,324527961	0	0,973583883	4,543389145	0	2,596222369	97,68286662	0	13,30563964	0
10000026	Aansluiting A2 Oost	642,2405085	3,569805757	23,60052911	23,04173527	6,815083718	18,17355658	8,113194902	3,245277961	10,38488947	6,490559222	1,947167777	11,35847286	99,30550556	1,298111184	33,75989079	5,192444737	0	23,36600132	5,192444737	0,324527961	13,30563964	20,44525115	6,166028126	18,49808438	110,3394507	139,8714801	54,19614195
10000027	A2 Zuid	27,58496267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,324527961	27,26033487	0
	TOTAL	2162,653233																											

TOMTOM model PA 17.15-17.30 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezenlaan (L	Hogebiezendijk (	Jan van der Heyc	Heydenseweg (L	Limaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	35,9372973	87,35977148	77,13371127	16,94604263	41,78076027	28,34079543	25,12680979	18,40690837	2,921731488	12,5634454	23,08167875	157,4813272	21,32863986	54,92855197	9,057367612	68,07634366	627,0035772	14,60865744	1,460865744	34,1842584	36,22947045	12,5634454	41,48858712	248,9315227	130,8935706	119,2066447	
10000001	Heemraderlaan (Link 2)	39,15120193	17,23821578	4,090424083	2,045212041	0,292173488	0	0,584346275	0	0	0	0	0,292173488	0,292173488	0	0	0	0	9,647139009	0,292173488	0	1,460865744	0,584346275	0,292173488	0,584346275	0	0	1,460865744	0
10000002	Schepenensingel (Link3)	19,09258899	1,753038893	8,473213114	14,60865744	0,584346275	0,584346275	0,584346275	0,584346275	0	0	0	0,584346275	0	0,584346275	0	0	0	17,53038893	0,292173488	0,292173488	0	0,292173488	0	0	1,460865744	0	1,460865744	0
10000003	Boedapestlaan (Link 4)	7,596501868	0,292173488	0,292173488	0	2,33738519	0	0	0	0	0	0	0,292173488	0,584346275	0	0	0	0	3,798250934	0	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	28,9486228	0,584346275	0,292173488	0	0	0,34954676	0	0,876519463	0,584346275	0	0	0,292173488	1,168692595	0	0,876519463	0	0	11,68692595	0,292173488	0	0,584346275	0	0	0	0	0	1,460865744	0
10000005	Hogebiezen (Link 6)	23,08167875	0,292173488	0,876519463	1,168692595	0,584346275	0,876519463	7,01215557	1,460865744	0,292173488	0	0	0	0	0,584346275	0	0,292173488	0	8,180848165	0	0	0,292173488	0	0,292173488	1,168692595	0	0	0,292173488	0
10000007	Hogebiezendijk (Link 7)	26,29558319	1,168692595	1,753038893	0	0,876519463	2,33738519	6,139836182	0,292173488	0,292173488	0,584346275	0,876519463	3,213904638	0,292173488	0,584346275	0	0,584346275	0	3,798250934	0	0,292173488	0,292173488	0	0,292173488	0	0	0,292173488	0	0,292173488
10000008	Jan van der Heydeweg (Link 8)	19,28342782	0,292173488	0,292173488	0	0,292173488	0,584346275	0,584346275	2,33738519	0,876519463	0	0	0,584346275	0	0,584346275	0	0,876519463	0	9,933887058	0	0,292173488	0,292173488	0	0,292173488	0,584346275	0,584346275	0,584346275	0	0
10000009	Boerhaaveweg (Link 9)	7,596501868	0	1,168692595	0,876519463	0	0,292173488	0	0,584346275	0,876519463	0,292173488	0	0,292173488	0,292173488	0	0	0	0	2,92173488	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	12,27127225	0	0	0	0	0	0	0	0	2,629558339	0,292173488	5,843462975	0	0,584346275	0,292173488	0	0	2,33738519	0	0	0	0	0	0	0	0	0	0,292173488
10000012	Panoven (Link 10,2)	14,31648392	0,876519463	0,292173488	0	0,292173488	0	0	0,584346275	0	0	3,213904638	1,168692595	0	0	0	0	0	6,719982421	0	0	0	0	0,292173488	0,292173488	0	0	0,584346275	0
10000013	Utrechtseweg	18,40690837	0	0	0	0	0	0	0	0	0	0	0	17,23821578	0,292173488	0	0	0	0,876519463	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	171,7978115	0	2,33738519	0,292173488	1,753038893	3,798250934	4,67477038	4,382597231	0,584346275	0,584346275	6,427809273	2,921731488	4,090424083	18,99125467	1,753038893	1,168692595	0	98,75424828	2,629558339	0,584346275	0,292173488	0,584346275	0,292173488	1,168692595	1,168692595	0,584346275	11,9790991	
10000015	Europalaan (Link 11)	40,02772218	0	0	0,292173488	0,292173488	0	0,584346275	0,876519463	0,584346275	0	0,292173488	1,168692595	1,168692595	0	5,843462975	0	0	24,54254445	0	0	0,292173488	0	0,292173488	0,876519463	0,292173488	0,292173488	0,629558339	
10000016	Ringoven (Link 12)	3,798250934	0	0	0	0	0	0	0	0	0	0,292173488	0	0	0	0	0,876519463	0	2,04521041	0	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	268,2149506	0,292173488	6,719982421	9,057367612	2,33738519	5,551289826	2,921731488	0,584346275	2,33738519	0	0,292173488	2,33738519	26,87902969	0	11,68692595	1,168692595	67,78417051	60,47984179	1,753038893	0,292173488	7,01215557	4,966943529	1,460865744	6,427809273	43,24162602	0	2,629558339	
10000018	Aansluiting A2 Oost	164,4934828	0	0	0,292173488	0	0	0	0	0	0	0	0	0,584346275	0	0	0	0,292173488	159,2343661	0	0	0,584346275	0,292173488	0	0,292173488	0,292173488	0,292173488	0,629558339	0
10000019	Parallelweg	12,5634454	0,584346275	0,876519463	0	0	0,584346275	0,292173488	0	0	0	0	0,292173488	1,168692595	0	0	3,506077065	3,213904638	0	0,292173488	0,584346275	0	0,584346275	0,584346275	0,584346275	0,584346275	0	0,292173488	0
10000020	Carpool	1,168692595	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,876519463	0	0	0	0	0	0	0	0	0	0	0	0,292173488
10000021	Nijverheidsweg Noord	29,50948802	0	0,584346275	2,045212041	0,292173488	1,168692595	0,292173488	0,292173488	0,292173488	0,292173488	0,292173488	0,292173488	0,292173488	0	0,292173488	0	0	11,10257965	0,292173488	0	5,135836124	0,584346275	1,168692595	1,460865744	1,753038893	0	0,876519463	
10000022	Hoogland	17,82256207	0	0,292173488	0,876519463	0	0	0	0	0	0	0	0	0,292173488	0	0	0	0	9,057367612	0,292173488	0	0,292173488	3,506077065	0	0,292173488	1,168692595	0	1,753038893	
10000023	Nijverheidsweg Zuid	11,68692595	0	0	0	0,292173488	0	0,584346275	0	0	0	0,292173488	0,292173488	0,292173488	0,292173488	0	0	0	4,966943529	0	0	1,460865744	0	2,629558339	0,292173488	0	0	0,292173488	
10000024	Parklaan	35,352951	0	1,168692595	0,292173488	0	0	0,292173488	0,292173488	0	0	0	0	0,292173488	0,292173488	0	0	0	19,57560097	0	0,292173488	0,876519463	0	0,292173488	7,596501868	0,876519463	0,292173488	0,292173488	
10000026	N210 West	233,1541727	0,292173488	5,843462975	2,921731488	0,584346275	0,584346275	0,584346275	0	0,584346275	0	0	0,876519463	0	1,168692595	0,584346275	0	0	111,6104428	0,292173488	0	0,876519463	4,090424083	0	2,33738519	87,9441778	0	11,9790991	
10000026	Aansluiting A2 Oost	578,2106814	3,213904638	21,32863986	20,74429356	6,135636124	16,36169633	7,304328719	2,921731488	9,34954076	5,843462975	1,753038893	10,22606621	89,40498352	1,168692595	30,38600747	4,67477038	0	21,03646871	4,67477038	0,292173488	11,97909991	18,40690837	5,551289826	16,65389498	99,33887058	125,9266271	48,79291584	
10000027	A2 Zuid	24,83477764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,292173488	24,54254445	0
	TOTAL	1947,041863																											

TOMTOM model PA 17.30-17.45 (Calculated per 15 min)

26x26

	Name	Sum	Boveneind NZ (L	Heemraderlaan	Schepenensingel	Boedapestlaan (I	Tuinensingel (Lin	Hogebiezenlaan (L	Hogebiezendijk (	Jan van der Heyc	Heydenseweg (L	Limaseweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg n	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Boveneind NZ (Link 1)	32,62081081	79,29774335	70,01539881	15,35217095	37,92500769	25,72535487	22,80804658	16,70822017	2,65209844	11,40402329	20,95157768	142,9481059	19,36031861	49,89545067	8,221505164	61,79389365	569,1403252	13,2604922	1,32604922	31,02955172	32,88602065	11,40402329	37,65979785	225,9587871	118,8140101	108,2056163	
10000001	Heemraderlaan (Link 2)	99,18846165	8,221505164	26,25577456	18,03426939	1,32604922	1,591259064	0,795629532	3,447727972	0,265209844	0,265209844	0	0	0	0,530419688	0	0	0,265209844	0	20,68636783	0,530419688	0	1,060839376	1,591259064	0,265209844	2,121678752	0,795629532	0	3,978147766
10000002	Schepenensingel (Link3)	44,55253579	1,591259064	7,691058476	13,2604922	0,530419688	0	0,530419688	0,530419688	0	0	0	0	0,530419688	0	0,530419688	0	0	15,91259064	0,265209844	0	0,265209844	0,265209844	0	0	1,326049222	0	1,326049222	0
10000003	Boedapestlaan (Link 4)	6,895455944	0,265209844	0,265209844	0	2,121678752	0	0	0	0	0	0	0,265209844	0,530419688	0	0	0	0	3,447727972	0	0	0	0	0	0	0	0	0	0
10000004	Tuinensingel (Link 5)	25,46014502	0,530419688	0,265209844	0	0	8,486715008	0	0,795629532	0,530419688	0	0	0,265209844	1,060839376	0	0,795629532	0	0	10,60839376	0,265209844	0	0,530419688	0	0	0	0	0	1,326049222	0
10000005	Hogebiezen (Link 6)	20,95157768	0,265209844	0,795629532	1,060839376	0,530419688	0,795629532	6,365038266	1,326049222	0,265209844	0	0	0	0	0,265209844	0	0,265209844	0	7,425875632	0	0	0,265209844	0	0	0	1,060839376	0	0,265209844	0
10000007	Hogebiezendijk (Link 7)	23,86888429	1,060839376	3,182518128	1,591259064	0	0,795629532	2,121678752	5,569407736	0,265209844	0	0,530419688	0,795629532	2,917308284	0,265209844	0,530419688	0	0	3,447727972	0	0	0,265209844	0	0,265209844	0	0	0,265209844	0	0,265209844
10000008	Jan van der Heydeweg (Link 8)	17,5038497	0,265209844	0,265209844	0	0	0,265209844	0,530419688	0,530419688	2,121678752	0,795629532	0	0	0,530419688	0	0,795629532	0	0	9,017134696	0	0	0,265209844	0,265209844	0	0,265209844	0,530419688	0,530419688	0,530419688	0
10000009	Boerhaaveweg (Link 9)	6,895455944	0	1,060839376	0,795629532	0	0,265209844	0	0,530419688	0,795629532	0,265209844	0	0	0,265209844	0,265209844	0	0	0	2,65209844	0	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	11,13881345	0	0	0	0	0	0	0	0	0,288888596	0,265209844	5,304196878	0	0,530419688	0,265209844	0	0	2,121678752	0	0	0	0	0	0	0	0	0	0,265209844
10000012	Panoven (Link 10,2)	12,9528241	0,795629532	0,265209844	0	0,265209844	0	0,530419688	0	0	0	0,265209844	2,917308284	1,060839376	0	0	0	0	6,095826412	0	0	0,265209844	0	0,265209844	0,265209844	0	0	0,530419688	0
10000013	Utrechtseweg	16,70822017	0	0	0	0	0	0	0	0	0	0	0	15,6473808	0,265209844	0	0	0	0,795629532	0	0	0	0	0	0	0	0	0	0
10000014	Utrechtseweg	155,9433883	0	2,121678752	0,265209844	1,591259064	3,447727972	4,243357504	3,978147766	0,530419688	0,530419688	5,834616568	2,65209844	3,712937816	17,23863986	1,591259064	1,060839376	0	89,64092727	2,386888596	0,530419688	0,265209844	0,530419688	0,265209844	1,060839376	1,060839376	0,530419688	10,8736036	
10000015	Europalaan (Link 11)	36,3337483	0	0	0,265209844	0,265209844	0	0,530419688	0,795629532	0,530419688	0	0,265209844	1,060839376	1,060839376	0	5,304196878	0	0	22,27739289	0	0	0,265209844	0	0,265209844	0,795629532	0,265209844	0,265209844	2,386888596	
10000016	Ringoven (Link 12)	3,447727972	0	0	0	0	0	0	0	0	0,265209844	0	0	0,530419688	0	0,795629532	0	0	1,856468908	0	0	0	0	0	0	0	0	0	0
10000017	A2 Noord	243,4626368	0,265209844	6,098626412	8,221505164	2,121678752	5,038987036	2,65209844	0,530419688	2,121678752	0	0,265209844	2,121678752	24,39930565	0	10,60839376	1,060839376	61,52868381	54,89843771	1,591259064	0,265209844	6,365036256	4,508567348	1,326049222	5,834616568	39,25105691	0	2,386888596	
10000018	Aansluiting A2 Oost	149,3131422	0	0	0,265209844	0	0	0	0	0	0	0	0	0,530419688	0	0	0	0,265209844	144,539365	0	0	0,530419688	0,265209844	0	0,265209844	0,265209844	0,265209844	0,386888596	0
10000019	Parallelweg	11,40402329	0,530419688	0,795629532	0	0	0,530419688	0,265209844	0	0	0	0	0,265209844	1,060839376	0	0	3,182518128	2,917308284	0	0,265209844	0,530419688	0	0,530419688	0,530419688	0,530419688	0,530419688	0	0,265209844	0
10000020	Carpool	1,060839376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,795629532	0	0	0	0	0	0	0	0	0	0	0	0,265209844
10000021	Nijverheidsweg Noord	26,76619424	0	0,530419688	1,856468908	0,265209844	1,060839376	0,265209844	0,265209844	0,265209844	0,265209844	0	0,265209844	0,265209844	0	0,265209844	0	0	10,07797407	0,265209844	0	5,569406724	0,530419688	1,060839376	1,326049222	1,591259064	0	0,795629532	
10000022	Hoogland	16,17780048	0	0,265209844	0,795629532	0	0	0	0	0	0	0	0	0,265209844	0	0	0	0	8,221505164	0,265209844	0	0,265209844	3,182518128	0	0,265209844	1,060839376	0	1,591259064	
10000023	Nijverheidsweg Zuid	10,60839376	0	0	0	0,265209844	0	0,530419688	0	0	0,265209844	0,265209844	0,265209844	0,265209844	0	0,265209844	0	0	4,508567348	0	0	1,326049222	0	2,386888596	0,265209844	0	0	0,265209844	
10000024	Parklaan	32,09039112	0	1,060839376	0,265209844	0	0,265209844	0,265209844	0	0	0	0	0,265209844	0,265209844	0	0	0	0	17,76905955	0	0,265209844	0,795629532	0	0,265209844	6,895455944	0,795629532	0,265209844	2,652098441	
10000026	N210 West	211,6374655	0,265209844	5,304196878	2,652098441	0,530419688	0,530419688	0,530419688	0	0,530419688	0	0	0,795629532	0	0,530419688	0	0	0	101,3101604	0,265209844	0	0,795629532	3,712937816	0	2,121678752	79,82816304	0	10,8736036	
10000026	Aansluiting A2 Oost	524,8502813	2,917308284	19,36031861	18,82989802	5,569406724	14,85175126	6,6302461	2,652098441	8,486715008	5,304196878	1,591259064	9,28234454	81,15421226	1,060839376	27,58182377	4,243357504	0	19,09510877	4,243357504	0,265209844	10,8736036	16,70822017	5,038987036	15,11668111	90,17134696	114,3054428	44,29004395	
10000027	A2 Zuid	22,54283674	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,265209844	22,27762269	0
	TOTAL	1767,3584																											

TOMTOM model PA 17.45-18.00 (Calculated per 15 min)

26x26

| | Name | Sum |

1000008	Jan van der Heydenweg (Link 8)	2,97836781	0,04512678532	0,04512678532	0	0	0,04512678532	0,09025357064	0,09025357064	0,3610142826	0,135380356	0	0	0,09025357064	0	0,135380356	0	0	1,534310701	0	0	0,04512678532	0,04512678532	0	0,04512678532	0,09025357064	0,09025357064	0,09025357064	0	0
1000009	Boerhaaveweg (Link 9)	1,173296418	0	0,1805071413	0,135380356	0	0,04512678532	0	0,09025357064	0,135380356	0,04512678532	0	0,04512678532	0,04512678532	0	0	0	0	0,4512678532	0	0	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	1,895324984	0	0	0	0	0	0	0	0	0	0,4061410679	0,04512678532	0,09025357064	0	0,09025357064	0,04512678532	0	0,3610142826	0	0	0	0	0	0	0	0	0	0	0,04512678532
1000012	Panoven (Link 10,2)	2,211212481	0,135380356	0,04512678532	0	0,04512678532	0	0,09025357064	0	0	0	0	0,4963946385	0,1805071413	0	0	0	0	1,037916962	0	0	0,04512678532	0,04512678532	0	0,04512678532	0,04512678532	0	0,09025357064	0	0,09025357064
1000013	Utrechtseweg	2,842987475	0	0	0	0	0	0	0	0	0	0	0	2,662480334	0,04512678532	0	0	0	0,135380356	0	0	0	0	0	0	0	0	0	0	0
1000014	Utrechtseweg	26,53454977	0	0,3610142826	0,04512678532	0,2707607119	0,5866482092	0,7220285652	0,6769017798	0,09025357064	0,09025357064	0,09278927715	0,04512678532	0,6317749945	2,933241046	0,2707607119	0,1805071413	0	15,25285344	0,4061410679	0,09025357064	0,04512678532	0,09025357064	0,04512678532	0,1805071413	0,1805071413	0,09025357064	1,850198198
1000015	Europalaan (Link 11)	6,182369589	0	0	0,04512678532	0,04512678532	0	0,09025357064	0,135380356	0,09025357064	0	0,04512678532	0,1805071413	0,1805071413	0	0,09025357064	0	0	3,790649967	0	0	0	0,04512678532	0	0,135380356	0,04512678532	0,04512678532	0,4061410679	0	
1000016	Ringoven (Link 12)	0,586842092	0	0	0	0	0	0	0	0	0	0	0,04512678532	0	0	0,09025357064	0	0	0,135380356	0	0	0,3158874973	0	0	0	0	0	0	0	0
1000017	A2 Noord	41,42638893	0,04512678532	1,037916062	1,398930345	0,3610142826	0,8574089211	0,4512678532	0,09025357064	0,3610142826	0	0,04512678532	0,3610142826	4,15166425	1,805071413	0,1805071413	10,46941419	9,341244562	0,2707607119	0,04512678532	1,083042848	0,7671553505	0,2256339266	0,9927892771	6,678764228	0	4,061410679		
1000018	Aansluiting A2 Oost	25,40638014	0	0,04512678532	0	0	0	0	0	0	0	0	0	0,09025357064	0	0	0	0,04512678532	24,594098	0	0,09025357064	0,04512678532	0,04512678532	0	0,04512678532	0,04512678532	0,4061410679	0	
1000019	Parallelweg	1,940451769	0,09025357064	0,135380356	0	0	0,09025357064	0,04512678532	0	0	0	0	0,04512678532	0,1805071413	0	0	0	0	0,5415214239	0,4963946385	0	0,04512678532	0,09025357064	0	0,09025357064	0,09025357064	0	0	0	
1000020	Carpool	0,1805071413	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,135380356	0	0	0	0	0	0	0	0	0	0,04512678532	
1000021	Nijverheidsweg Noord	4,557805318	0	0,09025357064	0,3158874973	0,04512678532	0,1805071413	0,04512678532	0,04512678532	0,04512678532	0,04512678532	0	0,04512678532	0,04512678532	0	0,04512678532	0	0	1,714817842	0,04512678532	0	0,9476624918	0,09025357064	0,1805071413	0,2256339266	0,2707607119	0	0,135380356		
1000022	Hoogland	2,752733905	0	0,04512678532	0,135380356	0	0	0	0	0	0	0	0	0,04512678532	0	0	0	0	1,398930345	0,04512678532	0	0,04512678532	0,04512678532	0,5415214239	0	0,04512678532	0,1805071413	0	0,2707607119		
1000023	Nijverheidsweg Zuid	1,805071413	0	0	0	0	0,04512678532	0	0,09025357064	0	0	0,04512678532	0,04512678532	0,04512678532	0,04512678532	0,04512678532	0	0	0,767155305	0	0	0,2256339266	0	0	0,4061410679	0,04512678532	0	0	0,04512678532	
1000024	Parklaan	5,480341024	0	0,1805071413	0,04512678532	0	0	0,04512678532	0,04512678532	0	0	0	0	0,04512678532	0,04512678532	0	0	0	3,023494617	0	0,04512678532	0,135380356	0	0,04512678532	1,173296418	0,135380356	0,04512678532	0,04512678532	
1000025	N210 West	36,01117469	0,04512678532	0,9025357064	0,04512678532	0,09025357064	0,09025357064	0,09025357064	0	0,09025357064	0	0	0	0,135380356	0	0,1805071413	0,09025357064	0	17,23843199	0,04512678532	0	0,135380356	0,8317749945	0	0,3610142826	0,135381238	0	1,850198198		
1000026	Aansluiting A2 Oost	89,30590815	0,4963946385	3,294255328	3,204001758	0,9476624918	2,527099978	1,128169633	0,4512678532	1,44405713	0,09025357064	0,2707607119	1,579437486	13,80879631	0,1805071413	4,693185673	0,7220285652	0	3,249128543	0,7220285652	0,04512678532	1,850198198	2,842987475	0,8574089211	2,572226763	15,34310701	19,44964447	7,536173149		
1000027	A2 Zuid	3,835779752	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,04512678532	3,790649967
	TOTAL	300,7248974																												

TOMTOM model VR 17.30-17.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraderlaan (	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaasweg (Lin	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid	
	Sum		**5,038459459**	**12,24796243**	**10,81425445**	**2,375859932**	**5,85772116**	**3,973419249**	**3,522825313**	**2,580674357**	**4,096308504**	**1,761412657**	**3,239083718**	**22,07910283**	**2,990305208**	**7,701059987**	**1,268855836**	**9,544398813**	**87,90878049**	**2,048154252**	**0,2048154252**	**4,792880949**	**5,07422544**	**1,761412657**	**5,816758075**	**34,90054845**	**18,3514621**	**16,71293869**	
1000000	Boveneind NZ (Link 1)	5,480653395	2,416822017	0,5734831905	0,2867415953	0,04096308504	0	0	0,08192617007	0	0	0	0,04096308504	0,04096308504	0	0	0	0	1,351781806	0,04096308504	0	0,2048154252	0,08192617007	0,04096308504	0,08192617007	0	0	0,2048154252	
1000001	Heemraderlaan (Link 2)	15,3201938	1,269855636	4,055345419	2,785489782	0,2048154252	0,2457785102	0,1228892551	0,5325201055	0,04096308504	0,04096308504	0	0,08192617007	0	0	0	0,04096308504	0	3,195120633	0,08192617007	0	0,1638523401	0,2457785102	0,04096308504	0,3277046803	1,228892551	0	0,6144462755	
1000002	Schepenensingel (Link3)	6,881798286	0,2457785102	1,167929466	2,048154252	0,08192617007	0	0,08192617007	0,08192617007	0	0	0	0	0,08192617007	0	0,08192617007	0	0	2,457785102	0,04096308504	0	0,04096308504	0,04096308504	0	0	0,2048154252	0	0,2048154252	
1000003	Boedapestlaan (Link 4)	1,065040211	0,04096308504	0,04096308504	0	0,3277046803	0	0	0	0	0	0	0,04096308504	0,08192617007	0	0	0	0	0,5325201055	0	0	0	0	0	0	0	0	0		
1000004	Tuinensingel (Link 5)	3,932456163	0,08192617007	0,04096308504	0	0	1,310818721	0	0,1228892551	0,08192617007	0	0	0,04096308504	0,1638523401	0	0,1228892551	0	0	1,638523401	0,04096308504	0	0,08192617007	0	0	0	0	0	0,2048154252		
1000005	Hogebiezen (Link 6)	3,236083718	0,04096308504	0,1228892551	0,1638523401	0,08192617007	0,1228892551	0,9831140409	0,2048154252	0,04096308504	0	0	0	0	0	0,04096308504	0	0	1,146966381	0	0	0,04096308504	0	0,04096308504	0	0,1638523401	0	0,04096308504		
1000007	Hogebiezendijk (Link 7)	3,686677653	0,1638523401	0,4915570204	0,2457785102	0	0,1228892551	0,3277046803	0,8602247858	0,04096308504	0	0,08192617007	0,1228892551	0,4509539354	0,04096308504	0,08192617007	0	0	0,5325201055	0	0	0,04096308504	0	0,04096308504	0	0	0,04096308504		
1000008	Jan van der Heydenweg (Link 8)	2,703563612	0,04096308504	0,04096308504	0	0	0,04096308504	0,08192617007	0,08192617007	0,3277046803	0,1228892551	0	0	0,08192617007	0	0,1228892551	0	0	1,392744891	0	0	0,04096308504	0,04096308504	0	0,04096308504	0,08192617007	0,08192617007	0,08192617007		
1000009	Boerhaaveweg (Link 9)	1,065040211	0	0,1638523401	0,1228892551	0	0,04096308504	0	0,08192617007	0,1228892551	0,04096308504	0	0,04096308504	0,04096308504	0	0	0	0	0,40963085 04	0	0	0	0	0	0	0	0	0		
1000011	Linnaeusweg (Link 10,1)	1,720449572	0	0	0	0	0	0	0	0	0	0,3686677653	0,04096308504	0,8192617007	0	0,08192617007	0,04096308504	0	0,3277046803	0	0	0	0	0	0	0	0	0	0,04096308504	
1000012	Panoven (Link 10,2)	2,007191167	0,1228892551	0,04096308504	0	0,04096308504	0	0	0,08192617007	0	0	0	0,4509539354	0,1638523401	0	0	0	0	0,9421509558	0	0	0	0	0,04096308504	0,04096308504	0	0	0,08192617007	
1000013	Utrechtseweg	2,580674357	0	0	0	0	0	0	0	0	0	0	0	2,41682 2017	0,04096308504	0	0	0	0,1228892551	0	0	0	0	0	0	0	0	0		
1000014	Utrechtseweg	24,086294	0	0,3277046803	0,04096308504	0,2457785102	0,5325201055	0,6554093606	0,6144462755	0,8192617007	0,8192617007	0,9011878708	0,40963085 04	0,5734831905	2,662600527	0,2457785102	0,1638523401	0	13,84522274	0,3686677653	0,08192617007	0,04096308504	0,8192617007	0,04096308504	0,1638523401	0,1638523401	0,8192617007	1,879486486	
1000015	Europalaan (Link 11)	5,61194265	0	0	0,04096308504	0,04096308504	0	0	0,08192617007	0,1228892551	0,08192617007	0	0,04096308504	0,1638523401	0,1638523401	0	0,8192617007	0	3,44089143	0	0	0	0,04096308504	0	0,1228892551	0,04096308504	0,04096308504	0,3686677653		
1000016	Ringoven (Link 12)	0,5325201055	0	0	0	0	0	0	0	0	0	0	0,04096308504	0	0	0,08192617007	0	0,1228892551	0	0,2867415953	0	0	0	0	0	0	0	0		
1000017	A2 Noord	37,60411206	0,04096308504	0,9421509558	1,269855636	0,3277046803	0,7782986157	0,4096308504	0,08192617007	0,3277046803	0	0,04096308504	0,3277046803	3,768603823	0	1,638523401	0,1638523401	9,503435728	8,479358603	0,2457785102	0,04096308504	0,9831140409	0,6963724458	0,2048154252	0,9011878708	6,062536585	0	0,3686677653		
1000018	Aansluiting A2 Oost	23,06221688	0	0	0,04096308504	0	0	0	0	0	0	0	0	0,08192617007	0	0	0	0,04096308504	22,32488134	0	0	0,08192617007	0,04096308504	0	0,04096308504	0,04096308504	0,3686677653	0		
1000019	Parallelweg	1,761412657	0,08192617007	0,1228892551	0	0	0	0,08192617007	0,04096308504	0	0	0	0,04096308504	0,1638523401	0	0	0	0	0,4915570204	0,4505939354	0	0,04096308504	0,08192617007	0	0,08192617007	0,08192617007	0	0		
1000020	Carpool	0,1638523401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1228892551	0	0	0	0	0	0	0	0	0	0,04096308504	
1000021	Nijverheidsweg Noord	4,137271589	0	0,08192617007	0,2867415953	0,04096308504	0,1638523401	0,04096308504	0,04096308504	0,04096308504	0,04096308504	0	0,04096308504	0,04096308504	0	0,04096308504	0	0	1,556597231	0,04096308504	0	0,8602247858	0,08192617007	0,08192617007	0,1638523401	0,2048154252	0,2457785102	0	0,1228892551	
1000022	Hoogland	2,498748187	0	0,04096308504	0,1228892551	0	0	0	0	0	0	0	0	0,04096308504	0	0	0	0	1,269855636	0,04096308504	0	0,04096308504	0,4915570204	0	0,04096308504	0,1638523401	0	0,2457785102		
1000023	Nijverheidsweg Zuid	1,638523401	0	0	0	0	0,04096308504	0	0,08192617007	0	0	0,04096308504	0,04096308504	0,04096308504	0,04096308504	0	0	0	0,6963724458	0	0	0,2048154252	0	0,3686677653	0,04096308504	0	0	0,04096308504		
1000024	Parklaan	4,956533289	0	0,1638523401	0,04096308504	0	0	0,04096308504	0,04096308504	0	0	0	0,04096308504	0,04096308504	0	0	0	0	2,744526897	0	0,04096308504	0,1228892551	0	0,04096308504	1,065040211	0,1228892551	0,04096308504	0,04096308504		
1000025	N210 West	32,68854186	0,04096308504	0,8192617007	0,04096308504	0,08192617007	0,08192617007	0,08192617007	0	0,08192617007	0	0	0	0,1228892551	0	0,1638523401	0,08192617007	0	15,64789848	0,04096308504	0	0,1228892551	0,5734831905	0	0,3277046803	12,3298886	0	1,879486486		
1000026	Aansluiting A2 Oost	81,06594529	0,4505939354	2,990305208	2,908379038	0,8602247858	2,293932762	1,024077126	0,4096308504	1,310818721	0,08192617007	0,2457785102	1,433707976	12,53470402	0,1638523401	4,260160844	0,6554093606	0	2,949342123	0,6554093606	0,04096308504	1,679486486	2,580674357	0,7782986157	2,334895847	13,92744891	17,65508965	6,840835201		
1000027	A2 Zuid	3,481862228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,04096308504	3,44089143	
	TOTAL	272,9779987																												

TOMTOM model VR 17.45-18.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (Li	Heemraderlaan (	Schepenensingel	Boedapestlaan (	Tuinensingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaasweg (Lin	Panoven (Link 1(	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid	
	Sum		**4,721864865**	**11,47835443**	**10,13473434**	**2,226570424**	**5,48964777**	**3,723747089**	**3,301486491**	**2,41851615**	**0,3838914524**	**1,650733245**	**3,032742474**	**20,69174929**	**2,802407603**	**7,217159306**	**1,190063503**	**8,944670842**	**82,38310569**	**1,919457262**	**0,1919457262**	**4,491529993**	**4,76025401**	**1,650733245**	**5,451258624**	**32,70755175**	**17,19833707**	**15,66277126**	
1000000	Boveneind NZ (Link 1)	5,144145463	2,264959569	0,5374480334	0,2687240167	0,03838914524	0	0	0,07677829049	0	0	0	0,03838914524	0,03838914524	0	0	0	0	1,266841793	0,03838914524	0	0,1919457262	0,07677829049	0,03838914524	0,07677829049	0	0	0,1919457262	
1000001	Heemraderlaan (Link 2)	14,35754032	1,190063503	3,800525379	2,610461877	0,1919457262	0,2303348715	0,1151674357	0,4990588882	0,03838914524	0,03838914524	0	0	0,07677829049	0	0	0,03838914524	0	2,994353329	0,07677829049	0	0,153556581	0,2303348715	0,03838914524	0,3071131619	1,151674357	0	0,5758371786	
1000002	Schepenensingel (Link3)	6,440376401	0,2303348715	1,113285212	1,919457262	0,07677829049	0	0,07677829049	0,07677829049	0	0	0	0	0,07677829049	0	0,07677829049	0	0	2,303348715	0,03838914524	0	0,03838914524	0,03838914524	0	0	0,1919457262	0	0,1919457262		
1000003	Boedapestlaan (Link 4)	0,998117763	0,03838914524	0,03838914524	0	0,3071131619	0	0	0	0	0	0	0,03838914524	0,07677829049	0	0	0	0	0,4990588882	0	0	0	0	0	0	0	0	0		
1000004	Tuinensingel (Link 5)	3,685357943	0,07677829049	0,03838914524	0	0	1,228452648	0	0,1151674357	0,07677829049	0	0	0,03838914524	0,153556581	0	0,1151674357	0	0	1,53556581	0,03838914524	0	0,07677829049	0	0	0	0	0	0,1919457262		
1000005	Hogebiezen (Link 6)	3,032742474	0,03838914524	0,1151674357	0,153556581	0,07677829049	0,1151674357	0,9213394858	0,1919457262	0,03838914524	0	0	0	0	0	0,03838914524	0	0	1,074896067	0	0	0,03838914524	0	0,03838914524	0	0,153556581	0	0,03838914524		
1000007	Hogebiezendijk (Link 7)	3,455023072	0,153556581	0,4606897429	0,2303348715	0	0,1151674357	0,3071131619	0,8061720501	0,03838914524	0	0,07677829049	0,1151674357	0,4222805977	0,03838914524	0,07677829049	0	0	0,4606897429	0	0	0,03838914524	0	0,03838914524	0	0	0,03838914524		
1000008	Jan van der Heydenweg (Link 8)	2,533883586	0,03838914524	0,03838914524	0	0	0,03838914524	0,07677829049	0,07677829049	0,3071131619	0,1151674357	0	0	0,07677829049	0	0,1151674357	0	0	1,305230938	0	0	0,03838914524	0,03838914524	0	0,03838914524	0,07677829049	0,07677829049	0,07677829049		
1000009	Boerhaaveweg (Link 9)	0,998117763	0	0,153556581	0,1151674357	0	0,03838914524	0	0,07677829049	0,1151674357	0,03838914524	0	0,03838914524	0,03838914524	0	0	0	0	0,03838914524	0	0	0	0	0	0	0	0	0		
1000011	Linnaeusweg (Link 10,1)	1,6123441	0	0	0	0	0	0	0	0	0	0,3455023072	0,03838914524	0,07677829049	0	0,07677829049	0,03838914524	0	0,3071131619	0	0	0	0	0	0	0	0	0	0,03838914524	
1000012	Panoven (Link 10,2)	1,881068117	0,1151674357	0,03838914524	0	0,03838914524	0	0	0,07677829049	0	0	0	0,4222805977	0,153556581	0	0	0	0	0,4990593406	0	0	0	0	0	0	0,03838914524	0,03838914524	0	0,07677829049		
1000013	Utrechtseweg	2,41851615	0	0	0	0	0	0	0	0	0	0	0	2,264959569	0,03838914524	0	0	0	0,1151674357	0	0	0	0	0	0	0	0	0	0	
1000014	Utrechtseweg	22,5728174	0	0,3071131619	0,03838914524	0,2303348715	0,4990588882	0,6142263239	0,5758371786	0,07677829049	0,07677829049	0,8445611953	0,03838914524	0,5374480334	2,495294441	0,2303348715	0,153556581	0	12,97553109	0,3455023072	0,07677829049	0,03838914524	0,07677829049	0,03838914524	0,153556581	0,153556581	0,07677829049	1,573954955		
1000015	Europalaan (Link 11)	5,259312898	0	0	0,03838914524	0,03838914524	0	0,07677829049	0,1151674357	0,07677829049	0	0,03838914524	0,153556581	0,153556581	0	0,07677829049	0	0	3,2246882	0	0	0,03838914524	0	0	0,1151674357	0,03838914524	0,03838914524	0,3455023072		
1000016	Ringoven (Link 12)	0,4990588882	0	0	0	0	0	0	0	0	0	0,03838914524	0	0,07677829049	0	0	0	0,1151674357	0,2687240167	0	0	0	0	0	0	0	0	0		
1000017	A2 Noord	35,24123533	0,03838914524	0,8829503406	1,190063503	0,3071131619	0,7293937596	0,3838914524	0,07677829049	0,3071131619	0	0,03838914524	0,3071131619	3,531801362	0	1,53556581	0,153556581	8,906281696	7,946553065	0,2303348715	0,03838914524	0,9213394858	0,6526154691	0,1919457262	0,8445611953	5,681593496	0	0,3455023072		
1000018	Aansluiting A2 Oost	21,8130877	0	0	0,03838914524	0	0	0	0	0	0	0	0	0,07677829049	0	0	0	0,03838914524	20,92208416	0	0	0,07677829049	0,03838914524	0	0,03838914524	0,03838914524	0,3455023072	0		
1000019	Parallelweg	1,650733245	0,07677829049	0,1151674357	0	0	0,07677829049	0,03838914524	0	0	0	0	0,03838914524	0,153556581	0	0	0	0	0,4606897429	0,4222805977	0	0,03838914524	0,07677829049	0	0,07677829049	0,07677829049	0	0		
1000020	Carpool	0,153556581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,1151674357	0	0	0	0	0	0	0	0	0	0,03838914524	
1000021	Nijverheidsweg Noord	3,87730367	0	0,07677829049	0,2687240167	0,03838914524	0,153556581	0,03838914524	0,03838914524	0,03838914524	0,03838914524	0	0,03838914524	0,03838914524	0	0,03838914524	0	0	1,458787519	0,03838914524	0	0,8061720501	0,07677829049	0,153556581	0,1919457262	0,2303348715	0	0,1151674357		
1000022	Hoogland	2,34173786	0	0,03838914524	0,1151674357	0	0	0	0	0	0	0	0	0,03838914524	0	0	0	0	1,190063503	0,03838914524	0	0,03838914524	0,4606897429	0	0,03838914524	0,153556581	0	0,2303348715		
1000023	Nijverheidsweg Zuid	1,53556581	0	0	0	0	0,03838914524	0	0,07677829049	0	0	0,03838914524	0,03838914524	0,03838914524	0,03838914524	0	0	0	0,6526154691	0	0	0,1919457262	0	0,3455023072	0,03838914524	0	0	0,03838914524		
1000024	Parklaan	4,645086574	0	0,153556581	0,03838914524	0	0	0,03838914524	0,03838914524	0	0	0	0,03838914524	0,03838914524	0	0	0	0	2,527072731	0	0,03838914524	0,1151674357	0	0,03838914524	0,9981177763	0,1151674357	0,03838914524	0,03838914524		
1000025	N210 West	30,6345379	0,03838914524	0,7677829049	0,03838914524	0,07677829049	0,07677829049	0,07677829049	0	0,07677829049	0	0	0	0,1151674357	0	0,153556581	0,07677829049	0	14,66465348	0,03838914524	0	0,1151674357	0,5374480334	0	0,3071131619	11,55513272	0	1,573954955		
1000026	Aansluiting A2 Oost	75,97211844	0,4222805977	2,802407603	2,725629312	0,8061720501	2,149792134	0,9597286311	0,3838914524	1,228452648	0,07677829049	0,2303348715	1,343620083	11,74707844	0,153556581	3,992471105	0,6142263239	0	2,764019457	0,6142263239	0,03838914524	1,573954955	2,41851615	0,7293937596	2,168181279	13,05230938	16,5457216	6,410987256		
1000027	A2 Zuid	3,263077346	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,03838914524	3,2248882	
	TOTAL	255,8252639																												

0,5 cm

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	322,943	21,87	203,894	5,773	5,639	8,626	3,42	52,604	153,502	0	0	221,222
1000000	A2 Noord	349,126	0	84,687	5,408	114,337	2,316	2,567	3,664	1,447	26,086	108,614	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	11,459	0	4,724	0	0,221	0,082	0,225	0,113	0,095	0,896	2,286	0	0	2,817
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	28,02	0	15,722	0,296	0,814	0	0,071	0,05	0,064	0,186	1,157	0	0	9,66
1000006	Nijverheidsweg Noord	22,883	0	11,558	3,811	0,039	0,083	0	0,051	0	0,042	0,144	0	0	7,155
1000007	Hoogland	60,529	0	29,625	4,042	0,757	0,169	0,07	0	0	0,895	6,98	0	0	17,991
1000008	Nijverheidsweg Zuid	0,923	0	0	0,923	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	27,386	0	13,266	0,785	0,553	0,098	0,083	0,105	0,049	0	1,34	0	0	11,107
1000011	N210 West	103,371	0	78,478	1,776	2,366	0,364	0,056	0,657	0,013	1,03	0	0	0	18,631
1000012	Aansluiting A2 Oost	245,125	0	0	4,215	84,608	2,21	2,564	3,844	1,748	22,842	32,598	0	0	90,496
1000013	Utrechtseweg	150,671	0	84,883	0,614	0,199	0,451	0,003	0,142	0,004	0,627	0,383	0	0	63,365
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	999,493													

SWECO model PA 18.15-18.30

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	285,096	19,306	179,999	5,096	4,977	7,616	3,02	46,439	135,513	0	0	195,299
1000000	A2 Noord	308,215	0	74,763	4,774	100,938	2,045	2,267	3,235	1,278	23,029	95,886	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	10,115	0	4,17	0	0,195	0,072	0,198	0,1	0,084	0,791	2,018	0	0	2,487
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	24,734	0	13,879	0,261	0,718	0	0,062	0,044	0,057	0,164	1,021	0	0	8,528
1000006	Nijverheidsweg Noord	20,2	0	10,203	3,364	0,034	0,073	0	0,045	0	0,037	0,127	0	0	6,317
1000007	Hoogland	53,434	0	26,153	3,568	0,668	0,149	0,061	0	0	0,79	6,162	0	0	15,883
1000008	Nijverheidsweg Zuid	0,815	0	0	0,815	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	24,175	0	11,711	0,693	0,488	0,087	0,073	0,092	0,043	0	1,183	0	0	9,805
1000011	N210 West	91,256	0	69,281	1,568	2,089	0,321	0,049	0,58	0,011	0,909	0	0	0	16,448
1000012	Aansluiting A2 Oost	216,4	0	0	3,721	74,693	1,951	2,264	3,394	1,543	20,165	28,778	0	0	79,891
1000013	Utrechtseweg	133,017	0	74,936	0,542	0,176	0,398	0,003	0,126	0,004	0,554	0,338	0	0	55,94
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	882,361													

SWECO model PA 18.30-18.45

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	254,101	17,207	160,43	4,543	4,437	6,787	2,69	41,39	120,781	0	0	174,064
1000000	A2 Noord	274,704	0	66,634	4,255	89,964	1,823	2,02	2,883	1,139	20,525	85,461	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	9,017	0	3,717	0	0,174	0,065	0,177	0,089	0,075	0,705	1,799	0	0	2,216
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	22,044	0	12,37	0,233	0,64	0	0,056	0,039	0,05	0,146	0,91	0	0	7,6
1000006	Nijverheidsweg Noord	18,005	0	9,094	2,998	0,031	0,065	0	0,04	0	0,033	0,114	0	0	5,63
1000007	Hoogland	47,626	0	23,31	3,18	0,596	0,133	0,055	0	0	0,704	5,492	0	0	14,156
1000008	Nijverheidsweg Zuid	0,726	0	0	0,726	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	21,547	0	10,438	0,618	0,435	0,077	0,065	0,082	0,038	0	1,055	0	0	8,739
1000011	N210 West	81,334	0	61,749	1,397	1,861	0,286	0,044	0,517	0,01	0,81	0	0	0	14,66
1000012	Aansluiting A2 Oost	192,873	0	0	3,317	66,572	1,739	2,018	3,025	1,375	17,973	25,649	0	0	71,205
1000013	Utrechtseweg	118,554	0	66,789	0,483	0,157	0,355	0,002	0,112	0,003	0,494	0,301	0	0	49,858
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	786,43													

SWECO model PA 18.45-19.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	237,521	16,086	149,962	4,246	4,146	6,344	2,516	38,689	112,9	0	0	162,707
1000000	A2 Noord	256,781	0	62,286	3,978	84,094	1,704	1,888	2,695	1,065	19,186	79,885	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	8,426	0	3,474	0	0,162	0,06	0,165	0,083	0,07	0,659	1,681	0	0	2,072
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	20,607	0	11,563	0,218	0,598	0	0,052	0,037	0,047	0,136	0,851	0	0	7,105
1000006	Nijverheidsweg Noord	16,83	0	8,501	2,803	0,029	0,061	0	0,037	0	0,031	0,106	0	0	5,262
1000007	Hoogland	44,516	0	21,789	2,973	0,557	0,124	0,051	0	0	0,658	5,134	0	0	13,232
1000008	Nijverheidsweg Zuid	0,679	0	0	0,679	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	20,142	0	9,757	0,577	0,407	0,072	0,061	0,077	0,036	0	0,986	0	0	8,169
1000011	N210 West	76,026	0	57,72	1,306	1,74	0,267	0,041	0,483	0,009	0,757	0	0	0	13,703
1000012	Aansluiting A2 Oost	180,287	0	0	3,1	62,228	1,626	1,886	2,827	1,286	16,8	23,975	0	0	66,559
1000013	Utrechtseweg	110,821	0	62,431	0,452	0,147	0,332	0,002	0,105	0,003	0,462	0,282	0	0	46,605
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	735,117													

SWECO model PA TOTAAL 18.00-19.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	1099,661	74,469	694,285	19,658	19,199	29,373	11,646	179,122	522,696	0	0	753,292
1000000	A2 Noord	1188,826	0	288,37	18,415	389,333	7,888	8,742	12,477	4,929	88,826	369,846	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	39,017	0	16,085	0	0,752	0,279	0,765	0,385	0,324	3,051	7,784	0	0	9,592
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	95,405	0	53,534	1,008	2,77	0	0,241	0,17	0,218	0,632	3,939	0	0	32,893
1000006	Nijverheidsweg Noord	77,918	0	39,356	12,976	0,133	0,282	0	0,173	0	0,143	0,491	0	0	24,364
1000007	Hoogland	206,107	0	100,877	13,763	2,578	0,575	0,237	0	0	3,047	23,768	0	0	61,262
1000008	Nijverheidsweg Zuid	3,143	0	0	3,143	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	93,25	0	45,172	2,673	1,883	0,334	0,282	0,356	0,166	0	4,564	0	0	37,82
1000011	N210 West	351,987	0	267,228	6,047	8,056	1,238	0,19	2,237	0,043	3,506	0	0	0	63,442
1000012	Aansluiting A2 Oost	834,685	0	0	14,353	288,101	7,526	8,732	13,09	5,952	77,78	111	0	0	308,151
1000013	Utrechtseweg	513,063	0	289,039	2,091	0,679	1,536	0,01	0,485	0,014	2,137	1,304	0	0	215,768
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3403,401													

SWECO model VR 18.00-18.15

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	26,171	1,557	30,32	1,771	3,679	15,804	0	7,699	18,987	0	0	48,391
1000000	A2 Noord	34,914	0	9,991	0,073	10,29	0,341	1,058	1,976	0	0,596	10,589	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,789	0	0,047	0	0,063	0,042	0,16	0,733	0	0,241	0,424	0	0	0,079
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,879	0	0,36	0,025	0,349	0	0,088	0,426	0	0,114	0,078	0	0	0,439
1000006	Nijverheidsweg Noord	3,966	0	0,496	0,29	0,017	0,113	0	1,469	0	0,293	0,187	0	0	1,101
1000007	Hoogland	11,775	0	1,527	0,654	1,113	0,426	0,258	0	0	2	1,268	0	0	4,529
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	6,053	0	0,349	0,133	1,305	0,126	0,203	1,753	0	0	1,618	0	0	0,566
1000011	N210 West	16,873	0	4,732	0,127	0,503	0,072	0,032	1,924	0	1,662	0	0	0	7,821
1000012	Aansluiting A2 Oost	50,434	0	0	0,194	16,616	0,293	1,878	6,559	0	1,102	4,466	0	0	19,326
1000013	Utrechtseweg	26,696	0	8,669	0,061	0,064	0,358	0,002	0,964	0	1,691	0,357	0	0	14,53
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	154,379													

SWECO model VR 18.15-18.30

18.15x18.15		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	23,106	1,374	26,768	1,563	3,247	13,952	0	6,798	16,761	0	0	42,721
1000000	A2 Noord	30,822	0	8,82	0,064	9,085	0,301	0,934	1,744	0	0,526	9,348	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,58	0	0,042	0	0,056	0,037	0,141	0,648	0	0,213	0,374	0	0	0,069
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,659	0	0,318	0,022	0,308	0	0,077	0,376	0	0,101	0,069	0	0	0,388
1000006	Nijverheidsweg Noord	3,501	0	0,438	0,256	0,015	0,1	0	1,297	0	0,258	0,165	0	0	0,972
1000007	Hoogland	10,394	0	1,348	0,577	0,982	0,376	0,228	0	0	1,766	1,119	0	0	3,998
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	5,344	0	0,308	0,118	1,152	0,111	0,179	1,548	0	0	1,428	0	0	0,5
1000011	N210 West	14,895	0	4,178	0,112	0,444	0,063	0,028	1,698	0	1,468	0	0	0	6,904
1000012	Aansluiting A2 Oost	44,525	0	0	0,171	14,669	0,259	1,658	5,79	0	0,973	3,943	0	0	17,062
1000013	Utrechtseweg	23,57	0	7,654	0,054	0,057	0,316	0,002	0,851	0	1,493	0,315	0	0	12,828
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	136,29													

SWECO model VR 18.30-18.45

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	20,592	1,225	23,857	1,393	2,894	12,435	0	6,058	14,939	0	0	38,076
1000000	A2 Noord	27,471	0	7,861	0,057	8,097	0,269	0,833	1,554	0	0,469	8,331	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,409	0	0,037	0	0,05	0,033	0,126	0,577	0	0,19	0,334	0	0	0,062
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,477	0	0,283	0,019	0,275	0	0,069	0,335	0	0,09	0,061	0	0	0,345
1000006	Nijverheidsweg Noord	3,12	0	0,391	0,228	0,013	0,089	0	1,156	0	0,23	0,147	0	0	0,866
1000007	Hoogland	9,266	0	1,201	0,515	0,876	0,335	0,203	0	0	1,574	0,998	0	0	3,564
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	4,762	0	0,275	0,105	1,026	0,099	0,159	1,38	0	0	1,273	0	0	0,445
1000011	N210 West	13,276	0	3,723	0,1	0,396	0,056	0,025	1,514	0	1,308	0	0	0	6,154
1000012	Aansluiting A2 Oost	39,684	0	0	0,153	13,074	0,231	1,477	5,161	0	0,867	3,514	0	0	15,207
1000013	Utrechtseweg	21,004	0	6,821	0,048	0,05	0,281	0,002	0,758	0	1,33	0,281	0	0	11,433
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	121,469													

SWECO model VR 18.45-19.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	19,249	1,145	22,3	1,302	2,706	11,624	0	5,662	13,963	0	0	35,59
1000000	A2 Noord	25,679	0	7,348	0,054	7,569	0,251	0,778	1,453	0	0,438	7,788	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	1,315	0	0,035	0	0,046	0,031	0,117	0,539	0	0,177	0,312	0	0	0,058
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	1,382	0	0,265	0,018	0,257	0	0,065	0,313	0	0,084	0,057	0	0	0,323
1000006	Nijverheidsweg Noord	2,916	0	0,365	0,213	0,013	0,083	0	1,081	0	0,215	0,137	0	0	0,809
1000007	Hoogland	8,659	0	1,123	0,481	0,818	0,313	0,19	0	0	1,471	0,932	0	0	3,331
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	4,452	0	0,257	0,098	0,959	0,093	0,149	1,29	0	0	1,19	0	0	0,416
1000011	N210 West	12,41	0	3,48	0,093	0,37	0,053	0,024	1,415	0	1,223	0	0	0	5,752
1000012	Aansluiting A2 Oost	37,093	0	0	0,143	12,221	0,215	1,381	4,824	0	0,81	3,285	0	0	14,214
1000013	Utrechtseweg	19,635	0	6,376	0,045	0,047	0,263	0,002	0,709	0	1,244	0,262	0	0	10,687
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	113,541													

SWECO model VR TOTAAL 18.00-19.00

13x13		1000000	1000001	1000002	1000003	1000005	1000006	1000007	1000008	1000009	1000011	1000012	1000013	1000014
	Name	A2 Noord	Aansluiting A2 Oo	Parallelweg	Utrechtseweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 Oo	Utrechtseweg	A2 Zuid
	Sum	0	89,118	5,301	103,245	6,029	12,526	53,815	0	26,217	64,65	0	0	164,778
1000000	A2 Noord	118,886	0	34,02	0,248	35,041	1,162	3,603	6,727	0	2,029	36,056	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	6,093	0	0,161	0	0,215	0,143	0,544	2,497	0	0,821	1,444	0	0	0,268
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	6,397	0	1,226	0,084	1,189	0	0,299	1,45	0	0,389	0,265	0	0	1,495
1000006	Nijverheidsweg Noord	13,503	0	1,69	0,987	0,058	0,385	0	5,003	0	0,996	0,636	0	0	3,748
1000007	Hoogland	40,094	0	5,199	2,227	3,789	1,45	0,879	0	0	6,811	4,317	0	0	15,422
1000008	Nijverheidsweg Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	20,611	0	1,189	0,454	4,442	0,429	0,69	5,971	0	0	5,509	0	0	1,927

1000011	N210 West	57,454	0	16,113	0,432	1,713	0,244	0,109	6,551	0	5,661	0	0	0	26,631
1000012	Aansluiting A2 Oost	171,736	0	0	0,661	56,58	0,998	6,394	22,334	0	3,752	15,208	0	0	65,809
1000013	Utrechtseweg	90,905	0	29,52	0,208	0,218	1,218	0,008	3,282	0	5,758	1,215	0	0	49,478
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	525,679													

SWECO model PA+VR TOTAAL 18.00-19.00

13x13

	Name		1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
		Sum	0	1188,779	79,77	797,53	25,687	31,725	83,188	11,646	205,339	587,346	0	0	918,07
1000000	A2 Noord	1307,712	0	322,39	18,663	424,374	9,05	12,345	19,204	4,929	90,855	405,902	0	0	0
1000001	Aansluiting A2 Oost	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000002	Parallelweg	45,11	0	16,246	0	0,967	0,422	1,309	2,882	0,324	3,872	9,228	0	0	9,86
1000003	Utrechtseweg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000005	Carpool	101,802	0	54,76	1,092	3,959	0	0,54	1,62	0,218	1,021	4,204	0	0	34,388
1000006	Nijverheidsweg Noord	91,421	0	41,046	13,963	0,191	0,667	0	5,176	0	1,139	1,127	0	0	28,112
1000007	Hoogland	246,201	0	106,076	15,99	6,367	2,025	1,116	0	0	9,858	28,085	0	0	76,684
1000008	Nijverheidsweg Zuid	3,143	0	0	3,143	0	0	0	0	0	0	0	0	0	0
1000009	Parklaan	113,861	0	46,361	3,127	6,325	0,763	0,972	6,327	0,166	0	10,073	0	0	39,747
1000011	N210 West	409,441	0	283,341	6,479	9,769	1,482	0,299	8,788	0,043	9,167	0	0	0	90,073
1000012	Aansluiting A2 Oost	1006,421	0	0	15,014	344,681	8,524	15,126	35,424	5,952	81,532	128,208	0	0	373,96
1000013	Utrechtseweg	603,968	0	318,559	2,299	0,897	2,754	0,018	3,767	0,014	7,895	2,519	0	0	265,246
1000014	A2 Zuid	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3929,08													

TOMTOM model PA+VR TOTAAL 18.00-19.00 (Comparison matrix with Sweco matrices to obtain scale factor)

13x13

	Name		1000000 A2 Noord	1000001 Aansluiting A2 Oost	1000002 Parallelweg	1000003 Utrechtseweg	1000005 Carpool	1000006 Nijverheidsweg N	1000007 Hoogland	1000008 Nijverheidsweg Z	1000009 Parklaan	1000011 N210 West	1000012 Aansluiting A2 O	1000013 Utrechtseweg	1000014 A2 Zuid
		Sum	221	1359	39	341	3	58	102	33	101	584	358	50	281
1000000	A2 Noord	662	220	187	1	78	1	4	30	4	18	112	1	0	6
1000001	Aansluiting A2 Oost	426	0	415	1	0	0	0	0	0	2	2	6	0	0
1000002	Parallelweg	24	0	10	10	1	0	2	1	0	0	0	0	0	0
1000003	Utrechtseweg	28	0	1	0	25	0	0	0	0	0	0	0	0	2
1000005	Carpool	5	0	3	0	0	1	0	0	0	0	0	0	0	1
1000006	Nijverheidsweg Noord	40	0	12	1	1	0	13	2	2	1	1	0	0	7
1000007	Hoogland	83	0	45	2	2	0	2	15	0	3	10	0	0	4
1000008	Nijverheidsweg Zuid	28	0	12	1	2	0	5	1	7	0	0	0	0	0
1000009	Parklaan	69	0	28	1	1	0	1	0	0	24	9	2	0	3
1000011	N210 West	630	0	336	3	4	0	2	11	1	11	223	1	0	38
1000012	Aansluiting A2 Oost	1097	0	58	14	220	1	26	35	19	36	224	346	2	116
1000013	Utrechtseweg	369	1	252	5	7	0	3	7	0	6	3	2	48	35
1000014	A2 Zuid	69	0	0	0	0	0	0	0	0	0	0	0	0	69
	TOTAL	3530													

TOMTOM model PA+VR TOTAAL 18.00-19.00 (TomTom model obtained via web interface with all additional zones used for this research)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemerdaneaan	1000002 Schepenensingel	1000003 Boedapestlaan (Li	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyd	1000008 Boerhaaveweg (L	1000009 Limaeusweg (Lin	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	118	235	196	57	109	83	73	62	6	15	56	375	50	180	20	221	1736	40	3	64	111	36	108	609	360	319
1000000	Boveneind NZ (Link 1)	119	67	17	4	1	0	2	2	0	0	0	0	2	0	1	0	0	21	0	0	1	0	0	2	3	0	3
1000001	Heemerdaneaan (Link 2)	267	23	74	52	0	6	6	6	1	0	0	1	3	0	1	1	0	62	1	0	2	2	4	14	0	7	7
1000002	Schepenensingel (Link3))	146	4	22	45	1	0	0	4	0	0	0	0	1	1	0	4	0	55	0	0	1	1	0	0	3	1	3
1000003	Boedapestlaan (Link 4)	33	0	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	1	0	0	1	0	0	0
1000004	Tuinensingel (Link 5)	87	0	1	1	1	28	3	1	1	0	0	0	2	0	2	0	0	43	0	0	1	2	0	0	2	0	2
1000005	Hogebiezen (Link 6)	58	1	0	1	2	5	22	8	0	0	0	0	0	0	3	0	0	11	0	0	0	1	1	0	0	1	3
1000007	Hogebiezendijk (Link 7)	72	3	8	1	2	2	4	20	1	2	0	2	7	0	2	1	0	14	0	0	1	1	0	1	0	0	0
1000008	Jan van der Heydeweg (Link 8)	56	1	1	0	0	2	1	1	7	0	1	3	3	0	0	0	0	36	0	0	0	0	0	0	0	0	6
1000009	Boerhaaveweg (Link 9)	8	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10.1)	20	0	1	0	0	0	0	0	0	0	1	0	8	0	1	0	0	8	0	0	1	0	0	0	0	0	0
1000012	Panoven (Link 10.2)	46	1	1	1	0	1	1	4	0	0	0	9	0	0	0	1	0	23	0	0	0	0	0	1	0	1	3
1000013	Utrechtseweg	28	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1000014	Utrechtseweg	442	1	4	3	6	6	5	11	6	4	10	8	7	46	5	5	4	253	5	0	3	7	0	6	3	2	35
1000015	Europalaan (Link 11)	143	1	0	1	1	1	0	2	3	0	0	1	6	0	28	1	0	83	0	0	1	0	0	0	1	1	11
1000016	Ringoven (Link 12)	12	0	0	0	0	0	0	2	0	0	0	1	2	0	2	1	0	4	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	788	6	16	22	11	11	8	0	12	0	0	6	78	0	32	2	220	187	1	1	4	30	4	18	110	1	6
1000018	Aansluiting A2 Oost	430	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	415	1	0	0	1	0	2	2	6	0
1000019	Parallelweg	33	0	2	0	1	1	2	1	1	0	0	1	1	0	0	0	0	10	10	0	2	1	0	0	0	0	0
1000020	Carpool	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1
1000021	Nijverheidsweg Noord	49	3	3	2	0	1	0	0	0	0	0	0	1	0	0	0	0	12	1	13	2	2	1	1	0	0	7
1000022	Hoogland	98	0	8	2	1	1	0	0	0	0	0	0	2	0	3	0	0	43	2	0	2	15	0	3	10	0	4
1000023	Nijverheidsweg Zuid	34	1	1	2	0	0	1	0	0	0	0	0	2	0	0	1	0	12	1	0	5	1	7	0	0	0	1
1000024	Parklaan	76	0	2	2	0	0	0	0	0	0	0	0	2	1	0	1	0	28	1	0	1	1	0	24	4	2	3
1000025	N210 West	669	1	19	6	0	2	1	1	5	0	0	1	4	0	2	2	1	338	3	0	2	11	1	11	223	1	28
1000026	Aansluiting A2 Oost	1453	12	54	47	20	41	28	10	24	0	3	19	220	2	93	8	0	68	14	1	28	35	19	36	224	348	116
1000027	A2 Zuid	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
	TOTAL	5242																										

TOMTOM model PA+VR TOTAAL 18.00-19.00 T(omTom matrix, calculated with Scale factor to ensure representability for the total traffic)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemerdaneaan	1000002 Schepenensingel	1000003 Boedapestlaan (Li	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyd	1000008 Boerhaaveweg (L	1000009 Limaeusweg (Lin	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	131,3403513	261,5676487	218,1585496	63,44406799	121,3228669	92,38346742	81,25292918	69,00933711	6,678322946	16,69580737	62,33101416	417,3961841	55,65269122	200,3496884	22,26107649	245,9848952	1932,261439	44,52215297	3,339161473	71,23544476	123,5489745	40,06993768	120,209813	677,840779	400,6993768	355,06417
1000000	Boveneind NZ (Link 1)	132,4534051	66,78322946	18,92191501	4,452215297	1,113053824	0	2,226107649	2,226107649	0	0	0	0	2,226107649	0	1,113053824	0	0	23,37413031	0	0	1,113053824	0	0	2,226107649	3,339161473	0	3,339161473
1000001	Heemerdaneaan (Link 2)	297,1853711	25,60023796	82,369363	57,87978867	0	6,678322946	6,678322946	6,678322946	1,113053824	0	0	1,113053824	3,339161473	0	1,113053824	0	0	69,00933711	1,113053824	0	2,226107649	2,226107649	4,452215297	15,58275384	0	7,791376771	
1000002	Schepenensingel (Link3))	162,5058399	4,452215297	24,48718414	50,0874221	1,113053824	0	0	4,452215297	0	0	0	0	1,113053824	1,113053824	0	0	0	61,21798034	0	0	1,113053824	1,113053824	0	3,339161473	1,113053824	3,339161473	
1000003	Boedapestlaan (Link 4)	36,7307762	0	1,113053824	1,113053824	10,01748442	0	0	0	0	0	0	0	0	0	0	0	0	22,26107649	0	0	1,113053824	0	0	1,113053824	0	0	
1000004	Tuinensingel (Link 5)	96,8358272	0	1,113053824	1,113053824	1,113053824	28,93039943	3,339161473	1,113053824	1,113053824	0	0	0	2,226107649	0	2,226107649	0	0	46,74526062	0	0	1,113053824	2,226107649	0	2,226107649	0	2,226107649	
1000005	Hogebiezen (Link 6)	64,55712181	1,113053824	1,113053824	2,226107649	5,565269122	24,48718414	8,904430595	3,339161473	0	0	0	0	1,113053824	0	3,339161473	0	0	12,24359207	0	0	0	1,113053824	1,113053824	0	3,339161473		
1000007	Hogebiezendijk (Link 7)	80,13987535	3,339161473	8,904430595	1,113053824	2,226107649	2,226107649	4,452215297	22,26107649	1,113053824	2,226107649	0	2,226107649	7,791376771	0	2,226107649	1,113053824	0	15,58275354	0	0	1,113053824	1,113053824	0	1,113053824	0	0	
1000008	Jan van der Heydeweg (Link 8)	62,33101416	1,113053824	1,113053824	0	0	2,226107649	1,113053824	1,113053824	7,791376771	0	1,113053824	3,339161473	3,339161473	0	0	0	0	33,39161473	0	0	0	0	0	0	0	0	6,678322946
1000009	Boerhaaveweg (Link 9)	8,904430595	0	0	2,226107649	0	2,226107649	0	0	1,113053824	0	0	1,113053824	0	0	0	0	0	2,226107649	0	0	0	0	0	0	0	0	
1000011	Linnaeusweg (Link 10.1)	22,26107649	0	1,113053824	0	0	0	0	0	0	0	1,113053824	0	8,904430595	0	1,113053824	0	0	8,904430595	0	0	0	1,113053824	0	0	0	2,226107649	
1000012	Panoven (Link 10.2)	51,20047592	1,113053824	1,113053824	1,113053824	0	1,113053824	1,113053824	4,452215297	0	0	0,010748442	0	0	0	0	1,113053824	0	25,60023796	0	0	0	0	1,113053824	0	3,339161473		
1000013	Utrechtseweg	31,16550708	0	0	0	0	0	0	0	0	0	0	0	0	27,82634561	0	0	0	1,113053824	0	0	0	0	0	0	0	2,226107649		
1000014	Utrechtseweg	491,9697904	1,113053824	4,452215297	3,339161473	6,678322946	6,678322946	5,565269122	12,24359207	6,678322946	4,452215297	11,13053824	8,904430595	7,791376771	53,42658357	5,565269122	4,452215297	1,113053824	280,4895637	5,565269122	0	3,339161473	7,791376771	0	6,678322946	3,339161473	2,226107649	38,95688385
1000015	Europalaan (Link 11)	159,1669691	1,113053824	0	1,113053824	1,113053824	1,113053824	0	2,226107649	3,339161473	0	0	1,113053824	6,678322946	0	31,16550708	1,113053824	0	94,60957507	0	0	1,113053824	0	0	1,113053824	12,24359207		
1000016	Ringoven (Link 12)	13,35864589	0	0	0	0	0	0	2,226107649	0	0	0	1,113053824	2,226107649	0	2,226107649	1,113053824	0	4,452215297	0	0	0	0	0	0	0	0	
1000017	A2 Noord	877,084136	6,678322946	17,80886119	24,48718414	12,24359207	12,24359207	8,904430595	0	13,35664589	0	0	6,678322946	86,8181983	0	35,81772238	2,226107649	244,8718414	208,1410652	11,13053824	11,13053824	45,4215297	33,39161473	4,452215297	20,03496884	124,6620283	11,13053824	6,678322946
1000018	Aansluiting A2 Oost	478,6131445	0	0	1,113053824	0	1,113053824	1,113053824	0	0	0	0	0	0	0	1,113053824	0	0	461,9173371	1,113053824	0	0	0	0	2,226107649	2,226107649	6,678322946	0
1000019	Parallelweg	36,7307762	0	2,226107649	0	1,113053824	1,113053824	2,226107649	1,113053824	1,113053824	0	0	0	1,113053824	1,113053824	0	0	0	11,13053824	11,13053824	0	2,226107649	1,113053824	0	0	0	0	0
1000020	Carpool	6,678322946	0	0	0	1,113053824	0	0	0	0	0	0	0	0	0	0	0	0	3,339161473	0	1,113053824	0	0	0	0	0	1,113053824	
1000021	Nijverheidsweg Noord	54,53963739	3,339161473	3,339161473	2,226107649	0	1,113053824	0	0	0	0	0	0	1,113053824	0	0	0	0	13,35664589	1,113053824	14,46869972	2,226107649	2,226107649	1,113053824	1,113053824	0	7,791376771	
1000022	Hoogland	109,0792748	0	8,904430595	2,226107649	1,113053824	1,113053824	0	0	0	0	0	0	2,226107649	0	3,339161473	0	0	50,0874221	2,226107649	0	2,226107649	16,69938737	0	3,339161473	11,13053824	0	4,452215297
1000023	Nijverheidsweg Zuid	37,84383003	1,113053824	1,113053824	2,226107649	0	0	1,113053824	0	0	0	0	0	2,226107649	0	0	1,113053824	0	13,35664589	1,113053824	0	5,565269122	1,113053824	7,791376771	0	0	0	
1000024	Parklaan	84,59209065	0	2,226107649	2,226107649	0	0	0	0	0	0	0	0	2,226107649	1,113053824	0	1,113053824	0	31,16550708	1,113053824	0	1,113053824	0	0	26,71329178	10,01748442	2,226107649	3,339161473
1000025	N210 West	744,6330085	1,113053824	21,14802266	6,678322946	0	2,226107649	1,113053824	1,113053824	5,565269122	0	0	1,113053824	4,452215297	0	2,226107649	1,113053824	0	373,986085	3,339161473	0	2,226107649	12,24359207	1,113053824	12,24359207	248,2110028	1,113053824	42,29604533
1000026	Aansluiting A2 Oost	1617,267207	13,35864589	60,10496652	52,31352975	22,26107649	45,63520068	28,93039943	11,13053824	26,71329178	0	3,339161473	21,14802266	244,8718414	2,226107649	102,4006018	8,904430595	0	64,55712181	15,58275354	1,113053824	28,93039943	38,95688385	21,14802266	40,06993768	249,3240587	385,1186232	129,1142436
1000027	A2 Zuid	76,80071388	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76,80071388
	TOTAL	5834,628147																										

Scale factor (total traffic)	1,113053824
Percentual difference	0,1130538244 %

PA share	0,86620812
VR share	0,13379188

TOMTOM model PA TOTAAL 18.00-19.00 (Calculated for Passenger Cars)

26x26

	Name		1000000 Boveneind NZ (Li	1000001 Heemerdaneaan	1000002 Schepenensingel	1000003 Boedapestlaan (Li	1000004 Tuinensingel (Lin	1000005 Hogebiezen (Link	1000006 Hogebiezendijk (	1000007 Jan van der Heyd	1000008 Boerhaaveweg (L	1000009 Limaeusweg (Lin	1000011 Panoven (Link 1(	1000012 Utrechtseweg	1000013 Utrechtseweg	1000014 Europalaan (Link	1000015 Ringoven (Link 1	1000016 A2 Noord	1000017 Aansluiting A2 Oo	1000018 Parallelweg	1000019 Carpool	1000020 Nijverheidsweg N	1000021 Hoogland	1000022 Nijverheidsweg Z	1000023 Parklaan	1000024 N210 West	1000025 Aansluiting A2 Oo	1000026 A2 Zuid
		Sum	113,7680788	226,5720212	188,9707071	54,95576686	105,0908524	80,02330963	70,38194703	59,77644816	5,784817564	14,46204391	53,99163659	361,5510977	48,20681303	173,5445269	19,28725221	213,0741136	1673,740548	38,56545042	2,892408782	61,70472698	107,0191249	34,70890538	104,1267161	587,1580827	347,0890538	307,3594671
1000000	Boveneind NZ (Link 1)	114,732215	57,84817564	16,39031643	3,856545042	0,964136606	0	1,928272521	1,928272521	0	0	0	0	1,928272521	0	0,964136606	0	0	20,24686147	0	0	0,964136606	0	0	1,928272521	2,892408782	0	2,892408782
1000001	Heemerdaneaan (Link 2)	257,4243816	22,17513399	71,34608329	50,13508555	0	5,784817564	5,784817564	5,784817564	0,964136606	0	0	0,964136606	2,892408782	0	0,964136606	0	0	59,77644816	0,964136606	0	1,928272521	1,928272521	3,856545042	13,49790765	0	6,748953824	
1000002	Schepenensingel (Link3))	140,7638941	3,856545042	21,21099773	43,38613773	0,964136606	0	0	3,856545042	0	0	0	0,964136606	0,964136606	0	3,856545042	0	0	53,02749433	0	0	0,964136606	0,964136606	0	2,892408782	0,964136606	2,892408782	
1000003	Boedapestlaan (Link 4)	31,8164966	0	0,964136606	0,964136606	8,677226346	0	0	0	0	0	0	0	0	0	0	0	0	19,2827221	0	0	0	0,964136606	0	0,964136606	0	0	
1000004	Tuinensingel (Link 5)	83,87985467	0	0,964136606	0,964136606	0,964136606	25,06754278	2,892408782	0,964136606	0,964136606	0	0	0	1,928272521	0	1,928272521	0	0	40,49372295	0	0	0,964136606	1,928272521	0	1,928272521	0	1,928272521	
1000005	Hogebiezen (Link 6)	55,91990312	0,964136606	0	0,964136606	1,928272521	4,820681303	21,21099773	7,713090885	0	0	0	0	0	0	0	0	0	10,60549887	0	0	0	0,964136606	0,964136606	0	2,892408782		
1000007	Hogebiezendijk (Link 7)	69,41781078	2,892408782	7,713090885	0,964136606	1,928272521	1,928272521	3,856545042	19,2827221	0,964136606	1,928272521	0	0,964136606	6,748953824	0	1,928272521	0,964136606	0	13,49790765	0	0	0,964136606	0,964136606	0	0,964136606	0	0	
1000008	Jan van der Heydeweg (Link 8)	53,99163059	0,964136606	0,964136606	0	0	1,928272521	0,964136606	0,964136606	6,748953824	0	0,964136606	2,892408782	2,892408782	0	0	0	0	28,92408782	0	0	0	0	0	0	5,784817564		
1000009	Boerhaaveweg (Link 9)	7,713090885	0	0,964136606	1,928272521	0	1,928272521	0	0	0,964136606	0	0	0,964136606	0	0	0	0	0	1,928272521	0	0	0	0	0	0	0	0	
1000011	Linnaeusweg (Link 10.1)	19,2827221	0	0,964136606	0	0	0	0	0	0	0	0,964136606	0	7,713090885	0	0,964136606	0	0	7,713090885	0	0	0	0,964136606	0	0	0	0	
1000012	Panoven (Link 10.2)	44,35026799	0,964136606	0,964136606	0,964136606	0	0,964136606	0,964136606	3,856545042	0	0	0	8,677226346	0	0	0	0,964136606	0	22,17513399	0	0	0	0,964136606	0	0,964136606	0	2,892408782	
1000013	Utrechtseweg	26,9958153	0	0	0	0	0	0	0	0	0	0	0	0	24,10340652	0	0	0	0,964136606	0	0	0	0	0	0	0	1,928272521		
1000014	Utrechtseweg	426,148272	0,964136606	3,856545042	2,892408782	5,784817564	5,784817564	4,820681303	10,60549887	5,784817564	3,856545042	9,641362606	7,713090885	6,748953824	46,27854051	4,820681303	3,856545042	0,964136606	24,9623377	4,820681303	0	2,892408782	6,748953824	0	5,784817564	2,892408782	1,928272521	33,74476912
1000015	Europalaan (Link 11)	137,8714853	0,964136606	0	0,964136606	0,964136606	0,964136606	0	1,928272521	2,892408782	0	0	0,964136606	5,784817564	0	26,9958153	0,964136606	0	81,95158215	0	0	0,964136606	0	0	0,964136606	0	0,964136606	10,60549887
1000016	Ringoven (

Share PA 18.00 - 18.15	0,2936747683
Share PA 18.15 - 18.30	0,2502586063
Share PA 18.30 - 18.45	0,2310718014
Share PA 18.45 - 19.00	0,2150924624

TOMTOM model PA 18.00-18.15 (Calculated per 15 min)

26x26

	Name	Sum	Bovenind NZ (L	Heemdarlseian	Schepenersingel	Boedapestlaan (I	Tuinensingel (Li	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaeusweg (Li	Panoven (Link 1	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parklaan	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Bovenind NZ (Link 1)	33,41081416	66,53848584	55,45952861	16,1391221	30,86253173	23,50082691	20,66940198	17,55483456	1,698854958	4,247137394	15,8559796	106,1784348	14,15712465	50,96564873	5,662849858	62,57449093	491,5353677	11,32569972	8,849424788	18,12111955	31,42881671	10,19312975	30,57938924	172,4337782	101,9312975	90,32245524
10000001	Heemdarlaan (Link 2)	75,59904561	6,512277337	20,9525448	14,72340963	0	1,698854958	1,698854958	1,698854958	0,283124929	0	0	0,283124929	0,849424788	0,283124929	0	0	17,55483456	0,283124929	0	0,566284858	0,566284858	0,566284858	1,132569972	9,363994901	0	1,98199745
10000002	Schepenersingel (Link3)	41,35880397	1,132569972	6,229134844	12,74141218	0,283124929	0	0	1,132569972	0	0	0	0,283124929	0,283124929	0	0	0	1,132569972	0	0	15,57263711	0	0,283124929	0,283124929	0,849424788	0,283124929	0,849424788
10000003	Boedapestlaan (Link 4)	9,343702266	0	0,283124929	0,283124929	2,548282436	0	0	0	0	0	0	0	0	0	0	0	0,566284858	0	0	0	0,283124929	0	0	0,283124929	0	0
10000004	Tuinensingel (Link 5)	24,63339688	0	0,283124929	0,283124929	0,283124929	7,361704816	0,849424788	0,283124929	0,283124929	0	0	0	0,566284858	0	0,566284858	0	11,8918847	0	0	0,283124929	0,566284858	0	0	0,566284858	0	0,566284858
10000005	Hogebiezen (Link 6)	16,42226459	0,283124929	0	0,283124929	0,566284858	1,415712465	6,229134844	2,265139943	0	0	0	0	0	0	0	0	0,849424788	0	0	3,114567422	0	0,283124929	0,283124929	0	0	0,849424788
10000007	Hogebiezendijk (Link 7)	20,38525618	0,849424788	2,265139943	0,283124929	0,566284858	0,566284858	1,132569972	5,662849858	0,283124929	0,566284858	0	0,566284858	1,981997451	0	0,566284858	0,283124929	0	0	0	3,963994001	0,283124929	0,283124929	0,283124929	0	0,283124929	0
10000008	Jan van der Heydeweg (Link 8)	15,8559796	0,283124929	0,283124929	0	0	0,566284858	0,283124929	0,283124929	1,981997451	0	0,283124929	0,849424788	0,849424788	0	0	0	8,494247788	0	0	8,494247788	0	0	0	0	0	1,698854958
10000009	Boerhaaveweg (Link 9)	2,265139943	0	0	0,566284858	0	0,566284858	0	0	0,283124929	0	0,283124929	0,283124929	0	0	0	0	0,566284858	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	5,662849858	0	0,283124929	0	0	0	0	0	0	0	0,283124929	0	2,265139943	0	0,283124929	0	2,265139943	0	0	0	0,283124929	0	0	0	0	0
10000012	Panoven (Link 10,2)	13,02455467	0,283124929	0,283124929	0,283124929	0	0,283124929	0,283124929	1,132569972	0	0	0	2,548282436	0	0	0,283124929	0	6,512277337	0	0	0	0	0,283124929	0	0,849424788	0	0,849424788
10000013	Utrechtseweg	7,927989802	0	0	0	0	0	0	0	0	0	0	0	7,078562323	0	0	0	0,283124929	0	0	0	0	0	0	0	0	0,566284858
10000014	Utrechtseweg	125,1489819	0,283124929	1,132569972	0,849424788	1,698854958	1,698854958	1,415712465	3,114567422	1,698854958	1,132569972	2,831249286	2,265139943	1,981997451	13,59083966	1,415712465	1,132569972	0,283124929	71,35190822	1,415712465	0	0,849424788	1,981997451	0	1,698854958	0,849424788	0,566284858	9,909987252
10000015	Europalaan (Link 11)	40,48937949	0,283124929	0	0,283124929	0,283124929	0,283124929	0	0,566284858	0,849424788	0	0	0,283124929	1,698854958	0	7,927989802	0,283124929	0	24,0671119	0	0	0,283124929	0	0	0	0,283124929	3,114567422
10000016	Ringoven (Link 12)	3,397709915	0	0,283124929	0	0	0	0	0,566284858	0	0	0	0,283124929	0,566284858	0	0,566284858	0,283124929	0	0,566284858	0	0	0	0	0	0	0	0
10000017	A2 Noord	223,1162844	1,698854958	4,530278887	6,229134844	3,114567422	2,265139943	0	3,397709915	0	0	1,698854958	22,08511445	0	9,060559773	0,566284858	62,29134844	52,94764618	0,283124929	0,283124929	1,132569972	8,494247788	1,132569972	5,096564873	31,71195921	0,283124929	1,698854958
10000018	Aansluiting A2 Oost	121,751272	0	0,283124929	0	0	0,283124929	0,283124929	0	0	0	0	0	0	0	0,283124929	0	117,5041346	0,283124929	0	0	0	0	0,566284858	0,566284858	1,698854958	0
10000019	Parallelweg	9,343702266	0	0,566284858	0	0,283124929	0,283124929	0,566284858	0,283124929	0,283124929	0	0	0,283124929	0,283124929	0	0	0	2,831249929	2,831249929	0	0,566284858	0,283124929	0	0	0	0	0
10000020	Carpool	1,698854958	0	0	0	0,283124929	0	0	0	0	0	0	0	0	0	0	0	0,849424788	0	0,283124929	0	0	0	0	0	0	0,283124929
10000021	Nijverheidsweg Noord	13,87398215	0,849424788	0,849424788	0,566284858	0	0,283124929	0	0	0	0	0	0	0,283124929	0	0	0	3,397709915	0,283124929	0	3,680852408	0,566284858	0,566284858	0,283124929	0,283124929	0	1,981997451
10000022	Hoogland	27,74796431	0	2,265139943	0,566284858	0,283124929	0,283124929	0	0	0	0	0	0	0,566284858	0	0,849424788	0	12,74141218	0,566284858	0	0,566284858	4,247137394	0	0,849424788	2,831249929	0	1,132569972
10000023	Nijverheidsweg Zuid	9,628844759	0,283124929	0,283124929	0,566284858	0	0	0,283124929	0	0	0	0	0	0,566284858	0	0	0,283124929	3,397709915	0,283124929	0	1,415712465	0,283124929	1,981997451	0	0	0	0
10000024	Parklaan	21,51882946	0	0,566284858	0,566284858	0	0	0	0	0	0	0	0,566284858	0,283124929	0	0,283124929	0	0,566284858	0,283124929	0	0,283124929	0	0	6,79541983	2,548282436	0,566284858	0,849424788
10000025	N210 West	189,4223278	0,283124929	5,379707365	1,698854958	0	0,566284858	0,283124929	0,283124929	1,415712465	0	0	0,283124929	1,132569972	0	0,566284858	0,283124929	0	95,13587762	0,849424788	0	0,566284858	3,114567422	0,283124929	3,114567422	63,14077592	0,283124929	10,75941473
10000026	Aansluiting A2 Oost	411,4060422	3,397709915	15,28969462	13,30769717	5,662849858	11,60884221	7,361704816	2,831249929	6,79541983	0	0,849424788	5,379707365	62,29134844	0,566284858	26,04919935	2,265139943	0	16,42226459	3,963994901	0,283124929	7,361704816	9,909987252	5,379707365	10,19312975	63,42391847	97,96730255	32,84520818
10000027	A2 Zuid	19,55863201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,55863201
	TOTAL	1484,232948																									

TOMTOM model PA 18.15-18.30 (Calculated per 15 min)

26x26

	Name	Sum	Bovenind NZ (L	Heemdarlseian	Schepenersingel	Boedapestlaan (I	Tuinensingel (Li	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaeusweg (Li	Panoven (Link 1	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parklaan	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Bovenind NZ (Link 1)	29,74531416	14,99763739	4,249330595	0,999842429	0,249656232	0	0,499921245	0,499921245	0	0	0	0,249656232	0	0	0,499921245	0	0,249656232	0	0	5,249173088	0	0	0,249656232	0	0,499921245	0,749818697
10000001	Heemdarlaan (Link 2)	68,7394864	5,749094334	18,49708812	12,99795241	0	1,499763739	1,499763739	1,499763739	0,249656232	0	0	0,249656232	0,749818697	0	0,249656232	0	15,49755864	0,249656232	0	0,499921245	0,499921245	0,499921245	0,999842429	3,499448725	0	1,749724363
10000002	Schepenersingel (Link3)	39,46425099	0,999842429	5,499133711	11,24822805	0,249656232	0	0	0,999842429	0	0	0	0,249656232	0,249656232	0	0,999842429	0	13,74783428	0	0	0,249656232	0,249656232	0	0	0,749818697	0,249656232	0,749818697
10000003	Boedapestlaan (Link 4)	8,248700567	0	0,249656232	0,249656232	2,249656609	0	0	0	0	0	0	0	0	0	0	0	4,999212465	0	0	0	0,249656232	0	0	0,249656232	0	0
10000004	Tuinensingel (Link 5)	21,74657422	0	0,249656232	0,249656232	0,249656232	6,498762204	0,749818697	0,249656232	0,249656232	0	0	0	0,499921245	0	0,499921245	0	10,49834618	0	0	0,249656232	0,499921245	0	0	0,499921245	0	0,499921245
10000005	Hogebiezen (Link 6)	14,49771615	0,249656232	0	0,249656232	0,499921245	1,249803116	5,499133711	1,999684986	0	0	0	0	0,249656232	0	0,749818697	0	2,749566856	0	0	0	0	0,249656232	0,249656232	0	0,249656232	0,749818697
10000007	Hogebiezendijk (Link 7)	17,99716487	1,749363363	2,249656232	0,499921245	0,499921245	0,499921245	0,999842429	4,999212465	0,249656232	0,499921245	0	0,499921245	1,749724363	0	0,499921245	0,249656232	3,498448725	0,249656232	0,249656232	0,499921245	0,249656232	0	0	0,249656232	0	0,499921245
10000008	Jan van der Heydeweg (Link 8)	13,9977949	0,249656232	0,249656232	0	0	0,499921245	0,249656232	0,249656232	1,749724363	0	0,249656232	0,749818697	0,749818697	0	0	0	7,498818697	0	0	0	0	0	0	0	0	1,499763739
10000009	Boerhaaveweg (Link 9)	1,999684986	0	0	0,499921245	0	0,499921245	0	0	0,249656232	0	0	0,249656232	0	0	0	0	0,499921245	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	4,999212465	0	0,249656232	0,249656232	0	0,249656232	0,249656232	0,999842429	0	0	0,249656232	0	2,249656609	0	0	0	1,999684986	0,249656232	0	1,999684986	0	0,249656232	0	0	0	0
10000012	Panoven (Link 10,2)	11,49818842	0,249656232	0,249656232	0,249656232	0	0,249656232	0,249656232	0,999842429	0	0	0	2,249656609	0	0	0,249656232	0	5,749094334	0	0	0,749818697	0	0,249656232	0	0,749818697	0,249656232	0,749818697
10000013	Utrechtseweg	6,99889745	0	0	0	0	0	0	0	0	0	0	0	6,249015581	0	0	0	0,249656232	0	0	0	0	0	0	0	0	0,499921245
10000014	Utrechtseweg	110,4825955	0,249656232	0,999842429	0,749818697	1,499763739	1,499763739	1,249803116	2,749566856	1,499763739	0,999842429	2,499606232	0,249656232	1,999684986	1,749724363	11,99810992	1,249803116	0,999842429	0,249656232	62,99007705	1,249803116	0,749818697	1,749724363	0	1,499763739	0,749818697	0,499921245
10000015	Europalaan (Link 11)	35,74436912	0,249656232	0	0,249656232	0,249656232	0,249656232	0	0,499921245	0,749818697	0	0	0,249656232	1,499633736	0	6,998897454	0,249656232	0	21,24655297	0	0	0,249656232	0	0	0	0,249656232	2,749566856
10000016	Ringoven (Link 12)	2,999527479	0	0	0	0	0	0,499921245	0	0	0	0	0,249656232	0,499921245	0	0,499921245	0,249656232	0,999842429	0	0	0,249656232	0	0	0	0	0	0
10000017	A2 Noord	196,9689711	1,499763739	3,999369972	5,499133711	2,749566856	2,749566856	1,999684986	0	2,999527479	0	0	1,499763739	19,49682861	0	7,998739943	0,499921245	54,99133711	46,74263654	0,249656232	0,249656232	0,999842429	0,749818697	0,999842429	4,499291218	27,9958898	0,249656232
10000018	Aansluiting A2 Oost	107,483068	0	0	0,249656232	0	0,249656232	0,249656232	0	0	0	0	0	0	0	0,249656232	0	103,7336586	0,249656232	0	0	0,499921245	0,499921245	0,499921245	1,749733739	0	0
10000019	Parallelweg	8,246700597	0	0,499921245	0	0,249656232	0,249656232	0,499921245	0,249656232	0,249656232	0	0	0	0,249656232	0,249656232	0	0	2,499606232	0,249656232	0	0,499921245	0,249656232	0	0	0	0	0
10000020	Carpool	1,499763739	0	0	0,249656232	0	0	0	0	0	0	0	0	0	0	0	0	0,749818697	0	0,249656232	0	0	0	0	0	0,249656232	0
10000021	Nijverheidsweg Noord	12,24807054	0,749818697	0,749818697	0,499921245	0	0,249656232	0	0	0	0	0	0	0,249656232	0	0	0	2,999527479	0,249656232	0	3,249488102	0,499921245	0,499921245	0,249656232	0,249656232	0	1,749724363
10000022	Hoogland	24,49614108	0	1,999684986	0,499921245	0,249656232	0,249656232	0	0	0	0	0	0	0,499921245	0	0,749818697	0	11,24822805	0,499921245	0	0,499921245	3,749403948	0	0,749818697	2,499606232	0	0,999842429
10000023	Nijverheidsweg Zuid	8,49866112	0,249656232	0,249656232	0,499921245	0	0	0,249656232	0	0	0	0	0,249656232	0,499921245	0	0	0,249656232	2,999527479	0,249656232	0	1,249803116	0,249656232	1,749724363	0	0	0	0
10000024	Parklaan	18,99700737	0	0,499921245	0,499921245	0	0	0	0	0	0	0	0,499921245	0,249656232	0	0,249656232	0	6,998897454	0,249656232	0	0,249656232	0	0	5,999054958	2,249645809	0,499921245	0,749818697
10000025	N210 West	167,2236569	0,249656232	4,749251841	1,499763739	0	0,499921245	0,249656232	0,249656232	1,249803116	0	0	0,249656232	0,999842429	0	0,499921245	0,249656232	83,98676941	0,749818697	0	0,499921245	2,749566856	0,249656232	2,749566856	55,74121898	0,249656232	9,498503683
10000026	Aansluiting A2 Oost	363,1927856	2,999527479	13,49787365	11,74814929	4,998249115	10,24835655	6,498762204	2,499606232	5,999054958	0	0,749818697	4,749251841	54,99133711	0,499921245	22,99637734	1,999684986	14,49771615	3,499448725	0,249656232	6,498762204	8,748621813	4,749251841	8,998842436	55,9917796	86,48637564	28,99543229
10000027	A2 Zuid	17,24728	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,24728
	TOTAL	1310,293587																									

TOMTOM model PA 18.30-18.45 (Calculated per 15 min)

26x26

	Name	Sum	Bovenind NZ (L	Heemdarlseian	Schepenersingel	Boedapestlaan (I	Tuinensingel (Li	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaeusweg (Li	Panoven (Link 1	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parklaan	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Bovenind NZ (Link 1)	26,5113796	13,36708215	3,787339043	0,891138102	0,222784725	0	0,445569051	0,445569051	0	0	0	0,222784725	0	0	0,445569051	0	0,222784725	0	0	4,678478754	0,222784725	0	0	0,445569051	0,668354076	0
10000001	Heemdarlaan (Link 2)	59,48351558	5,124048159	16,48606799	11,58480463	0	1,336708215	1,336708215	1,336708215	0,222784725	0	0	0,222784725	0,668354076	0	0,222784725	0	13,81265156	0,222784725	0	0,445569051	0,445569051	0,445569051	0,891138102	3,118985836	0	1,559492918
10000002	Schepenersingel (Link3)	32,52656657	0,891138102	4,901263456	10,02331161	0,222784725	0	0	0,891138102	0	0	0	0,222784725	0,222784725	0	0,891138102	0	12,25315884	0	0	0,222784725	0,222784725	0	0	0,668354076	0,222784725	0,668354076
10000003	Boedapestlaan (Link 4)	7,351805184	0	0,222784725	0,222784725	2,005052323	0	0	0	0	0	0	0	0	0	0	0	4,456594051	0	0	0	0,222784725	0	0	0,222784725	0	0
10000004	Tuinensingel (Link 5)	19,38226912	0	0,222784725	0,222784725	0,222784725	5,792402266	0,668354076	0,222784725	0,222784725	0	0	0	0,445569051	0	0,445569051	0	3,785957507	0	0	0,222784725	0,445569051	0	0	0	0	0,445569051
10000005	Hogebiezen (Link 6)	12,92151275	0,222784725	0	0,222784725	0,445569051	1,113923513	4,901263456	1,78227162	0	0	0	0	0,668354076	0	0	0	2,450631728	0	0	0	0	0,222784725	0,222784725	0	0	0,668354076
10000007	Hogebiezendijk (Link 7)	16,04049981	0,668354076	1,78227162	0,222784725	0,445569051	0,445569051	0,891138102	4,455940051	0,222784725	0,445569051	0	0,445569051	1,559492918	0	0,445569051	0,222784725	3,118985836	0	0	0,222784725	0,222784725	0	0	0,222784725	0	0
10000008	Jan van der Heydeweg (Link 8)	12,47594334	0,222784725	0,222784725	0	0	0,445569051	0,222784725	0,222784725	1,559492918	0	0,222784725	0,668354076	0,668354076	0	0	0	6,683541076	0	0	0	0	0	0	0	0	1,336708215
10000009	Boerhaaveweg (Link 9)	1,78227162	0	0	0,445569051	0	0,445569051	0	0	0,222784725	0	0	0,222784725	0	0	0	0	0,445569051	0	0	0	0	0	0	0	0	0
10000011	Linnaeusweg (Link 10,1)	4,456594051	0	0,222784725	0	0	0	0	0	0	0	0,222784725	0	1,78227162	0	0,222784725	0	1,78227162	0	0	0	0,222784725	0	0	0	0	0
10000012	Panoven (Link 10,2)	10,24809618	0,222784725	0,222784725	0,222784725	0	0,222784725	0,222784725	0,891138102	0	0	0	2,00505232	0	0	0,222784725	0	5,12404819	0	0	0	0,222784725	0	0	0,222784725	0	0,668354076
10000013	Utrechtseweg	6,23797671	0	0	0	0	0	0	0	0	0	0	0	5,569617564	0	0	0	0,222784725	0	0	0	0	0	0	0	0	0,445569051
10000014	Utrechtseweg	98,47083853	0,222784725	0,891138102	0,668354076	1,336708215	1,336708215	1,113923513	2,450631728	1,336708215	0,891138102	2,227847025	1,78227162	1,559492918	10,69396572	1,113923513	0,891138102	0,222784725	56,14174504	1,113923513	0,668354076	1,559492918	0	1,336708215	0,668354076	0,445569051	7,797464589
10000015	Europalaan (Link 11)	31,85821046	0,222784725	0	0,222784725	0,222784725	0,222784725	0	0,445569051	0,668354076	0	0	0,222784725	1,336708215	0	6,23797671	0,222784725	18,59499519	0,222784725	0	0	0,222784725	0	0	0	0,222784725	2,450631728
10000016	Ringoven (Link 12)	2,673416431	0	0	0	0	0	0,445569051	0	0	0	0	0,222784725	0,445569051	0	0,445569051	0,222784725	0	0,891138102	0	0,668354076	1,559492918	0	0	0	0	0
10000017	A2 Noord	175,5543456	1,336708215	3,564555241	4,901263456	2,450631728	2,450631728	1,78227162	0	2,673416431	0	0	1,336708215	17,3772068	0	7,129110482	0,445569051	49,51263456	41,66073938	0,222784725	0,222784725	0,891138102	0,668354076	0,891138102	4,010124646	24,95186669	0,222784725
10000018	Aansluiting A2 Oost	95,7974221	0	0	0,222784725	0	0,222784725	0,222784725	0	0	0	0	0	0	0	0,222784725	0	92,45565156	0,222784725	0	0	0	0	0,445569051	0,445569051	1,336708215	0
10000019	Parallelweg	7,351805184	0	0,445569051	0	0,222784725	0,222784725	0,445569051	0,222784725	0,222784725	0	0	0,222784725	0,222784725	0	0	0	2,227847025	2,227847025	0	0,445569051	0,222784725	0	0	0	0	0
10000020	Carpool	1,336708215	0	0	0	0,222784725	0	0	0	0	0	0	0	0	0	0	0	0,668354076	0	0,222784725	0	0	0	0	0	0	0,222784725
10000021	Nijverheidsweg Noord	10,91645042	0,668354076	0,668354076	0,445569051	0	0,222784725	0	0	0	0	0	0	0,222784725	0	0	0	2,672416431	0,222784725	0	2,896201133	0,445569051	0,445569051	0,222784725	0,222784725	0	1,559492918
10000022	Hoogland	21,83290085	0	1,78227162	0,445569051	0,222784725	0,222784725	0	0	0	0	0	0	0,445569051	0	0,668354076	0	10,02531161	0,445569051	0	0,445569051	3,341770538	0	0,668354076	2,227847025	0	0,891138102
10000023	Nijverheidsweg Zuid	7,574979887	0,222784725	0,222784725	0,445569051	0	0	0,222784725	0	0	0	0	0	0,445569051	0	0	0,222784725	2,673416431	0,222784725	0	1,113923513	0,222784725	1,559492918	0	0	0	0
10000024	Parklaan	16,93163739	0	0,445569051	0,445569051	0	0	0	0	0	0	0	0,445569051	0,222784725	0	0,222784725	0	6,23797671	0,222784725	0	0,222784725	0	5,348323861	2,005062323	0,445569051	0,668354076
10000025	N210 West	149,042986	0,222784725	4,232909348	1,336708215	0	0,445569051	0,222784725	0,222784725	1,113923513	0	0	0,222784725	0,891138102	0	0,445569051	0,222784725	74,85566006	0,668354076	0	0,445569051	2,450631728	0,222784725	2,450631728	49,68098867	0,222784725	8,465818697
10000026	Aansluiting A2 Oost	323,7061728	2,673416431	12,03037394	10,47088102	4,456594051	9,134712805	5,792402266	2,227847025	5,348632861	0	0,668354076	4,232909348	49,01263456	0,445569051	20,49619263	1,78227162	0	12,92515275	3,116985836	0,222784725	5,792402266	7,797464589	4,232909348	8,020242692	49,90373377	77,06350708	25,840255
10000027	A2 Zuid	15,37214448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,37214448
	TOTAL	1167,837411																									

TOMTOM model PA 18.45-19.00 (Calculated per 15 min)

26x26

	Name	Sum	Bovenind NZ (L	Heemdarlseian	Schepenersingel	Boedapestlaan (I	Tuinensingel (Li	Hogebiezen (Lin	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Limaeusweg (Li	Panoven (Link 1	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parklaan	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
10000000	Bovenind NZ (Link 1)	24,75316515	48,93838385	40,81669462	11,87016119	22,69080817	17,28462068	15,20213626	12,9114034	1,249490852	3,123726629	11,66191275	78,09316572	10,4124221	37,48471955	4,164968839	46,02290567	361,5192952	8,329937677	6,524743258	13,32790828	23,11557705	7,496943909	22,49083173	126,8233011	74,96943909	66,43125297
10000001	Heemdarlaan (Link 2)	55,60233399	4,789741464	15,41038471	10,82891898	0	1,249490852	1,249490852	1,249490852	0,208248419	0	0	0,208248419	0,624743258	0	0,208248419	0	12,9114034	0,208248419	0	0,416968839	0,416968839	0,416968839	0,832993767	2,915478187	0	1,457739003
10000002	Schepenersingel (Link3)	30,40427252	0,832993767

1000008	Jan van der Heydenweg (Link 8)	2,162107649	0,038609065	0,038609065	16	0	0,077218303	0,038609065	16	0,038609065	16	0,270263456	1	0	0,038609065	16	0,115827195	0,115827195	0	0	0	1,158271955	0	0	0	0	0	0	0	0,231654309
1000009	Boerhaaveweg (Link 9)	0,308725212	0	0	0,077218303	1	0,077218303	1	0	0	0,038609065	16	0	0	0,038609065	16	0	0	0	0	0	0,077218303	1	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	0,772181303	1	0,038609065	16	0	0	0	0	0	0	0	0	0,038609065	16	0	0,308725212	0	0	0,038609065	16	0,308725212	0	0	0	0,038609065	16	0	0	0
1000012	Panoven (Link 10,2)	1,776016997	0,038609065	16	0,038609065	16	0,038609065	16	0,038609065	16	0,154436266	4	0	0	0,347481884	9	0	0	0	0,038609065	16	0,888084986	23	0	0	0	0,038609065	16	0,115827195	3
1000013	Utrechtseweg	1,081053824	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,965266289	0	0	0	0	0,038609065	16	0	0	0	0	0	0,077218303	1
1000014	Utrechtseweg	17,0652088	0,038609065	16	0,154436266	4	0,115827195	3	0,231654309	6	0,231653909	6	0,193045258	5	0,424697167	11	0,231654309	6	0,154436266	4	0,038609065	16	0,038725212	1	0,270263456	7	0,038609065	16	0,729484419	19	0,193045258	5	0,115827195	3	0,270263456	7	0	0,231654309	6	0,115827195	3	0,077218303	1	1,35131728	35
1000015	Europalaan (Link 11)	5,521096317	0,038609065	16	0	0,038609065	16	0,038609065	16	0,038609065	16	0	0	0,077218303	1	0,115827195	3	0	0	0,038609065	16	0,231653909	6	0	0	1,081053824	0	0,038609065	16	3,281770538	0	0	0	0,038609065	16	0	0	0	0	0,038609065	16	0,424699716	11
1000016	Ringoven (Link 12)	0,463308719	0	0	0	0	0	0	0	0	0	0	0	0,077218303	1	0	0,038609065	16	0,077218303	1	0,038609065	16	0	0	0	0,154436266	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	30,42304334	0,231654309	6	0,617745425	16	0,849394334	22	0,424699716	7	0,424697167	11	0,308725212	8	0	0	0,463308719	12	0	0	0,231653909	3,011507082	78	1,235490085	0,077218303	1	8,493994334	7,219895184	0,038609065	16	0,038609065	16	0,038609065	16	0,154436266	1,158271955	1	0,154436266	0,694963728	4,324215297	0,038609065	16	0,231654309	6
1000018	Aansluiting A2 Oost	16,60189802	0	0	0,038609065	16	0	0,038609065	16	0,038609065	16	0	0	0	0	0	0	0	0	0,038609065	16	0	0	16,02276204	0,038609065	16	0	0	0,077218303	1	0,077218303	1	0,231654309	6	0
1000019	Parallelweg	1,27409515	0	0,077218303	1	0	0,038609065	16	0,038609065	16	0,077218303	1	0,038609065	16	0,038609065	16	0	0	0	0,038609065	16	0,038609065	16	0	0,038609065	16	0,077218303	1	0,038609065	16	0	0	0	0	0	0	0	0	0	0	0	0
1000020	Carpool	0,231653909	0	0	0	0,038609065	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,115827195	3	0	0,038609065	16	0	0	0	0	0	0	0	0	0	0,038609065	16
1000021	Nijverheidsweg Noord	1,891844193	0,115827195	3	0,115827195	3	0,077218303	1	0	0,038609065	16	0	0	0	0	0	0	0	0	0	0,038609065	16	0	0	0,463308719	0,038609065	16	0	0,501917847	0,077218303	1	0,077218303	1	0,038609065	16	0,038609065	16	0	0,270263456	7
1000022	Hoogland	3,783688385	0	0,308725212	8	0,077218303	1	0,038609065	16	0,038609065	16	0	0	0	0	0	0	0	0	0	0	0,115827195	3	0	0	1,737407932	0,077218303	1	0	0,077218303	1	0,570135773	0	0,115827195	3	0,038609065	16	0	0,154436266	4
1000023	Nijverheidsweg Zuid	1,312708215	0,038609065	16	0,038609065	16	0,077218303	1	0	0	0,038609065	16	0	0	0	0	0	0	0	0	0	0,077218303	1	0	0,038609065	16	0,463308719	0,038609065	16	0,193045258	5	0,038609065	16	0,270263456	7	0	0	0	0	0	0
1000024	Parklaan	2,934288952	0	0,077218303	1	0,077218303	1	0	0	0	0	0	0	0	0	0	0,077218303	1	0,038609065	16	0	0,038609065	16	0	0	1,081053824	0,038609065	16	0	0,038609065	16	0	0	0,926617537	24	0,347481584	9	0,077218303	1	0,115827195	3
1000025	N210 West	25,82946459	0,038609065	16	0,733572238	19	0,231653909	6	0	0,077218303	1	0,038609065	16	0,038609065	16	0,193045258	5	0	0	0,038609065	16	0,154436266	4	0	0,077218303	1	0,038609065	16	12,97264589	0,115827195	3	0	0,077218303	1	0,424699716	11	0,038609065	16	0,424699716	11	8,60982153	0,038609065	16	1,467144476	38
1000026	Aansluiting A2 Oost	56,09897167	0,463308719	12	2,084869518	54	1,814626062	47	0,772181303	20	1,582971671	41	1,003855894	26	0,386090656	10	0,926617537	24	0,115827195	3	0,733572238	19	8,493994334	220	0,772181303	20	1,352033994	35	0,308725212	8	2,239325779	58	5,405269122	140	0,386090656	10	1,003856994	26	1,353173728	35	0,733572238	19	1,389926346	36	8,848430595	229	13,35873654	346	4,478651558	116
1000027	A2 Zuid	2,694025496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,864025496	74
	TOTAL	202,3887195																																									

TOMTOM model VR 18.30-18.45 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (L	Heemraderlaan (	Schepenersingel	Boedapestlaan (	Tuinersingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	4,060436827	8,089453173	6,744454391	1,96139745	3,750742493	2,856069972	2,511965158	2,133448858	2,064628895	0,516157223	1,926866869	12,90353059	1,720524079	6,193886686	0,688206317	7,604716431	59,73658603	1,376419263	0,103231444	2,202270522	3,819563456	1,238777337	3,716332011	20,95598329	12,38777337	10,97694363
1000000	Boveneind NZ (Link 1)	4,094847309	2,064628895	0,584978187	0,137641926	3	0,034104159	0	0,068820631	7	0,068820631	7	0	0	0	0,068820631	7	0	0	0,034104159	0	0,722620133	0	0	0,034104159	0	0	0,068820631	7	0,103231444	0
1000001	Heemraderlaan (Link 2)	9,187598584	0,791440765	2,540375637	1,789345042	0	0,206462895	0,206462895	0,206462895	0,206462895	0,034104159	0	0	0,034104815	9	0,103231444	0	0	0	0,034104159	0	2,133449858	0,034104159	0	0,068820631	7	0,068820631	7	0,068820631	7	0,137641926	3	0,481747422	0	0	0,240873711	5
1000002	Schepenersingel (Link3)	5,020393012	0,137641926	3	0,757035949	15	0,548471671	11	0,034104159	0	0	0	0	0,137641926	3	0	0	0	0	0,137641926	3	0	0	0	1,892576487	0	0	0,034104159	0	0,034104159	0	0	0	0	0,103231444	0	0,034104159	0,103231444	0
1000003	Boedapestlaan (Link 4)	1,135545892	0	0,034104159	0,034104159	0,309593343	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,688206317	0	0	0	0,034104159	0	0	0	0,034104159	0	0
1000004	Tuinersingel (Link 5)	2,993711898	0	0,034104159	0,034104159	0,034104159	0,894725212	0,103231444	0,034104159	0,034104159	0	0	0	0,068820631	7	0	0,068820631	7	0	0	0	1,445240227	0	0	0,034104159	0,068820631	7	0	0	0,068820631	7	0
1000005	Hogebiezen (Link 6)	1,995807932	0,034104159	0	0,034104159	0,068820631	7	0,172052079	0,757035949	0,275283527	0	0	0	0	0	0,103231444	0	0	0	0	0	0,378515275	0	0	0	0,034104159	0,034104159	0	0	0,103231444	0
1000007	Hogebiezendijk (Link 7)	2,477554674	0,103231444	0,275283527	0,034104159	0,068820631	7	0,068820631	7	0,137641926	3	0,688206317	0,034104159	0,068820631	7	0,068820631	7	0,068820631	7	0,034104159	0,068820631	7	0,240873711	5	0,034104159	0,034104159	0	0	0	0,034104159	0	0,034104159	0
1000008	Jan van der Heydenweg (Link 8)	1,926986969	0,034104159	0,034104159	0	0	0,068820631	7	0,034104159	0,034104159	0,240873711	5	0,034104159	0,103231444	0	0,103231444	0	0	0	0	0	1,032314448	0	0	0	0,206462895	0	0	0	0,206462895	0
1000009	Boerhaaveweg (Link 9)	0,275283527	0	0	0,068820631	7	0,068820631	7	0	0	0,034104159	0	0	0,034104159	0	0	0	0	0	0	0	0,068820631	7	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	0,688206317	0	0,034104159	0	0	0	0	0	0	0	0	0,034104159	0	0	0	0	0	0	0	0	0,275283527	0	0	0	0,034104159	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,582882153	0,034104159	0,034104159	0,034104159	0	0	0,034104159	0,034104159	0,137641926	3	0	0	0,309593343	7	0	0	0	0,034104159	0	0	0,791441076	0	0	0	0	0,034104159	0	0	0,103231444	0
1000013	Utrechtseweg	0,9634934844	0	0	0	0	0	0	0	0	0	0	0	0,860262097	0	0	0	0	0	0,034104159	0	0	0	0	0	0	0	0	0	0,068820631	7
1000014	Utrechtseweg	15,20943286	0,034104159	0,137641926	3	0,103231444	0,206462895	0,206462895	0,172052079	0,378515275	0,206462895	0,137641926	3	0,344104159	0,275283527	0,240873711	1,651703116	0,172052079	0,137641926	3	0,034104159	8,67144136	0,172052079	0	0,103231444	0,240873711	0	0,206462895	0,103231444	0,068820631	7	1,204368856
1000015	Europalaan (Link 11)	4,926698867	0,034104159	0	0,034104159	0,034104159	0,034104159	0	0,068820631	7	0,103231444	0	0	0,034104159	0,206462895	0	0,963493484	0,034104159	0	0	2,924890935	0	0	0	0,034104159	0	0	0	0,034104159	0,378515275	0
1000016	Ringoven (Link 12)	0,412925779	0	0	0	0	0	0	0,068820631	7	0	0	0	0,034104159	0,068820631	7	0,068820631	7	0,034104159	0	0,137641926	3	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	27,11545949	0,206462895	0,550567054	0,757035949	0,378515275	0,378515275	0,275283527	0	0,412925779	0	0	0	0,206462895	2,684017564	0	1,101135411	0,068820631	7,570305949	6,434760057	0,034104159	0,034104159	0,137641926	3	1,032314448	0,137641926	3	0,619388686	3,853973938	0,034104159	0,206462895	0
1000018	Aansluiting A2 Oost	14,79650708	0	0	0,034104159	0	0	0,034104159	0	0	0	0	0	0	0	0	0,034104159	0	0	14,28034986	0,034104159	0	0	0	0	0,068820631	7	0,068820631	7	0,068820631	7	0
1000019	Parallelweg	1,13545892	0	0,068820631	7	0	0,034104159	0,034104159	0,068820631	7	0,034104159	0,034104159	0	0	0,034104159	0,034104159	0	0	0	0,034104159	0,344104159	0,344104159	0	0,068820631	7	0,034104159	0	0	0	0	0	0
1000020	Carpool	0,206462895	0	0	0	0,034104159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,103231444	0	0,034104159	0	0	0	0	0	0	0,034104159	0
1000021	Nijverheidsweg Noord	1,686113598	0,103231444	0,103231444	0,068820631	7	0,034104159	0	0	0	0	0	0	0,034104159	0	0	0	0	0	0,412925779	0,034104159	0	0,447362606	0,068820631	7	0,068820631	7	0,034104159	0,034104159	0	0,240873711	5
1000022	Hoogland	3,372227195	0	0,275283527	0,068820631	7	0,034104159	0,034104159	0	0	0	0	0	0	0,068820631	7	0	0	0	1,548471671	0,068820631	7	0,068820631	7	0,516157238	0	0,103231444	0	0,344104159	0	0,137641926	3
1000023	Nijverheidsweg Zuid	1,166956374	0,034104159	0,034104159	0,068820631	7	0	0	0,034104159	0	0	0	0	0	0,068820631	7	0	0	0,034104159	0	0,412925779	0,034104159	0	0,172052079	0,034104159	0,240873711	5	0	0	0	0	0
1000024	Parklaan	2,615196601	0	0,068820631	7	0,068820631	7	0	0	0	0	0	0	0,068820631	7	0,034104159	0	0,034104159	0	0,963493484	0,034104159	0	0,034104159	0	0	0,825851581	0,309694334	0,068820631	7	0,103231444	0
1000025	N210 West	23,02061218	0,034104159	0,653799501	0,206462895	0	0,068820631	7	0,034104159	0,034104159	0,172052079	0	0	0,034104159	0,137641926	3	0,068820631	7	0,034104159	0	11,56192181	0,103231444	0	0,068820631	7	0,378515275	0,034104159	0,378515275	7,673537394	0,034104159	1,3075983	0
1000026	Aansluiting A2 Oost	49,99842975	0,412925779	1,858166006	1,617292635	0,688206317	1,410829745	0,894725212	0	0,344104159	0,825851581	0	0,103231444	0,653799501	5,757035949	0,688206317	3,165764306	0,275283527	0	1,995807932	0,481746742	0,034104159	0,894725212	1,204366856	0,653799501	1,238777337	7,707947875	11,90602963	3,991615864	0
1000027	A2 Zuid	2,374323229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,374323229	0
	TOTAL	180,3797445																													

TOMTOM model VR 18.45-19.00 (Calculated per 15 min)

26x26			1000000	1000001	1000002	1000003	1000004	1000005	1000007	1000008	1000009	1000011	1000012	1000013	1000014	1000015	1000016	1000017	1000018	1000019	1000020	1000021	1000022	1000023	1000024	1000025	1000026	1000027
	Name		Boveneind NZ (L	Heemraderlaan (	Schepenersingel	Boedapestlaan (	Tuinersingel (Lin	Hogebiezen (Link	Hogebiezendijk (	Jan van der Heyc	Boerhaaveweg (L	Linnaeusweg (Li	Panoven (Link 1	Utrechtseweg	Utrechtseweg	Europalaan (Link	Ringoven (Link 1	A2 Noord	Aansluiting A2 O	Parallelweg	Carpool	Nijverheidsweg N	Hoogland	Nijverheidsweg Z	Parklaan	N210 West	Aansluiting A2 O	A2 Zuid
		Sum	3,795421153	7,55867847	6,30425949	1,833381586	3,505940227	2,669660907	2,348015014	1,994204533	0,1929875354	0,482468385	1,801216997	12,06172096	1,608229462	5,789626082	0,643291847	7,108374221	55,83772691	1,286583569	0,096437677	2,058533711	3,570269405	1,157925212	3,473775637	19,58823484	11,57925212	10,26050397
1000000	Bovenind NZ (Link 1)	3,827586119	1,929875354	0,546798017	0,128658369	0,032164892	4	0,064329784	7	0,064329784	7	0	0	0	0,064329784	7	0,032164589	2	0	0,675456739	0	0	0,032164589	2	0	0,064329784	7	0,096437677	1	0,096437677	1
1000001	Heemraderlaan (Link 2)	8,587945326	0,739785552	2,380179603	1,67255864	0	0,192987535	4	0,192987535	4	0,192987535	4	0,032164589	2	0,096437677	1	0,032164589	2	0	1,994204533	0,032164589	2	0,064329784	7	0,064329784	7	0,064329784	7	0,128658369	2	0,225152146	3
1000002	Schepenersingel (Link3)	4,696030028	0,128658369	2	0,707620632	11	0,447406516	7	0,032164589	2	0	0	0	0,128658369	2	0	0,032164589	2	0,032164589	1,760652408	0	0	0,032164589	2	0,032164589	2	0	0,032164589	2	0,096437677	1	0,096437677	1
1000003	Boedapestlaan (Link 4)	1,061431445	0	0,032164589	2	0,032164589	2	0,289481331	9	0	0	0	0	0	0	0	0	0	0	0,643291847	0	0	0	0,032164589	2	0	0,032164589	2	0	0	0
1000004	Tuinersingel (Link 5)	2,798319263	0	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,096437677	1	0,032164589	2	0,643291847	0	0	1,350912748	0	0,032164589	2	0,064329784	7	0,064329784	7	0,064329784	7	0,064329784	7
1000005	Hogebiezen (Link 6)	1,865546176	0,032164589	2	0	0,032164589	2	0,064329784	7	0,160822962	5	0,707620632	11	0,257316139	4	0	0	0	0	0,096437677	1	0	0,353810416	11	0	0,032164589	2	0,032164589	2	0	0	0,096437677	1
1000007	Hogebiezendijk (Link 7)	2,315850425	0,096437677	1	0,257316139	4	0,032164589	2	0,064329784	7	0,064329784	7	0,128658369	2	0,643291847	7	0,032164589	2	0,064329784	7	0,225152146	3	0,064329784	7	0,032164589	2	0,450340493	0	0	0	0,032164589	2	0,032164589	2	0	0	0,032164589	2	0	0	0	0
1000008	Jan van der Heydenweg (Link 8)	1,801216997	0,032164589	2	0,032164589	2	0	0	0,064329784	7	0,032164589	2	0,032164589	2	0,225152146	3	0,032164589	2	0,096437677	1	0,096437677	1	0	0	0	0,096437677	1	0	0	0	0	0	0	0	0	0	0,192987535	4
1000009	Boerhaaveweg (Link 9)	0,257316139	0	0	0,064329784	7	0,064329784	7	0	0	0,032164589	2	0	0	0,032164589	2	0	0	0	0	0	0	0,064329784	7	0	0	0	0	0	0	0	0
1000011	Linnaeusweg (Link 10,1)	0,643291847	0	0,032164589	2	0	0	0	0	0	0	0	0,032164589	2	0	0	0,257316139	4	0	0,257316139	0	0	0,257316139	4	0	0,032164589	2	0	0	0	0	0
1000012	Panoven (Link 10,2)	1,479571102	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,128658369	2	0	0,289481331	9	0	0,032164589	2	0	0,739785524	0	0	0,032164589	2	0	0,032164589	2	0,096437677	1	0	0
1000013	Utrechtseweg	0,9006864986	0	0	0	0	0	0	0	0	0	0	0	0	0,804147309	0	0	0	0	0,032164589	2	0	0	0	0	0	0	0	0	0,064329784	7
1000014	Utrechtseweg	14,21674844	0,032164589	2	0,128658369	0,096437677	1	0,192987535	4	0,192987535	4	0,160822962	5	0,353810416	11	0,192987535	4	0,128658369	2	0,032164589	2	0,321645924	0,257316139	4	0,225152146	3	1,543900283	0,160822962	5	0,128658369	2	0,032164589	2	8,104764487	0,160822962	5	0,096437677	1	0,225152146	3	0,192987535	4	0,064329784	7	1,125760623	35
1000015	Europalaan (Link 11)	4,595526281	0,032164589	2	0	0,032164589	2	0,032164589	2	0	0,064329784	7	0,064329784	7	0,064329784	7	0,032164589	2	0,032164589	2	0,900684086	0,032164589	2	2,733990385	0	0,032164589	2	0	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,032164589	2	0,353810416	11
1000016	Ringoven (Link 12)	0,385975070	0	0	0	0	0	0	0	0,064329784	7	0	0	0	0,032164589	2	0,064329784	7	0,032164589	2	0,128658369	0	0	0	0	0	0	0	0	0	0	0
1000017	A2 Noord	25,34569632	0,192987354	0,514633428	0,707620632	0,353810416	0,353810416	0,257316139	0	0,385975708	0	0	0,192987354	2,50883796	0	1,029226856	0,064329784	7,076209632	6,014778187	0,032164589	2	0,032164589	2	0,032164589	2	0,128658369	0,964937677	1	0,128658369	0,578962682	3,602433994	0,032164589	2	0,192987354	4
1000018	Aansluiting A2 Oost	13,83077337	0	0,032164589	2	0	0,032164589	2	0,032164589	2	0	0	0	0	0	0	0,032164589	2	0	13,34830453	0,032164589	2	0	0	0,064329784	7	0,064329784	7	0,192987354	4	0	0
1000019	Parallelweg	1,061431445	0	0,064329784	7	0	0,032164589	2	0,032164589	2	0,064329784	7	0,032164589	2	0,032164589	2	0	0	0	0,032164589	2	0,032164589	2	0,064329784	7	0,032164589	2	0	0	0	0	0	0
1000020	Carpool	0,192987354	0	0	0	0	0,032164589	2	0	0	0	0	0	0	0	0	0	0	0	0,096437677	1	0	0,032164589	2	0	0	0	0	0	0	0,032164589	2
1000021	Nijverheidsweg Noord	1,576064873	0,096437677	1	0,096437677	1	0,064329784	7	0,032164589	2	0	0	0	0	0,032164589	2	0	0	0	0,385975708	0,032164589	2	0,418139601	0,064329784	7	0,064329784	7	0,032164589	2	0,032164589	2	0,225152146	3
1000022	Hoogland	3,152129745	0	0,257316139	4	0,064329784	7	0,032164589	2	0,032164589	2	0	0	0	0,064329784	7	0,064329784	7	0,096437677	1	0	1,447406516	0,064329784	7	0,064329784	7	0,482468385	5	0,096437677	1	0,032164589	2	0,128658369	2
1000023	Nijverheidsweg Zuid	1,092596034	0,032164589	2	0,032164589	2	0,064329784	7	0	0,032164589	2	0	0	0	0,064329784	7	0	0	0,032164589	2	0,385975708	0,032164589	2	0,160822962	0,032164589	2	0,225152146	3	0	0	0	0	0
1000024	Parklaan	2,444508782	0	0,064329784	7	0,064329784	7	0	0	0	0	0	0,064329784	7	0,032164589	2	0,032164589	2	0	0,900684086	0,032164589	2	0,032164589	2	0	0,771950416	0,289481331	0,064329784	7	0,096437677	1
1000025	N210 West	21,5181102	0,032164589	2	0,611127955	0,192987354	4	0,064329784	7	0,032164589	2	0,032164589	2	0,160822962	5	0	0,032164589	2	0,128658369	0	0,064329784	7	0,032164589	2	10,80730198	0,096437677	1	0,064329784	7	0,353810416	11	0,032164589	2	0,032164589	2	0,032164589	2	1,272703399	0,032164589	2	1,222254391	0
1000026	Aansluiting A2 Oost	46,73514816	0,385975708	1,736887819	1,511735694

G

COCON Signal Control Data per Intersection

This appendix contains the detailed output data from COCON for all three signalised intersections in the network. The included documents provide the full intersection layouts, signal group configurations, HB-matrices, lane-specific traffic intensities, flow diagrams, clearance times, timing parameters, phase diagrams and performance evaluations. All values were generated using the Graphium calculation method with COCON default parameters, generally in accordance with the guidelines from CROW [19].

G.1. Traffic Signal Systems

Two signalised intersections were already included in the simplified Sweco model, with preconfigured VISVAP signal programs based on data from the municipality and province. Although additional data was requested from the road authority (Municipality of IJsselstein), no further information could be obtained. For the remaining intersections, all signal control data had to be manually constructed using estimated traffic volumes and standard design assumptions. While these control settings may not reflect actual local controllers, they provide a realistic and consistent basis for simulation.

In COCON, a signal network was created for all intersections in the detour area that are equipped with traffic lights. These intersections include motorised traffic as well as bicycle crossing opportunities and were fully defined in terms of signal groups, conflict matrices and control parameters.

The three signalised intersections included in the model are:

- Utrechtseweg – Beneluxweg
- Utrechtseweg – Europalaan – Overwaard
- Baronieweg – Basiliekpad

To define the signal control logic in COCON, several key components were required after the intersection layouts were designed:

1. **Traffic flow of demand estimation**: Estimating traffic volumes for each road segment to define signal group demand.
2. **Control variant definition**: Determining clearance times between conflicting flows using CROW-based calculations.
3. **Phase diagram calculation**: Using the Graphium method to optimise signal phasing and assign green times.

The following sections describe in detail how each of these steps was carried out and how the resulting signal control models were implemented.

G.1.1. Traffic Flow of Demand Estimation

Traffic flow of demand data is required for the roads in the network to enable input for COCON. Since no traffic volume data could be obtained for the municipal roads in the study area and such data is not available via Dexter, given that Dexter only provides traffic counts for provincial and national roads, alternative estimation methods were applied to approximate the traffic flow of demand on these roads.

Reference: N210

Traffic counts from the N210 (Weg der Verenigde Naties) were used as a baseline. This road typically handles around 1,500 vehicles per hour per direction during peak periods, according to counts from Dexter [57]. This corresponds to approximately 1,700 PAE/hour/direction, which (closely) aligns with the functional flow of demand of a secondary highway with a 70 km/h limit [20]. This baseline informed the estimates for the other signal-controlled roads, based on their functional classification, design characteristics and typical usage, according to CROW [20] guidelines.

Capacity Assessment Based on CROW

Since no traffic counts were available for the other roads on the detour, their intensities were determined based on assumptions using CROW standards and expert judgement. Table G.1 shows the estimated simulated flow of demand values per road segment, considering the number of lanes, road function and design characteristics, based on CROW [20] standards.

Table G.1: Simulated traffic flow of demand per road segment

Road	**Type**	**Lanes (per dir.)**	**Standard flow of demand (PAE/hour/dir.)**	**Simulated flow of demand (PAE/hour/dir.)**
Weg der Verenigde Naties	Secondary highway	1	1,800 – 2,000	Only as reference
Utrechtseweg	Secondary highway	2–3	1,800 – 2,000	1,800
Baronieweg	Secondary highway	1–2	1,500 – 1,600	1,500
Beneluxweg	Tertiary highway	1	300 – 450	600 (merging) 900 (diverging)
Europalaan	Tertiary highway	1–3	300 – 450	300
Overwaard	Residential road	1	300 – 450	300

The Utrechtseweg and the Baronieweg, with mainly two lanes per direction, fit within the typical flow of demand of a standard secondary highway in urban areas, handling approximately 1,500 to 1,600 PAE per hour per direction for a 2x1 road and 1,800 to 2,000 PAE per hour per direction for a 2x2 road during peak times.

The Beneluxweg is classified as a tertiary highway and represents a notable bottleneck in the network. With only a single shared lane serving both directions, its theoretical maximum flow of demand is estimated at 600 to 900 PAE per hour, corresponding to approximately 300 to 450 PAE per direction per hour. However, this value was manually increased to 600 PAE/hour for merging traffic (vehicles turning from Utrechtseweg onto Beneluxweg) and to 900 PAE/hour for diverging traffic (vehicles turning left or right from Beneluxweg onto Utrechtseweg). In particular, while several alternative signal plans were tested, the diverging flows from Beneluxweg to Utrechtseweg consistently showed persistent queue formation in early simulation runs, which did not match the real-world situation. This indicated the need for a higher flow of demand value to more accurately reflect actual traffic behaviour. These adjustments were based on observed traffic volumes, simulated queue lengths and expert judgement from traffic engineers at Dura Vermeer.

In contrast, the initial estimates for Europalaan (a tertiary highway) and Overwaard (a residential road) were retained. These roads serve as feeder routes and showed no signs of excessive volumes or

queues during simulation runs. Therefore, the originally estimated flow of demand of 300 PAE/hour per direction was considered sufficient and realistic.

Conclusion

Given that the N210 handles approximately 1,700 PAE per hour per direction during peak hours, the lower bound of the traffic volumes has been chosen for all roads in the detour network, except for the Beneluxweg, where the flow of demand was significantly increased based on observed traffic patterns and simulated queue lengths. Since no direct traffic count data is available for the surrounding roads, these estimates are based on the functional characteristics of the roads (Table 4.1) and the guidelines from CROW [20]. These values are used as input demand for COCON to assess the phasing diagrams and are assumed to provide a realistic foundation for the simulation model.

G.1.2. Traffic Signal Control Variants

To simulate realistic traffic signal behaviour in COCON, a clearance time matrix is required. This matrix defines the minimum safety intervals between conflicting traffic streams at each intersection, ensuring that one stream has sufficient time to vacate the conflict area before another receives a green signal. To configure these clearance times, the guidelines from CROW [19] have been applied.

For the three intersections listed in the introduction of this chapter, a design speed of 50 km/h was applied, corresponding to an urban distributor road. Based on the intersection geometry and applicable speed limits, the following clearance times were used. These values reflect typical practical standards and are consistent with the guidelines described in CROW [19] and ensure that the intersection is cleared safely before a conflicting direction is released:

- For straight-ahead conflicts: 3,5 seconds
- For turning conflicts: 3 seconds
- For (only) bicyles: 2 seconds

For the remaining signal timing parameters such as the yellow time, minimum red time, minimum green time, start-up loss, effective yellow time, fixed green time, number of green phases and maximum saturation standard default values from COCON were applied. These values are consistent with widely accepted Dutch traffic engineering practice and generally align with the CROW guidelines [19]. Using these defaults ensures a consistent and realistic representation of signal-controlled intersections, particularly in cases where detailed local signal data are unavailable.

G.1.3. Signal Phase Diagram Calculation

The phase diagrams for each signal-controlled intersection were generated using COCON, applying the standard graphium calculation method with a maximum of five iterations per intersection. This iterative process seeks to optimise the signal plan by balancing green times and clearance times across all phases while respecting safety constraints and traffic flow logic.

The chosen phase diagrams were selected based on a feasible solution with the lowest total signal loss time, in order to maximise efficiency and reduce overall delay within the network. Signal control assumptions and logic were reviewed with traffic engineers from Dura Vermeer to confirm realism. Once the signal phasing diagrams were finalised in COCON, the corresponding control logic was manually implemented for each intersection within VISSIM through the Signal Controller Communication interface.

G.2. Baronieweg – Basiliekpad

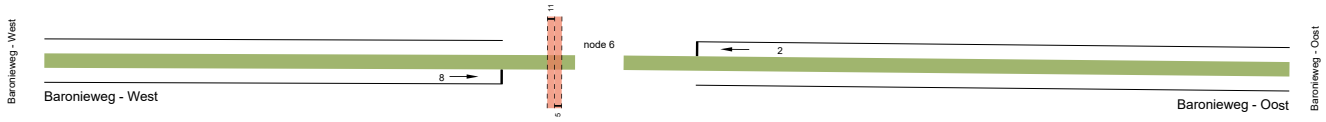
The signal plan for Baronieweg – Basiliekpad was calculated using the default method in COCON, resulting in a cycle time of 39 seconds and an average loss time of 12.5 seconds. The diagram prioritises efficient clearance of both main directions with limited delay. See Figure G.2.

03-07-2025, 11:05 Exports: Baronieweg - Basiliekpad

Baronieweg - Basiliekpad

Aangemaakt op 3-7-2025 11:05:32

Vormgeving: Baronieweg - Basiliekpad



HB-matrix: Baronieweg - Basiliekpad

	Baronieweg - Oost	Baronieweg - West
Baronieweg - Oost	--	1.500,0
Baronieweg - West	1.500,0	--

Rijstrookintensiteit: Baronieweg - Tepestraat

			Linksaf		Rechtdoor		Rechtsaf		Totaal
			Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aantal PAE
Baronieweg - Oost	2	1	--	--	100%	1.500,0	--	--	1.500,0
Baronieweg - West	8	1	--	--	100%	1.500,0	--	--	1.500,0
Oversteken	11	1	--	--	--	--	--	--	40,0
	5	1	--	--	--	--	--	--	40,0

Stromendiagram: Baronieweg - Tepestraat

03-07-2025, 11:05 Exports: Baronieweg - Basiliekpad

Regelvariant: Baronieweg - Basiliekpad

Ontruimingstijden

	11	2	5	8
11	x	2,0		2,0
2	3,5	x	3,5	
5		2,0	x	2,0
8	3,5		3,5	x

Tijden

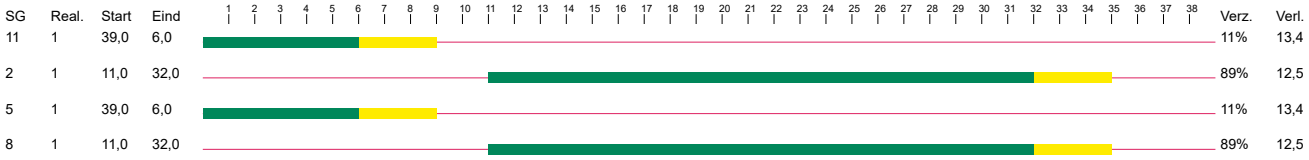
	Geeltijd	Garantieroodtijd	Garantiegroentijd	Verlies bij startgroen	Benut geeltijd	Vastgroentijd	Aantal groenfasen	Max. verzadiging
11	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
2	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
5	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
8	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9

Fasendiagram

202507011934_002

Oplossing	Cyclustijd	Verliestijd	Flexibiliteit	Kritieke pad	Conflictbelasting	Type
[["11", "5"], ["2", "8"]]	39,0	12,5	0%	["5", "2"]	0,520	Graphium

Cyclustijd: 39,0 Gemiddelde verliestijd: 12,5



Evaluatiegegevens

Signaalgroep	Intensiteit PAE/u	Capaciteit PAE/u	Effectief groen s	Verzadiging %	Gemiddelde verliestijd s	Delay PAE/u	Gemiddeld aantal stops PAE/s	Gemiddelde maximale wachtrij PAE	Overflow queue PAE	Opstelruimte m	Verwachte overschrijding opstelruimte /u	Benodigde opstelruimte 5% m	Benodigde opstelruimte 10% m
11	40	2.000	7,0	11%	13,4	0,1	0,01	--	0,0	--	--	--	--
2	1.500	3.000	22,0	89%	12,5	5,2	0,38	10,97	2,4	999	0,0	102,0	90,0
5	40	2.000	7,0	11%	13,4	0,1	0,01	--	0,0	--	--	--	--
8	1.500	3.000	22,0	89%	12,5	5,2	0,38	10,97	2,4	999	0,0	102,0	90,0

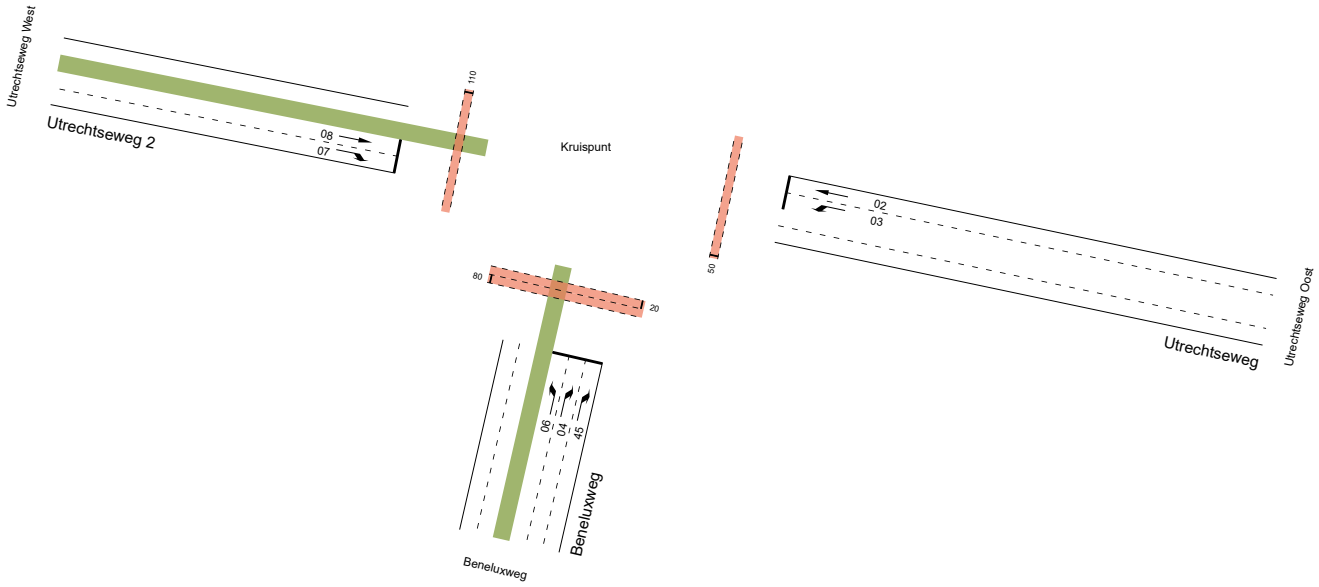
G.3. Utrechtseweg – Beneluxweg

The signal plan for Utrechtseweg - Beneluxweg was calculated using the graphium method in COCON, resulting in a cycle time of 149 seconds and an average loss time of 42.7 seconds. The diagram prioritises efficient clearance of both main directions with limited delay. See Figure G.3.

Utrechtseweg - Beneluxweg

Aangemaakt op 4-7-2025 13:23:04

Vormgeving: Utrechtseweg - Beneluxweg



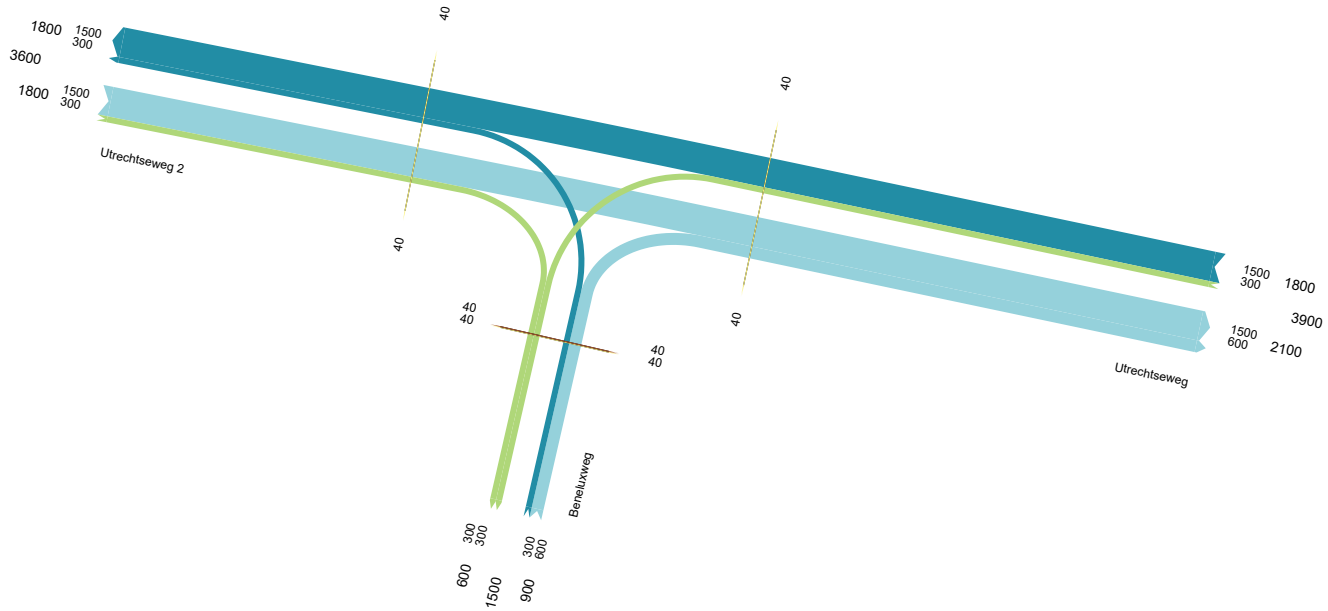
HB-matrix: Verkeersstroom Utrechtseweg - Beneluxweg

	Utrecht-seweg Oost	Utrecht-seweg West	Bene-luxweg
Utrechtseweg Oost	--	1.500,0	300,0
Utrechtseweg West	1.500,0	--	300,0
Beneluxweg	600,0	300,0	--

Rijstrookintensiteit: Rijstrook intensiteit Utrechtsweg - Beneluxweg

			Linksaf		Rechtdoor		Rechtsaf		Totaal
			Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aantal PAE
Utrechtseweg	02	1	--	--	100%	1.500,0	--	--	1.500,0
	03	1	100%	300,0	--	--	--	--	300,0
Beneluxweg	04	1	--	--	--	--	95%	570,0	570,0
	06	1	100%	300,0	--	--	--	--	300,0
	45	1	--	--	--	--	5%	30,0	30,0
Utrechtseweg 2	07	1	--	--	--	--	100%	300,0	300,0
	08	1	--	--	100%	1.500,0	--	--	1.500,0
Oversteken	110	1	--	--	--	--	--	--	40,0
	20	1	--	--	--	--	--	--	40,0
	50	1	--	--	--	--	--	--	40,0
	80	1	--	--	--	--	--	--	40,0

Stromendiagram: Rijstrook intensiteit Utrechtsweg - Beneluxweg



Regelvariant: Utrechtseweg - Beneluxweg

Ontruimingstijden

	02	03	04	06	07	08	110	20	45	50	80
02	x			3,5			3,5			3,5	
03		x		3,0	3,0	3,0				3,0	3,0
04			x			3,0		3,0	3,0	3,0	3,0
06	3,0	3,0		x		3,0	3,0	3,0			3,0
07		3,0			x		3,0				3,0
08		3,5	3,5	3,5		x	3,5		3,5	3,5	
110	2,0			2,0	2,0	2,0	x				
20			2,0	2,0				x	2,0		
45			3,0			3,0		3,0	x	3,0	3,0
50	2,0	2,0	2,0			2,0			2,0	x	
80		2,0	2,0	2,0	2,0				2,0		x

Tijden

	Geeltijd	Garan-tierood-tijd	Garan-tie-groentijd	Verlies bij start-groen	Benut geeltijd	Vast-groentijd	Aantal groenfa-sen	Max. verzadi-ging
02	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
03	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
04	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
06	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
07	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
08	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
110	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
20	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
45	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
50	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
80	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9

Fasendiagram

202507041122_088

Oplossing	Cyclus-tijd	Ver-liestijd	Flexibi-liteit	Kritieke pad	Con-flictbe-lasting	Type
[["06", "07", "50"], ["02", "08", "20", "80"], ["06", "07", "45"], ["03", "04", "110"]]	149,0	42,7	38%	["50", "08", "45", "04"]	0,720	Graphium

Evaluatiegegevens

Sig-naal-groep	Intensi-teit PAE/u	Capaci-teit PAE/u	Ef-fec-tief groen s	Ver-za-di-ging %	Ge-mid-delde ver-lies-tijd s	Delay PAE/u	Gemid-deld aantal stops PAE/s	Ge-mid-delde maxi-male wacht-rij PAE	Over-flow queue PAE	Op-stel-ruimte m	Ver-wachte over-schrij-ding opstel-ruimte /u	Beno-digde op-stel-ruimte 5% m	Beno-digde op-stel-ruimte 10% m
02	1.500	3.000	83,0	90%	32,7	13,6	0,34	37,15	1,6	999	0,0	294,0	276,0
03	300	3.000	17,0	88%	86,3	7,2	0,09	13,45	2,0	999	0,0	120,0	114,0
04	570	3.000	32,0	88%	68,4	10,8	0,15	22,26	2,1	999	0,0	186,0	174,0
06	300	3.000	19,0	78%	47,9	4,0	0,08	9,41	0,6	999	0,0	96,0	90,0
07	300	3.000	21,0	71%	42,3	3,5	0,07	8,83	0,1	999	0,0	90,0	84,0
08	1.500	3.000	83,0	90%	32,7	13,6	0,34	37,15	1,6	999	0,0	294,0	276,0
110	40	2.000	7,0	43%	69,0	0,8	0,01	--	0,0	--	--	--	--
20	40	2.000	7,0	43%	69,0	0,8	0,01	--	0,0	--	--	--	--
45	30	3.000	7,0	21%	68,3	0,6	0,01	1,16	0,0	999	0,0	24,0	24,0
50	40	2.000	7,0	43%	69,0	0,8	0,01	--	0,0	--	--	--	--
80	40	2.000	7,0	43%	69,0	0,8	0,01	--	0,0	--	--	--	--

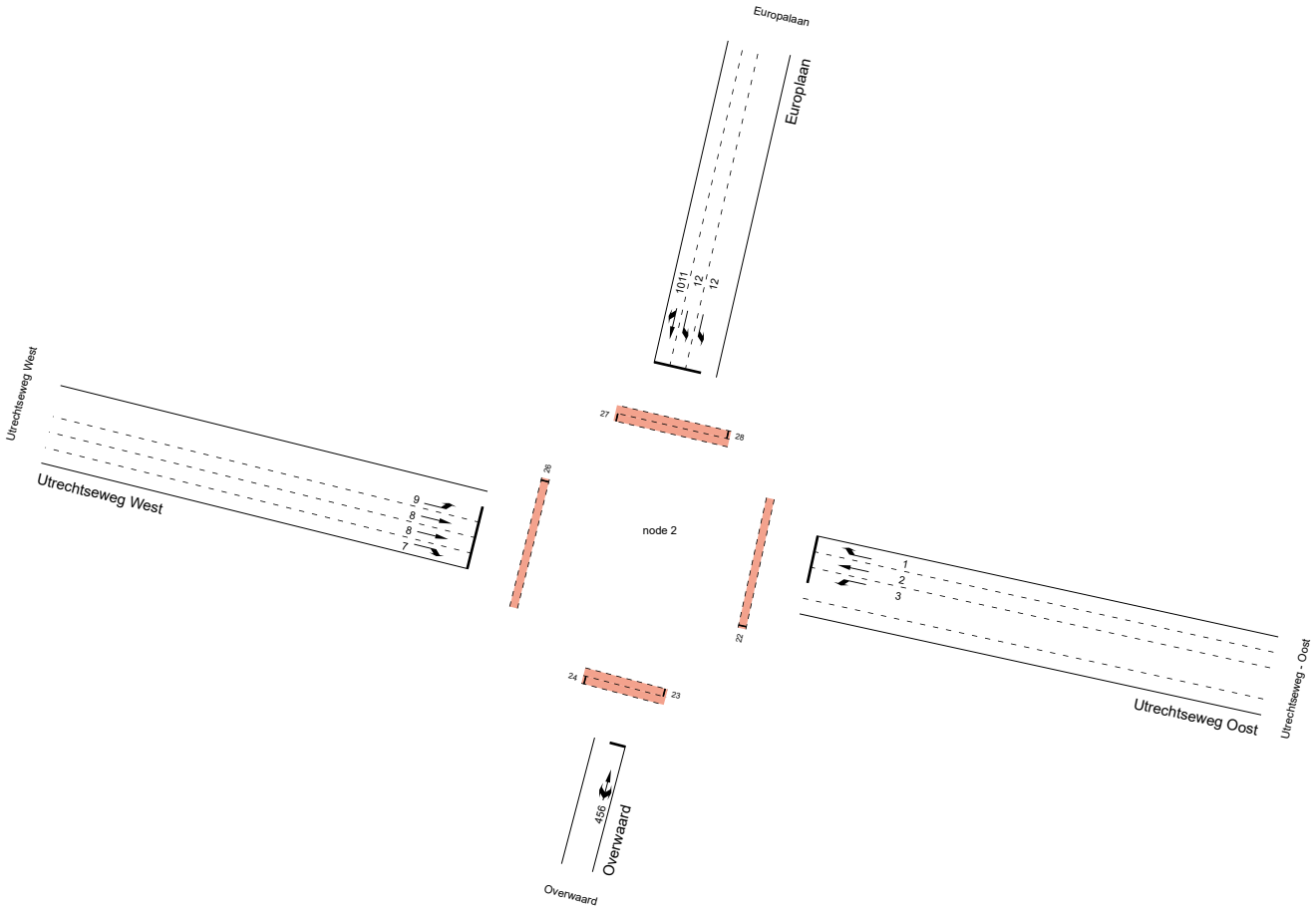
G.4. Utrechtseweg – Europalaan – Overwaard

The signal plan for Utrechtseweg - Beneluxweg was calculated using the graphium method in COCON, resulting in a cycle time of 105 seconds and an average loss time of 44.8 seconds. The diagram prioritises efficient clearance of both main directions with limited delay. See Figure G.4.

Utrechtseweg - Europalaan - Overwaard

Aangemaakt op 4-7-2025 11:25:03

Vormgeving: Utrechtseweg - Europalaan - Overwaard



HB-matrix: Utrechtseweg - Europalaan - Overwaard

	Over-waard	Utrecht-seweg - Oost	Euro-palaan	Utrecht-seweg West
Overwaard	--	100,0	100,0	100,0
Utrechtseweg - Oost	450,0	--	450,0	900,0
Europalaan	50,0	200,0	--	50,0
Utrechtseweg West	450,0	900,0	450,0	--

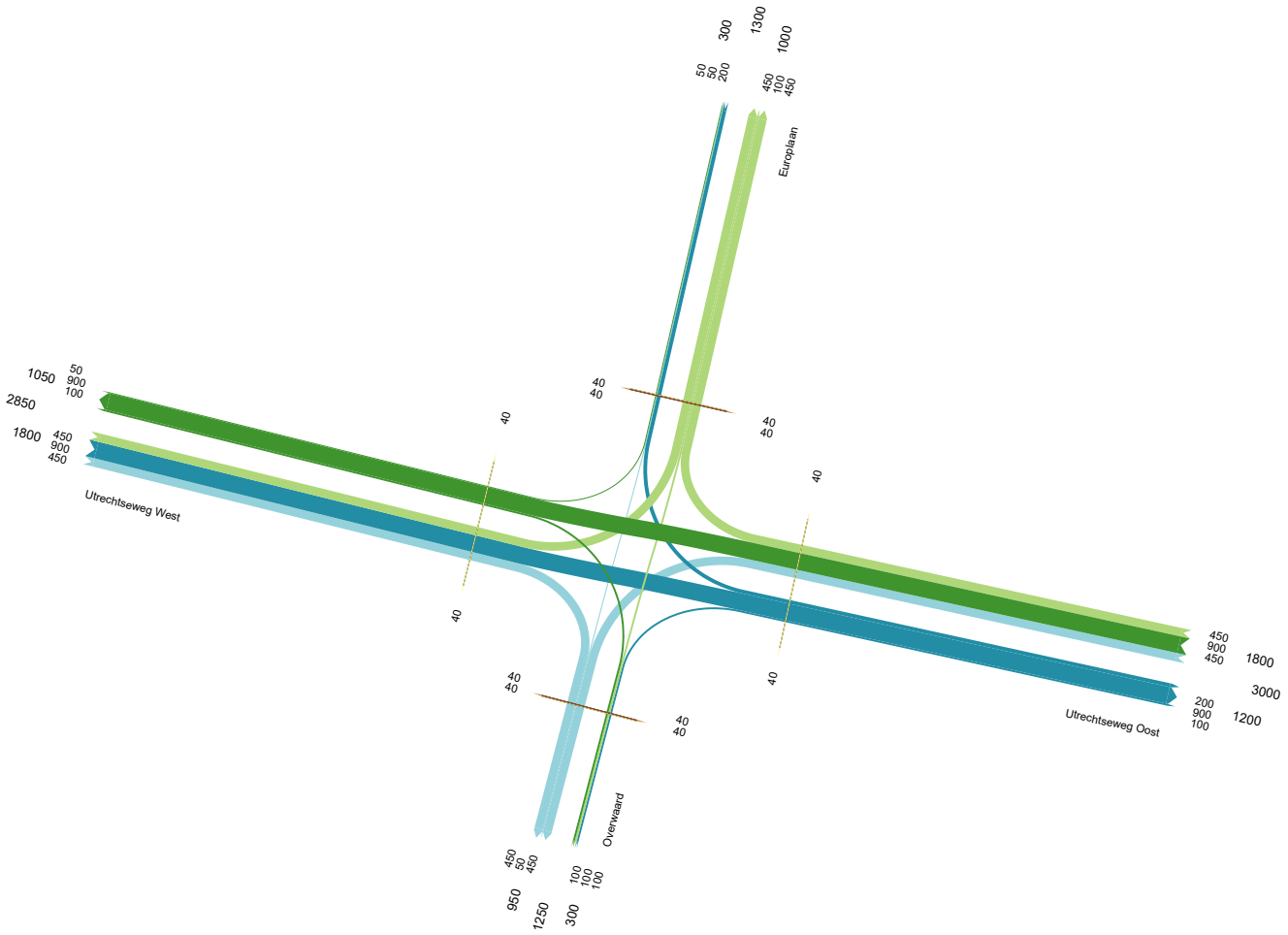
04-07-2025, 11:25 Exports: Utrechtseweg - Europalaan - Overwaard

Rijstrookintensiteit: Utrechtseweg - Europalaan

			Linksaf		Rechtdoor		Rechtsaf		Totaal
			Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aandeel %	Aantal PAE	Aantal PAE
Utrechtseweg Oost	1	1	--	--	--	--	100%	450,0	450,0
	2	1	--	--	100%	900,0	--	--	900,0
	3	1	100%	450,0	--	--	--	--	450,0
Europlaan	1011	1	--	--	100%	50,0	100%	50,0	100,0
	12	1	60%	120,0	--	--	--	--	120,0
		2	40%	80,0	--	--	--	--	80,0
Overwaard	456	1	100%	100,0	100%	100,0	100%	100,0	300,0
Utrechtseweg West	7	1	--	--	--	--	100%	450,0	450,0
	8	1	--	--	60%	540,0	--	--	540,0
		2	--	--	40%	360,0	--	--	360,0
	9	1	100%	450,0	--	--	--	--	450,0
Oversteken	22	1	--	--	--	--	--	--	40,0
	23	1	--	--	--	--	--	--	40,0
	24	1	--	--	--	--	--	--	40,0
	26	1	--	--	--	--	--	--	40,0
	27	1	--	--	--	--	--	--	40,0
	28	1	--	--	--	--	--	--	40,0

04-07-2025, 11:25 Exports: Utrechtseweg - Europalaan - Overwaard

Stromendiagram: Utrechtseweg - Europalaan



Regelvariant: Utrechtseweg - Europalaan - Overwaard

Ontruimingstijden

	1	1011	12	2	22	23	24	26	27	28	3	456	7	8	9
1	x				3,0				3,0	3,0		3,0			3,0
1011		x		3,5		3,5	3,5	3,0	3,5	3,5	3,5	3,5	3,5	3,5	3,5
12			x	3,0	3,0				3,0	3,0	3,0	3,0		3,0	3,0
2		3,5	3,5	x	3,5			3,5				3,5			3,5
22	2,0		2,0	2,0	x						2,0	2,0		2,0	
23		2,0				x					2,0	2,0	2,0		
24		2,0					x				2,0	2,0	2,0		
26		2,0		2,0				x				2,0	2,0	2,0	2,0
27	2,0	2,0	2,0						x			2,0			2,0
28	2,0	2,0	2,0							x		2,0			2,0
3		3,0	3,0		3,0	3,0	3,0				x	3,0	3,0	3,0	
456	3,5	3,0	3,5	3,5	3,0	3,5	3,5	3,0	3,5	3,5	3,5	x		3,5	3,5
7		3,0				3,0	3,0	3,0			3,0		x		
8		3,5	3,5		3,5			3,5			3,5	3,5		x	
9	3,0	3,0	3,0	3,0				3,0	3,0	3,0		3,0			x

Tijden

	Geeltijd	Garan-tierood-tijd	Garan-tie-groentijd	Verlies bij start-groen	Benut geeltijd	Vast-groentijd	Aantal groenfa-sen	Max. verzadi-ging
1	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
1011	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
12	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
2	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
22	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
23	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
24	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
26	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
27	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
28	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
3	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
456	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
7	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
8	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9
9	3,0	2,0	6,0	1,0	2,0	6,0	1	0,9

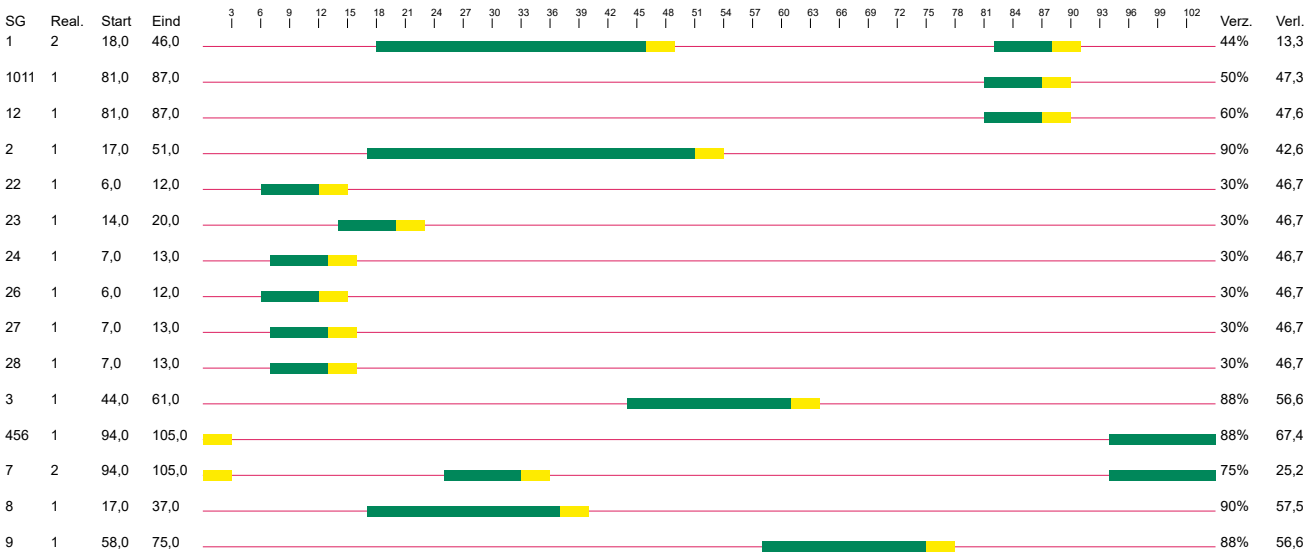
04-07-2025, 11:25 Exports: Utrechtseweg - Europalaan - Overwaard

Fasendiagram

202507040924_082

Oplossing	Cy-clustijd	Ver-liestijd	Flexibi-liteit	Kritieke pad	Con-flictbe-lasting	Type
[["456", "7"], ["22", "23", "24", "26", "27", "28"], ["1", "2", "7", "8"], ["3", "9"], ["1", "1011", "12"]]	105,0	44,8	37%	["456", "22", "2", "9", "1011"]	0,603	Graphium

Cyclustijd: 105,0 Gemiddelde verliestijd: 44,8



Evaluatiegegevens

Signaalgroep	Intensiteit PAE/u	Capaciteit PAE/u	Effectief groen s	Verzadiging %	Gemiddelde verliestijd s	Delay PAE/u	Gemiddeld aantal stops PAE/s	Gemiddelde maximale wachtrij PAE	Overflow queue PAE	Opstelruimte m	Verwachte overschrijding opstelruimte /u	Benodigde opstelruimte 5% m	Benodigde opstelruimte 10% m
1	450	3.000	36,0	44%	13,3	1,7	0,09	4,32	0,0	999	0,0	54,0	48,0
1011	100	3.000	7,0	50%	47,3	1,3	0,02	2,68	0,0	999	0,0	42,0	36,0
12	120	3.000	7,0	60%	47,6	1,6	0,03	3,23	0,0	999	0,0	42,0	42,0
12	80	3.000	7,0	40%	47,0	1,0	0,02	2,14	0,0	999	0,0	36,0	30,0
2	900	3.000	35,0	90%	42,6	10,7	0,24	22,75	2,6	999	0,0	192,0	180,0
22	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
23	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
24	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
26	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
27	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
28	40	2.000	7,0	30%	46,7	0,5	0,01	--	0,0	--	--	--	--
3	450	3.000	18,0	88%	56,6	7,1	0,13	13,55	2,0	999	0,0	120,0	114,0
456	300	3.000	12,0	88%	67,4	5,6	0,09	10,06	2,1	999	0,0	96,0	90,0
7	450	3.000	21,0	75%	25,2	3,2	0,11	8,03	0,3	999	0,0	84,0	72,0
8	540	3.000	21,0	90%	57,5	8,6	0,16	16,38	2,8	999	0,0	144,0	132,0
8	360	3.000	21,0	60%	38,2	3,8	0,08	8,62	0,0	999	0,0	90,0	78,0
9	450	3.000	18,0	88%	56,6	7,1	0,13	13,55	2,0	999	0,0	120,0	114,0

H

Model Assumptions

This appendix summarizes all key assumptions made during the development and implementation of the VISSIM microsimulation model used in this research. These assumptions relate to the network structure, traffic demand, traffic control, driver behaviour, public transport assumptions, simulation parameters and general modelling assumptions. They are based on available data, modelling standards, practical limitations and the specific focus of this study.

H.1. Network Modelling Assumptions

- The network includes all main roads, primary access roads, signalized intersections and key roundabouts along the detour route.
- Access roads are included if they serve as the main or sole access to a residential area.
- Distributor roads are included even if they show low traffic volumes, since they may serve as potential shortcuts or alternative routes during the closure.
- A road segment is included in the model if it functions as an origin or destination point within the OD matrix structure.
- The loop near the station, which leads directly back to the same road (e.g., Tepestraat), is included in the model. The inflow and outflow volumes are equal, as incoming traffic is effectively outgoing traffic. However, the merging and diverging movements associated with this loop do have an impact on network-wide traffic flow dynamics, as well as the fact that this loop can be used as a detour route.
- Cyclists are not modelled as individual road users in the VISSIM microsimulation environment, meaning they do not appear as active vehicles in the simulation, as no data was available for this mode and the focus lies on motorized traffic. However, their presence is indirectly accounted for through the configuration of traffic signal systems at intersections where bicycle flows are expected. Dedicated signal groups and clearance times were defined to reflect their interaction with motorized traffic. While this approach does not enable the analysis of cyclist-specific dynamics such as queue formation or travel times, it ensures that their influence on overall signal timing and intersection layout is incorporated into the simulation logic.
- It should be noted that cyclists are entirely excluded at two roundabouts within the modelled network. This decision was made to reduce model complexity, as these locations do not include traffic signals and are not central to the objectives of this study. Including cyclists at these unsignalized locations would have significantly increased modelling effort without contributing meaningful insights to the analysis of motorized traffic accessibility during temporary roadworks, since there is no data available on cyclists.
- Pedestrians, by contrast, are entirely excluded from both the microsimulation model and the traffic signal design. This decision stems from the unavailability of reliable pedestrian volume data, as well as the limited number of pedestrian crossings in the study area. Where pedestrian crossings

do exist, they are typically situated adjacent to bicycle crossings and it is assumed that pedestrian signal phases run concurrently with those for cyclists. As a result, their impact on signal timing is implicitly included and separate modelling of pedestrian phases was deemed unnecessary. This simplification helps avoid overcomplicating the simulation model. Since the primary objective of this research is to assess the impact of temporary roadworks on motorized traffic accessibility and flow, the exclusion of explicit pedestrian modelling is not expected to compromise the validity or relevance of the simulation results.

- Trams are excluded from the simulation. Their impact on the main vehicular traffic flow is negligible within the study area, since there is only one tram crossing. In addition, incorporating trams into the VISSIM model would have significantly increased modelling effort, as it would require defining tram tracks, schedules, signal priority logic and interaction with vehicular traffic at the intersection. This added complexity is not justified given the limited relevance of trams to the research objective, which focuses on motorized traffic accessibility during temporary roadworks.

H.2. Traffic Demand Modelling Assumptions

- The model uses Origin-Destination (OD) matrices combined with dynamic routing assignment. Vehicles dynamically choose the most efficient route based on traffic conditions from the previous interval.
- Trips are defined through the use of Parking Lots in VISSIM, serving as Starting Points and Destination Points.
- Different OD matrices are applied for both the base case and the closure scenario. A demand reduction of 10% is implemented. This choice is justified by the nature of the trips in the study area: the N210 and its surrounding roads primarily serve essential regional and local movements, such as commuting, logistics and access to nearby cities and highways like the A2. These trips are functionally necessary and unlikely to disappear for more than 10% due to a temporary detour. This assumption was made based on traffic experts from Dura Vermeer. It is assumed that most travellers represented in the model either live or work within the study area. These trips are functionally necessary and are therefore unlikely to disappear without any demand reduction measurements due to the temporary road closure.

H.3. Traffic Control Modelling Assumptions

- No verified controller programs or timing plans were available for additional intersections; the signal control data were manually constructed using COCON.
- All additional intersections were modelled using fixed-cycle signal control due to limited data availability.
- Standard COCON default values were used for amber time, red time, green time, startup loss and other signal parameters.
- All signal groups follow the standard Dutch red-amber-green sequence.
- Clearance times were calculated using CROW [19] guidelines, assuming a design speed of 50 km/h.
- No traffic count data were available for municipal roads; Dexter data only covers provincial and national roads. So the N210 (Weg der Verenigde Naties) was used as a reference, with an estimated peak volume of 1,700 PAE/hour/direction.
- Traffic intensities were estimated using [20] guidelines based on road classification, number of lanes, speed limits and functional characteristics.
- The capacity of the Beneluxweg was manually increased to 600 and 900 PAE/hour/direction, as the original estimate (300-450) underestimated the actual traffic demand.

H.4. Driver Behaviour Assumptions

- The Wiedemann 99 model is used for highways and free-flow roads.

- The Wiedemann 74 model is applied to urban and lower-speed roads.
- Default VISSIM parameters are used for car-following behaviour, lane-changing, acceleration, deceleration and gap acceptance.
- Standard Dutch priority rules are applied at all unsignalized intersections, roundabouts and merging points:
  - Vehicles on roundabouts have priority over entering traffic.
  - Right-before-left applies at unsignalized intersections, unless otherwise indicated by road markings or signage.
  - Buses are given priority over general traffic when re-entering the main carriageway after departing from a bus stop.
- Disruptive factors such as traffic incidents, adverse weather or roadworks-induced driver behaviour changes are not included in the simulation scope.
- Courtesy behaviour, in which drivers on the main road occasionally yield to waiting vehicles on side roads during long queues, is not explicitly modelled in VISSIM. Since the VISSIM model does not include a dedicated courtesy rule, it is assumed that no such behaviour occurs in the simulation. As a result, the model may overestimate delays and queue lengths on minor roads in situations where, in reality, drivers would facilitate merging.

H.5. Public Transport Modelling Assumptions

- Public transport is limited to bus lines operating in the study area.
- Buses are not included in OD matrices but are modelled via predefined routes and schedules.
- Fixed dwell times are assigned to bus stops, using a uniform time distribution:
  - Regular bus stops: 30 seconds.
  - Station IJsselstein: 60 seconds (classified as a transit center).
- Dwell times are not calculated based on passenger boarding and alighting, since this is not critical for the study objectives.
- Buses stop in designated bus-only links, consistent with the real-world situation, but must merge in and out of general traffic when leaving or approaching the stop.
- The only simplification applied at the bus station concerns the infrastructure layout. In reality, the station consists of four separate bus-only links (two in each direction). In the model, this was simplified to two bus links: one per direction, while all actual bus lines are still fully represented. This decision was made because modelling four separate bus links offered no additional value for the purpose of this study but would unnecessarily increase the complexity of the network. The operational behaviour remains consistent with reality, including priority rules that allow buses to merge into general traffic after leaving the station.

H.6. Simulation Parameters Assumptions

- The simulation includes multiple replications to account for stochastic variability (the exact number is specified in Chapter 6).
- Each replication includes a warm-up period to allow traffic flow to stabilize before data collection begins.
- Random seed values are varied between replications to ensure statistical robustness.
- The simulation runtime corresponds to the morning and evening peak periods, consistent with the OD matrix time frames.
- The model assumes normal weekday traffic patterns, excluding public holidays and weekends.

H.7. General Assumptions

- The simulation focuses exclusively on planned disruptions (i.e., the road closure) and does not account for incidental disruptions like accidents or extreme weather.
- The study focuses on traffic flow efficiency and accessibility metrics (travel time, speed reduction, congestion and queue lengths) rather than on safety indicators or environmental impacts.
- The model assumes typical driver compliance with traffic rules and signage during the roadworks period.
- The physical network representation omits minor geometric details like precise lane widths, curb radii and elevation changes, which are considered negligible for the scope of this analysis.
- All general model assumptions and logic and traffic signal logic were reviewed by traffic engineers from Dura Vermeer to ensure practical realism.

I

Traffic KPI Results

The two PDF files in this appendix present the unprocessed output of the VISSIM simulations. The explanation below clarifies their structure, column names and the way they connect to the results discussed in Chapters 6 and 7.

Time windows (simulation time → real time, indicative) for morning- VS evening-peak are: *600–4 200 s* (06:10–07:10 VS 15:10-16:10), *4 200–7 800 s* (07:10–08:10 VS 16:10-17:10), *7 800–11 400 s* (08:10–09:10 VS 17:10-18:10) and *11 400–14 400 s* (09:10–10:00 VS 18:10-19:00).

Note: the start at 600s because of the 600s warm-up time.

Rows are grouped by scenario headers:

- **OS-/AS-REFERENCE** – baseline without closure
- **OS-/AS-CLOSURE** – full Nelson Mandelaplein closure
- **OS-/AS-BYPASS** – closure *plus* temporary bypass connection
- **OS-/AS-CLOSURE −10, −20, −30 %** – demand-reduction variants

Their columns fall into the following output groups:

1. Distance travelled (in meters) – file *Result Analysis (1)*
2. Travel time (in seconds) – file *Result Analysis (1)*
3. Speed (in km/h) – file *Result Analysis (1)*
4. Queue length (in meters) – file *Result Analysis (2)*

1 Result Analysis (1) – Distance, travel time & speed

Table I.1: Key simulation output metrics from vehicle travel time measurement points: distance, travel time and speed

Column	Meaning	Unit
Distance group		
`Dist`	Physical length of the link segments	m
`DistTrav (Avg, Total)`	Total mean distance traveled for the full run	m/veh/4-hours
`DistTrav (Avg, 600-4200)` …	Mean distance per vehicle for the 1-h window	m/veh
`DistTrav (Min / Max, …)`	Minimum / maximum distance traveled in window	m
Travel-time group		
`Trav Time (Avg, Total)`	Total mean travel time for the full run	s/veh/4-hours
`Trav Time (Avg, 600-4200)` …	Mean travel time in 1-h window	s/veh
`Trav Time (Min / Max, …)`	Fastest / longest single-vehicle time in window	s/veh
Speed group		
`Speed (Avg, Total)`	Total mean speed for the full run	km/h/4-hours
`Speed (Avg, 600-4200)` …	Mean speed in 1-h window	km/h
`Speed (Min / Max, …)`	Minimum / maximum observed speed in window	km/h

The presence of these three groups can be verified in the PDF itself.

Row structure per scenario block
Each scenario header lists **four trace IDs**:

- 2× N→S (southbound detour) with an entry- and exit-ramp trace
- 2× S→N (northbound detour) with an entry- and exit-ramp trace

The duplication arises because IJsselstein has *two* A2 on/off-ramps, so each corridor direction is measured at both ramp locations. In the KPI charts shown in Chapters 6 and 7 these paired traces are first **aggregated per direction** (summed over the two sites) so that the plots display a single value for N→S and one for S→N. The raw PDF tables, however, retain the full four-trace resolution for transparency and reproducibility.

	A	B	C	D	E	F
1	**OS - REFERENCE**					
2	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
3	1	Detour A2 North (N-S)	3514,987632	14059,95053	3514,987632	3514,987632
4	2	Detour A2 East/South (N-S)	3522,855634	14091,42254	3522,855634	3522,855634
5	3	Detour A2 North (S-N)	3515,936971	14063,74788	3515,936971	3515,936971
6	4	Detour A2 South/East (S-N)	3480,029677	13920,11871	3480,029677	3480,029677
7						
8	**OS - CLOSURE**					
9	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
10	1	Detour A2 North (N-S)	3514,987632	9912,576047	4966,163365	4959,615036
11	2	Detour A2 East/South (N-S)	3522,855634	10481,68293	5087,513446	4915,871839
12	3	Detour A2 North (S-N)	3515,936971	15627,24336	5104,525948	4945,251175
13	4	Detour A2 South/East (S-N)	3480,029677	14439,03906	5107,284326	4997,422623
14						
15						
16	**AS - REFERENCE**					
17	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
18	1	Detour A2 North (N-S)	3514,987632	14059,95053	3514,987632	3514,987632
19	2	Detour A2 East/South (N-S)	3522,855634	14091,42254	3522,855634	3522,855634
20	3	Detour A2 North (S-N)	3515,936971	14063,74788	3515,936971	3515,936971
21	4	Detour A2 South/East (S-N)	3480,029677	13920,11871	3480,029677	3480,029677
22						
23	**AS - CLOSURE**					
24	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
25	1	Detour A2 North (N-S)	3514,987632	9483,171311	4993,658867	4943,752835
26	2	Detour A2 East/South (N-S)	3522,855634	9382,131608	4896,155563	4889,175384
27	3	Detour A2 North (S-N)	3515,936971	13333,0516	5073,120249	4906,641533
28	4	Detour A2 South/East (S-N)	3480,029677	11591,935	5045,807586	4894,746219
29						
30						
31	**OS - BYPASS**					
32	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
33	1	Detour A2 North (N-S)	3514,987632	14573,96023	4574,342684	4452,233913
34	2	Detour A2 East/South (N-S)	3522,855634	14553,07265	4567,446124	4451,774921
35	3	Detour A2 North (S-N)	3515,936971	17684,86791	4825,152664	4720,27381
36	4	Detour A2 South/East (S-N)	3480,029677	16907,03738	4825,602453	4799,40058
37						
38	**AS - BYPASS**					
39	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
40	1	Detour A2 North (N-S)	3514,987632	17746,59806	4605,823587	4444,527821
41	2	Detour A2 East/South (N-S)	3522,855634	17563,48791	4699,812607	4300,948892
42	3	Detour A2 North (S-N)	3515,936971	18171,19873	4320,964647	4369,438166
43	4	Detour A2 South/East (S-N)	3480,029677	13366,60665	4414,276485	4661,830883
44						
45						
46	**OS - CLOSURE -10%**					
47	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
48	1	Detour A2 North (N-S)	3514,987632	13182,85897	4884,322552	4613,373604
49	2	Detour A2 East/South (N-S)	3522,855634	13300,4315	4873,077969	4851,991083
50	3	Detour A2 North (S-N)	3515,936971	17900,75345	5039,16327	4827,271993
51	4	Detour A2 South/East (S-N)	3480,029677	17009,85193	5049,19069	4952,245706
52						
53	**AS - CLOSURE -10%**					
54	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
55	1	Detour A2 North (N-S)	3514,987632	14868,37383	4749,69478	4734,966799
56	2	Detour A2 East/South (N-S)	3522,855634	14935,89295	4730,01978	4738,98486
57	3	Detour A2 North (S-N)	3515,936971	17531,19414	4850,503585	4700,015464
58	4	Detour A2 South/East (S-N)	3480,029677	17730,21053	4865,52558	4640,326664
59						
60						
61	**OS - CLOSURE -20%**					
62	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
63	1	Detour A2 North (N-S)	3514,987632	15582,02404	4803,568064	4668,830183
64	2	Detour A2 East/South (N-S)	3522,855634	16154,75694	4857,01796	4712,43805
65	3	Detour A2 North (S-N)	3515,936971	19599,7722	5092,375033	4905,191959
66	4	Detour A2 South/East (S-N)	3480,029677	18484,92476	5083,267477	4799,35389
67						
68	**AS - CLOSURE -20%**					
69	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
70	1	Detour A2 North (N-S)	3514,987632	17967,55881	4856,303352	4575,155104
71	2	Detour A2 East/South (N-S)	3522,855634	17984,60755	4856,753204	4652,235268
72	3	Detour A2 North (S-N)	3515,936971	17772,96055	4821,53807	4500,338366
73	4	Detour A2 South/East (S-N)	3480,029677	17824,88009	4864,035013	4539,264434
74						
75						
76	**OS - CLOSURE -30%**					
77	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
78	1	Detour A2 North (N-S)	3514,987632	18672,25639	4800,51341	4781,144667
79	2	Detour A2 East/South (N-S)	3522,855634	18679,82677	4865,491415	4769,264114
80	3	Detour A2 North (S-N)	3515,936971	18724,64668	4991,622674	4678,015327
81	4	Detour A2 South/East (S-N)	3480,029677	18436,68474	4871,146855	4534,615047
82						
83	**AS - CLOSURE -30%**					
84	No	Name	Dist	DistTrav (Avg, Total)	DistTrav (Avg, 600-4200)	DistTrav (Avg, 4200-7800)
85	1	Detour A2 North (N-S)	3514,987632	18468,14585	4823,663981	4838,412519
86	2	Detour A2 East/South (N-S)	3522,855634	18775,06884	4896,22831	4924,548815
87	3	Detour A2 North (S-N)	3515,936971	18899,30384	5013,990971	4682,131605
88	4	Detour A2 South/East (S-N)	3480,029677	18896,78562	5048,752277	4685,983693

	G	H	I	J	K	L
1						
2	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
3	3514,987632	3514,987632	14059,95053	3514,987632	3514,987632	3514,987632
4	3522,855634	3522,855634	14091,42254	3522,855634	3522,855634	3522,855634
5	3515,936971	3515,936971	14063,74788	3515,936971	3515,936971	3515,936971
6	3480,029677	3480,029677	13920,11871	3480,029677	3480,029677	3480,029677
7						
8						
9	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
10	4906,805621	0	4843,16577	4796,974885	4523,064919	4516,430364
11	5190,438483	0	4539,91762	4539,91762	4240,790102	4784,339421
12	5171,545585	5071,379647	10135,53638	4983,57497	4691,87021	4934,015924
13	5176,392272	5300,423603	9619,568149	4823,249861	4290,499286	4650,605043
14						
15						
16						
17	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
18	3514,987632	3514,987632	14059,95053	3514,987632	3514,987632	3514,987632
19	3522,855634	3522,855634	14091,42254	3522,855634	3522,855634	3522,855634
20	3515,936971	3515,936971	14063,74788	3515,936971	3515,936971	3515,936971
21	3480,029677	3480,029677	13920,11871	3480,029677	3480,029677	3480,029677
22						
23						
24	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
25	4774,708884	0	4743,11869	4687,549316	4551,53306	4407,531789
26	4906,103154	0	4576,734197	4576,734197	4557,639999	4590,263757
27	4920,551464	5358,084529	9752,884996	4843,340367	4716,94291	4574,421134
28	4946,420202	4977,313772	9430,271774	4714,014974	4395,424374	4519,437448
29						
30						
31						
32	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
33	4456,633335	4416,505277	8872,033731	4467,689877	4269,725432	4307,1286
34	4429,671374	4424,121174	8895,984742	4413,608389	4297,2384	4240,790102
35	4839,085904	4938,150249	9667,35247	4674,682221	4509,303579	4501,246232
36	4898,478997	4785,877594	9416,415865	4528,076311	4395,424374	4290,499286
37						
38						
39	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
40	4389,498478	4306,748172	17746,59806	4605,823587	4444,527821	4389,498478
41	4280,172852	4282,553556	17563,48791	4699,812607	4300,948892	4280,172852
42	4829,84931	4650,946606	18171,19873	4320,964647	4369,438166	4829,84931
43	4290,499286	0	13366,60665	4414,276485	4661,830883	4290,499286
44						
45						
46						
47	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
48	4940,388464	4819,617251	8952,396047	4518,870342	4382,10457	4199,580467
49	4727,871249	4904,625301	9328,807624	4344,765764	4329,912098	4240,790102
50	5036,501216	5139,114807	13938,08429	4613,021878	4540,562555	4761,732627
51	4995,733686	4877,664224	10054,45029	4483,754105	4590,893746	4329,846194
52						
53						
54	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
55	4616,726204	4610,802225	9291,463802	4199,580467	4432,1309	4328,278135
56	4723,847452	4617,606528	9197,791277	4240,790102	4431,143977	4240,790102
57	4671,187723	4931,67068	9942,595381	4469,542223	4514,213672	4528,287746
58	4836,587943	5054,425778	9903,817195	4290,499286	4290,499286	4290,499286
59						
60						
61						
62	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
63	4567,338948	4601,351277	9329,583866	4539,570543	4382,10457	4380,275937
64	4672,086404	4614,678164	10254,20823	4687,735864	4435,618132	4432,831775
65	4963,211734	5060,720156	15769,64015	4735,421124	4564,129169	4656,508383
66	4861,363852	4975,263836	9747,086938	4681,287599	4505,301685	4376,351097
67						
68						
69	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
70	4667,537012	4642,276006	14016,34087	4342,577876	4199,580467	4305,197099
71	4611,663926	4636,746176	14069,26392	4348,03816	4240,790102	4345,697503
72	4574,84021	4651,492683	13726,96123	4666,681165	4403,809615	4417,387219
73	4607,099997	4577,376772	13508,80115	4459,286376	4290,499286	4290,499286
74						
75						
76						
77	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
78	4741,53225	4744,435701	14392,69265	4673,197443	4638,649631	4432,1309
79	4725,943789	4711,775404	14392,31849	4612,211683	4513,549344	4487,126063
80	4728,449368	4719,882884	14688,61153	4878,802316	4505,761948	4528,130275
81	4696,385369	4728,586332	14461,45838	4540,965665	4372,909157	4353,098646
82						
83						
84	DistTrav (Avg, 7800-11400)	DistTrav (Avg, 11400-14400)	DistTrav (Min, Total)	DistTrav (Min, 600-4200)	DistTrav (Min, 4200-7800)	DistTrav (Min, 7800-11400)
85	4618,868548	4567,855421	15105,12468	4715,021134	4668,523762	4388,705822
86	4696,82604	4644,508005	15069,81586	4666,653579	4720,937407	4576,262935
87	4589,993362	4613,187899	18259,8667	4832,666768	4487,014319	4439,664288
88	4563,594743	4598,45491	18357,16307	4779,877637	4290,499286	4290,499286

	M	N	O	P	Q	R
1						
2	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
3	3514,987632	14059,95053	3514,987632	3514,987632	3514,987632	3514,987632
4	3522,855634	14091,42254	3522,855634	3522,855634	3522,855634	3522,855634
5	3515,936971	14063,74788	3515,936971	3515,936971	3515,936971	3515,936971
6	3480,029677	13920,11871	3480,029677	3480,029677	3480,029677	3480,029677
7						
8						
9	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
10	0	16135,35272	5107,967069	5635,544774	5549,807295	0
11	0	16049,04936	5604,902288	5566,990587	5812,14635	0
12	4874,50225	20688,21549	5215,224465	5297,171981	5631,244821	5323,345996
13	5292,640565	20971,4306	5463,05471	5508,745202	5723,055113	5308,206641
14						
15						
16						
17	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
18	3514,987632	14059,95053	3514,987632	3514,987632	3514,987632	3514,987632
19	3522,855634	14091,42254	3522,855634	3522,855634	3522,855634	3522,855634
20	3515,936971	14063,74788	3515,936971	3515,936971	3515,936971	3515,936971
21	3480,029677	13920,11871	3480,029677	3480,029677	3480,029677	3480,029677
22						
23						
24	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
25	0	14839,24206	5166,779603	5500,152833	4988,377097	0
26	0	15306,44094	5353,394748	5541,362468	5252,114135	0
27	5310,74739	20691,95294	5226,725288	5189,426155	5383,572688	5405,421668
28	4977,313772	19990,74163	5325,643781	5168,346624	5576,069584	4977,313772
29						
30						
31						
32	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
33	4213,648467	18336,68661	4667,529448	4597,840471	4699,94443	4550,050158
34	4240,790102	18476,63546	4802,534492	4705,98678	4786,764472	4552,380634
35	4738,566362	20292,74308	5102,923056	5068,126933	5438,318117	5138,898066
36	4290,499286	20071,45309	5264,69268	5528,271276	5878,425384	5407,225724
37						
38						
39	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
40	4306,748172	17746,59806	4605,823587	4444,527821	4389,498478	4306,748172
41	4282,553556	17563,48791	4699,812607	4300,948892	4280,172852	4282,553556
42	4650,946606	18171,19873	4320,964647	4369,438166	4829,84931	4650,946606
43	0	13366,60665	4414,276485	4661,830883	4290,499286	0
44						
45						
46						
47	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
48	4407,531789	20528,77989	5142,848995	4846,974174	5716,279375	5231,702712
49	4884,531859	20002,03367	5412,531902	5158,28274	5167,875627	4924,718743
50	4905,657655	20855,76336	5166,824123	5174,205282	5281,334411	5413,708754
51	4605,274551	20846,46245	5354,227484	5111,733091	5460,031488	5087,160817
52						
53						
54	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
55	4516,430364	19909,67909	4971,76648	5327,175026	5119,240636	4731,073735
56	4524,278335	19350,08066	5162,328885	5206,022619	4962,74747	4680,660555
57	4646,76974	19897,76819	5043,390604	4955,525814	4930,185916	5235,905958
58	4673,111875	20008,84356	5239,999031	4972,402826	5191,531678	6147,157271
59						
60						
61						
62	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
63	4386,736657	18800,39933	5024,255914	5264,062754	4900,01378	5042,899676
64	4240,790102	19344,07506	5272,134254	5346,422106	4951,412275	5056,7338
65	4700,376761	21598,60188	5252,682789	5266,549554	5544,29076	5966,83751
66	4509,478864	21002,04409	5333,198673	5344,162922	5412,924268	6147,157271
67						
68						
69	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
70	4199,580467	20488,95019	5119,823655	4947,958869	5105,151034	5550,905991
71	4328,538513	19898,64562	5058,496287	5041,503286	5008,611831	5238,500645
72	4426,004663	19385,72113	5081,444917	4668,530335	4863,205196	5099,415153
73	4290,499286	19362,20334	5129,659213	4902,143908	5421,588826	4907,031763
74						
75						
76						
77	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
78	4483,622687	19668,47094	4926,841486	4955,413554	5280,625187	5158,847981
79	4588,655704	19719,23253	5022,120417	4933,684212	5004,700846	5052,123659
80	4587,051027	19832,77685	5166,315052	4994,345097	5005,92095	4884,854158
81	4290,499286	19730,28168	5084,683071	4981,627379	4997,225395	5256,572657
82						
83						
84	DistTrav (Min, 11400-14400)	DistTrav (Max, Total)	DistTrav (Max, 600-4200)	DistTrav (Max, 4200-7800)	DistTrav (Max, 7800-11400)	DistTrav (Max, 11400-14400)
85	4451,091219	19253,29079	5032,38008	5106,292742	5140,837559	4670,189216
86	4523,662816	19474,33802	5105,62815	5152,896683	4980,033987	4776,116945
87	4448,005535	20236,58151	5160,442169	4959,466162	4998,695627	5225,504536
88	4380,079712	19619,53916	5274,988518	4999,222869	4788,546855	4977,313772

	S	T	U	V	W	X
1						
2	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
3	841,5281657	203,5591456	212,9497634	216,186512	208,8327447	832,5313855
4	817,4474546	201,293008	205,1947832	207,1995513	203,7601121	808,9251877
5	1075,492741	235,7788483	269,0529436	330,057669	240,6032805	992,4698988
6	931,5072721	212,8742591	228,0726131	276,0457377	214,5146622	874,7000017
7						
8						
9	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
10	4886,408413	1290,431482	3440,212861	4063,269142	0	1326,957413
11	5199,9024	1279,971103	3096,643722	5357,579448	0	1279,745603
12	13275,56168	1415,755454	3813,48335	6773,664979	9606,408257	4893,308045
13	11180,11261	1368,880308	3594,013025	6868,736084	9828,371324	4446,088823
14						
15						
16						
17	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
18	853,6399047	212,1712666	216,4182561	216,4288119	208,62157	848,7269971
19	825,4632812	204,8654493	208,1731845	208,7147782	203,7098692	817,9137655
20	986,5861084	234,1609179	256,7689239	267,1524052	228,5038615	949,5167111
21	869,9383356	212,7874925	219,8772243	227,1427991	210,1308196	855,0242097
22						
23						
24	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
25	5325,031343	1657,248397	3691,254647	4827,786058	0	1503,219911
26	5509,629191	1966,016035	3517,302917	4794,978178	0	1575,715576
27	9638,530047	1489,809537	3654,661065	5960,200338	9083,755655	4735,942681
28	7167,449503	1391,576864	3318,373515	6961,280814	8606,147056	3988,405457
29						
30						
31						
32	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
33	10087,26668	648,5547538	2315,236734	4759,382431	6772,377545	2134,345051
34	9707,940728	636,287279	2231,529888	4572,731886	6499,946807	2281,143645
35	19498,5842	1354,224556	3723,500458	7117,591112	10528,53423	4888,642677
36	17146,81354	1436,8432	3635,567583	7046,036632	9626,632867	4823,692301
37						
38						
39	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
40	15981,40352	1123,252048	3276,38636	7109,766745	4471,998364	15981,40352
41	9946,954279	938,8295351	1611,365404	3438,588587	3958,170753	9946,954279
42	20604,88945	1300,30881	3249,79024	6847,648525	9207,141875	20604,88945
43	9856,847728	1430,895229	3839,08745	4586,86505	0	9856,847728
44						
45						
46						
47	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
48	8190,076175	1246,267617	3009,430234	5251,428731	5226,26939	3667,018153
49	8216,588071	1347,388793	3118,85904	4810,633428	5664,824429	3739,179782
50	16858,00186	1276,443638	3487,150274	6462,800883	9654,183547	10596,56005
51	15452,04863	1236,892598	3391,512022	6237,942376	9643,472055	5135,601723
52						
53						
54	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
55	9960,009711	1599,495527	3108,204542	4231,895472	4988,13129	4042,717113
56	9975,666374	1853,627421	3124,931057	4217,608146	4401,364288	4398,929369
57	15870,50549	1331,81158	3128,289067	5477,775019	8518,814763	4229,155248
58	16146,75623	1297,097641	2935,555426	5831,160564	8758,496857	4108,867804
59						
60						
61						
62	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
63	8944,969302	1101,908199	2547,53922	3519,521156	4552,938884	3478,133811
64	9035,934088	1178,24537	2460,005325	3341,703588	4479,309262	3267,684188
65	16885,15767	1088,096048	2700,699453	5521,634057	8263,339753	8724,956391
66	14849,85998	1120,055912	2458,481805	5197,806405	7807,999676	3384,171759
67						
68						
69	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
70	12145,59667	1554,7636	2696,935208	4009,261756	4661,563324	7659,76089
71	11684,39515	1777,355769	2552,267211	3588,811473	4519,152838	7262,969542
72	13313,00763	1132,593114	2167,245275	4261,98906	6901,416221	7040,22635
73	13379,56394	1102,012738	2280,161098	4364,334411	6759,666836	6114,811834
74						
75						
76						
77	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
78	10512,97336	886,2066837	2247,709901	3457,346012	4278,229928	6420,275216
79	9745,411013	887,2922837	2134,819797	3388,278988	3638,203575	6369,639864
80	13199,71623	871,3476813	2040,962301	4302,585239	6528,895641	8237,394748
81	12631,06544	851,1276899	1734,371915	4161,574058	6418,900125	7694,257357
82						
83						
84	Trav Time (Avg, Total)	Trav Time (Avg, 600-4200)	Trav Time (Avg, 4200-7800)	Trav Time (Avg, 7800-11400)	Trav Time (Avg, 11400-14400)	Trav Time (Min, Total)
85	9693,514451	1450,871659	2293,573187	2703,79794	3540,296362	6308,808087
86	10172,48963	1691,210258	2248,833044	2894,373444	3641,534057	6376,554443
87	10215,49571	993,5906942	1766,25244	3000,904767	4454,747806	8353,114687
88	10149,44871	974,7129317	1777,726334	2897,864973	4499,144468	8044,369316

	Y	Z	AA	AB	AC	AD
1						
2	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
3	198,7187413	211,1757098	211,0965292	205,5377203	848,6574547	208,4417486
4	195,0971744	200,7282043	203,0891936	199,6043113	824,2938552	205,1954192
5	230,4059694	251,037745	267,4236862	234,3123768	1245,731989	244,3235355
6	209,6336042	218,2776641	226,8161142	207,3351152	1091,857795	216,4719055
7						
8						
9	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
10	1018,712083	2453,908823	2726,435983	0	12666,07799	1422,024778
11	889,9511216	2029,981505	4518,084388	0	12200,32444	1956,67961
12	1189,462589	3435,786039	6196,023184	9391,483848	22217,94723	1497,36482
13	1169,784235	2848,26163	5883,11978	9715,683162	22384,09807	1680,546556
14						
15						
16						
17	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
18	210,3040537	214,2838415	213,4504074	207,4998027	858,6724903	215,7804408
19	200,9481703	206,5620382	205,5907352	199,4952997	831,6115347	207,711803
20	227,6650282	243,5603492	240,5202003	225,9525064	1055,127194	238,1431518
21	209,6976766	210,0544135	217,8086641	204,3845718	894,3897216	215,9293585
22						
23						
24	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
25	1501,284481	2531,29953	4258,709971	0	10553,14369	2093,91019
26	1575,715576	2767,121835	4544,832918	0	10699,80113	2333,11079
27	1338,554349	3180,505138	5140,980305	8943,839619	20995,17235	1638,093486
28	1004,54375	2539,790761	5604,790277	8606,147056	21330,63885	1651,914094
29						
30						
31						
32	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
33	423,4663268	1531,897714	3706,396203	3930,609144	18171,28666	856,1316689
34	501,819424	1539,192626	3147,295997	3869,37839	16677,17253	833,160443
35	1275,627394	3342,129488	6048,180579	9993,397983	23373,62396	1506,656157
36	1071,564858	2960,305895	5679,020019	8537,798539	23155,75897	1942,046598
37						
38						
39	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
40	1123,252048	3276,38636	7109,766745	4471,998364	15981,40352	1123,252048
41	938,8295351	1611,365404	3438,588587	3958,170753	9946,954279	938,8295351
42	1300,30881	3249,79024	6847,648525	9207,141875	20604,88945	1300,30881
43	1430,895229	3839,08745	4586,86505	0	9856,847728	1430,895229
44						
45						
46						
47	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
48	1090,069211	1964,247401	3513,849255	3202,26695	19119,7021	1420,557178
49	1036,471504	2034,783869	3650,208874	4693,042391	16587,72185	1674,441745
50	1146,757066	3227,13202	5719,485134	9119,767034	21769,88091	1382,67849
51	1022,584675	2561,701037	5407,230831	7858,456145	23360,55969	1492,32724
52						
53						
54	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
55	1416,995537	2244,034888	2928,820517	4248,652177	15925,49947	1794,633682
56	1622,789344	2295,207765	2382,22035	3979,40065	15902,42293	2167,040993
57	1207,245341	2619,163945	4850,206588	8046,758296	19115,47457	1457,800829
58	1012,373587	2552,131381	4950,167933	7971,839229	20551,73342	1624,655451
59						
60						
61						
62	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
63	977,0668238	1931,314013	2784,772014	3444,790574	16434,08792	1181,718201
64	1027,618847	2099,807538	2639,910279	2993,082292	14193,03449	1427,004816
65	1003,326822	2386,516177	4905,592838	7913,589846	18380,72898	1228,724648
66	960,0323906	1898,955763	4557,190405	6653,038394	17885,48067	1355,558497
67						
68						
69	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
70	1435,188375	1980,196106	2709,553572	2514,899514	16354,90688	1682,258494
71	1414,329082	1848,505896	2571,480486	2533,016677	14338,30068	1985,669153
72	1021,250074	1924,827233	3698,971475	6010,211537	15545,9131	1252,65612
73	883,5429172	1844,38532	2872,282389	5531,567886	15561,99853	1244,274579
74						
75						
76						
77	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
78	814,6511536	1888,775161	2279,463854	2901,927653	13591,32763	1008,863277
79	760,0236862	1841,660289	2217,593865	2294,298673	11588,01405	1013,812125
80	812,3516576	1686,715109	3797,751774	5705,067147	14692,47556	969,0124417
81	705,4708752	1334,425025	3559,13275	5379,763791	13892,09703	983,499228
82						
83						
84	Trav Time (Min, 600-4200)	Trav Time (Min, 4200-7800)	Trav Time (Min, 7800-11400)	Trav Time (Min, 11400-14400)	Trav Time (Max, Total)	Trav Time (Max, 600-4200)
85	1241,008858	2025,710271	2327,690535	2436,373232	11320,19076	1612,173756
86	1557,855203	2055,530056	2314,143783	2652,145417	12187,17698	1897,803515
87	893,3336819	1579,475523	2480,131635	3153,931088	11595,20535	1053,669483
88	848,6236006	1248,165407	1983,394117	3171,901476	12508,37261	1134,255115

	AE	AF	AG	AH	AI	AJ
1						
2	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
3	214,3623833	218,9981503	212,217905	60,14750779	62,16353209	59,42225657
4	210,3033835	213,1194507	207,2279973	62,05795962	63,00407752	61,80605611
5	304,2141474	506,3657925	249,6737879	47,07562444	53,68324252	47,04417252
6	240,8425791	442,6920727	220,7471499	53,79714024	58,85214534	54,93034287
7						
8						
9	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
10	5936,382828	5487,918565	0	7,302965851	13,8544265	5,189973659
11	5965,701289	6451,886892	0	7,256685924	14,3089546	5,714941791
12	4154,104055	7307,135211	9922,279379	4,237717199	12,97984998	4,668410112
13	4289,008225	7638,682338	9941,059486	4,649375409	13,43157869	5,005747424
14						
15						
16						
17	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
18	218,8755742	219,0038155	209,918456	59,2941141	59,64028813	58,46990779
19	209,9826455	212,0219327	207,6472876	61,45533337	61,90541316	60,9217768
20	272,7922227	345,0646298	231,6771257	51,31786465	54,05416586	49,29480136
21	228,6347254	254,2849358	218,7460896	57,60457414	58,876143	56,9777378
22						
23						
24	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
25	4552,806029	5500,678313	0	6,411120333	10,84760254	4,821534114
26	3958,569748	5171,293398	0	6,130298904	8,96542028	5,004127252
27	4039,772806	6729,55732	9223,67169	4,979907261	12,25877029	4,833255178
28	4287,543935	8114,510923	8606,147056	5,822289504	13,05347034	5,310157614
29						
30						
31						
32	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
33	2758,24418	6525,456111	9583,605167	5,201236224	25,3912774	6,92285236
34	2621,291491	6765,783479	8864,712289	5,396722435	25,84179598	7,181794788
35	4193,704537	7564,31631	11299,13495	3,265135755	12,82693444	4,563712535
36	4400,952057	7916,712606	10120,16207	3,549658625	12,09051122	4,752446954
37						
38						
39	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
40	3276,38636	7109,766745	4471,998364	3,997630931	14,76157105	4,883520561
41	1611,365404	3438,588587	3958,170753	6,356574555	18,02172253	9,608879506
42	3249,79024	6847,648525	9207,141875	3,174795748	11,96290651	4,840305446
43	3839,08745	4586,86505	0	4,881863379	11,1059112	4,371505312
44						
45						
46						
47	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
48	4233,602023	6827,89487	7250,27183	5,794609387	14,10897704	5,518700779
49	4156,833501	6392,806364	6636,606467	5,827425322	13,02005833	5,600499309
50	3780,504731	6962,016357	10015,51188	3,822677974	14,2121338	4,983490188
51	4128,075336	7022,616276	11183,09035	3,962935169	14,69576785	5,256677383
52						
53						
54	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
55	4018,546094	5591,57281	6119,536088	5,374105782	10,69018382	5,484156608
56	3771,507955	5778,424383	5079,12237	5,390037377	9,186350513	5,459431003
57	3592,552963	6084,238386	9384,387163	3,976703764	13,11132383	5,408725122
58	3957,980469	6448,857321	10395,08895	3,953039049	13,50391176	5,690635523
59						
60						
61						
62	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
63	3219,832179	5067,018439	7021,837998	6,271154728	15,6935442	6,597656485
64	3379,10806	3775,712064	6454,158583	6,436205092	14,84008773	6,896235876
65	3061,764164	6333,20575	8675,594959	4,178769386	16,84828297	6,538562087
66	3203,447267	6405,138221	8873,444036	4,481236134	16,33825841	7,02778193
67						
68						
69	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
70	3730,468438	5555,727305	6789,019443	5,32565122	11,24459826	6,107139068
71	3070,123815	4737,290027	5727,253447	5,54111585	9,837260405	6,562027242
72	2607,569519	4806,297374	8057,748301	4,806025787	15,32548348	7,475488956
73	2709,400241	5799,25292	7734,173048	4,796088168	15,88958589	7,166753251
74						
75						
76						
77	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
78	2768,090595	5389,924167	6076,846374	6,394016294	19,50092297	7,657625566
79	2434,787378	4350,546382	4648,366515	6,900414594	19,7406981	8,042529318
80	2387,774133	5037,268957	6996,066972	5,106831609	20,62304406	8,251428832
81	2361,78733	4974,941245	7080,566629	5,254668766	20,60340521	9,412406892
82						
83						
84	Trav Time (Max, 4200-7800)	Trav Time (Max, 7800-11400)	Trav Time (Max, 11400-14400)	Speed (Avg, Total)	Speed (Avg, 600-4200)	Speed (Avg, 4200-7800)
85	2554,642128	3556,244665	4756,547617	6,85874307	11,96879836	7,594388166
86	2490,937027	3373,803325	4636,297768	6,644415502	10,42237169	7,883366787
87	1933,243569	3610,642043	5357,743482	6,660224405	18,1668041	9,54318499
88	2187,941696	4150,981153	6179,456661	6,702672254	18,6470371	9,489391574

	AK	AL	AM	AN	AO	AP	AQ
1							
2	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
3	58,5325854	60,59373252	60,79749399	63,67771553	59,9214535	59,94392956	61,56512518
4	61,20804899	62,24123138	62,71175864	65,00494086	63,18135673	62,44684936	63,537106
5	38,34897439	52,60681844	51,01363018	54,93509187	50,42019914	47,33078538	54,0192254
6	45,38417055	58,4021004	57,29098805	59,76192072	57,39527628	55,23464185	60,4244333
7							
8							
9	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
10	4,347361599	0	13,1393793	16,95190415	6,6355496	5,963517724	0
11	3,487690424	0	12,77105652	18,3647203	7,520681508	3,812151442	0
12	2,748521541	1,900498734	7,45670018	15,08317291	4,916118921	2,866751269	1,868523482
13	2,713019099	1,941473754	7,788968398	14,84350616	5,422885758	2,8457993	1,961108212
14							
15							
16							
17	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
18	58,46705605	60,65506781	59,63734166	60,16981249	59,05230831	59,28288277	60,98297594
19	60,76369098	62,25658253	62,022579	63,11219587	61,39695557	61,68702239	63,57182501
20	47,37884761	55,39238162	53,32132841	55,5964752	51,96811852	52,62498983	56,01784773
21	55,15520142	59,62051099	58,60936659	59,74366069	59,6421976	57,51886358	61,29673453
22							
23							
24	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
25	3,560421232	0	11,35910132	11,24049289	6,4731648	3,725803013	0
26	3,683431019	0	10,45635606	10,45635606	5,929447626	3,635986145	0
27	2,972045278	2,123472387	7,413600279	13,02601223	5,339087264	3,203263795	2,137637907
28	2,558022468	2,082038508	8,511917546	16,89369319	6,230248567	2,902869512	2,082038508
29							
30							
31							
32	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
33	3,371000385	2,34768645	14,96446014	37,98102126	10,03396729	4,183487709	3,859232482
34	3,487371957	2,450302548	14,03924963	31,66276442	10,05076166	4,850781236	3,945554771
35	2,447556902	1,688491533	7,119045345	13,19261101	4,857230381	2,679233238	1,707010862
36	2,502757977	1,789738902	7,027624276	15,21240138	5,345234009	2,719799785	1,809107741
37							
38							
39	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
40	2,222603791	3,466972069	3,997630931	14,76157105	4,883520561	2,222603791	3,466972069
41	4,481089225	3,895029741	6,356574555	18,02172253	9,608879506	4,481089225	3,895029741
42	2,53918662	1,818523925	3,174795748	11,96290651	4,840305446	2,53918662	1,818523925
43	3,367397397	0	4,881863379	11,1059112	4,371505312	3,367397397	0
44							
45							
46							
47	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
48	3,386773273	3,319886674	8,788782719	14,92376178	8,031359209	4,302543616	4,954963058
49	3,538065569	3,116892907	8,981570666	15,09077355	7,660608967	4,182457742	3,746890232
50	2,805502553	1,916351933	4,735225698	14,48160143	5,065186393	2,99716444	1,936493278
51	2,883104746	1,820878529	7,048058435	15,78501533	6,451657413	2,882704066	2,10970044
52							
53							
54	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
55	3,927368822	3,327676648	8,273957528	10,66939823	7,110259882	5,320162569	3,826895832
56	4,03210783	3,776870627	7,527297172	9,407779529	6,950184886	6,40866172	4,092928418
57	3,069909908	2,084094436	8,4634735	13,32815415	6,204716298	3,36106011	2,078895681
58	2,985977903	2,077517763	8,677266732	15,25701345	6,052116887	3,12025726	2,110328905
59							
60							
61							
62	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
63	4,671777632	3,638279585	9,656472046	16,72603506	8,168312529	5,662579664	4,584386663
64	5,033214529	3,708795356	11,29703714	16,42228455	7,60461375	6,044976042	5,100709863
65	3,235919306	2,204749303	6,506703528	16,99099004	6,884874768	3,417207814	2,138265524
66	3,366979934	2,293922971	10,36871515	17,55423621	8,541055237	3,457144106	2,440106753
67							
68							
69	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
70	4,191079122	3,585104923	6,587519879	10,8928421	7,634844669	5,720023297	6,011568095
71	4,626041312	3,693675969	6,973642092	11,06739412	8,259018487	6,083853676	6,151849999
72	3,864257867	2,426367737	7,019243127	16,45047832	8,236435114	4,299193464	2,651090846
73	3,800249575	2,437776414	7,95309577	18,16938446	8,374495971	5,377534427	2,792300076
74							
75							
76							
77	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
78	4,937173207	3,992297938	8,070322812	20,65118391	8,841252796	6,999747425	5,562179215
79	5,021250523	4,662298605	8,13426625	21,84663763	8,82289624	7,284315708	7,20009157
80	3,956323183	2,602519525	6,419384175	21,6207946	9,616765112	4,292347146	2,894511716
81	4,062642427	2,651998078	6,766247571	23,17243272	11,79719555	4,403082499	2,87109212
82							
83							
84	Speed (Avg, 7800-11400)	Speed (Avg, 11400-14400)	Speed (Min, Total)	Speed (Min, 600-4200)	Speed (Min, 4200-7800)	Speed (Min, 7800-11400)	Speed (Min, 11400-14400)
85	6,149840757	4,644887839	8,619448888	13,67764297	8,296687727	6,787560772	6,576959629
86	5,841877031	4,591534379	8,507939136	10,7840272	8,268122678	7,119067832	6,140382061
87	5,506331386	3,728039647	7,869581899	19,47491818	10,22697175	6,44433191	5,077098858
88	5,669325944	3,679463461	8,215160749	20,27702209	12,37480012	7,787558355	4,971241094

	AR	AS	AT	AU	AV
1					
2	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
3	59,64222859	60,70739457	59,03067171	57,78110665	59,62718121
4	61,54252008	61,80586453	60,3046897	59,50784989	61,19964699
5	40,64236356	51,80578722	41,60678655	24,99650111	50,69564251
6	45,89647809	57,8740544	52,01782377	28,29982195	56,75319858
7		3,6			
8					
9	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
10	4,586050223	12,93133687	3,417562811	3,640598166	0
11	4,735659117	10,31218813	3,35939819	3,243039937	0
12	3,352135775	12,5385663	4,590597366	2,774340528	1,931415641
13	3,372802869	11,70273855	4,623792189	2,697192722	1,922284434
14					
15					
16					
17	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
18	58,94659778	58,64273623	57,81346557	57,77961195	60,28033799
19	61,00098305	61,05709978	60,39680211	59,8158885	61,07607005
20	47,98425505	53,15027117	46,39931803	36,68116637	54,63367632
21	56,02974423	58,01946953	54,79529331	49,26798671	57,27236934
22					
23					
24	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
25	5,06211921	8,883096637	4,34908715	3,264716918	0
26	5,149926314	8,260311158	5,039422356	3,65626342	0
27	3,548007577	11,48665274	4,624501193	2,879960858	2,109736628
28	3,373863781	11,60612267	4,339558529	2,473821367	2,082038508
29					
30					
31					
32	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
33	3,632768171	19,62677777	6,001000859	2,592891541	1,709187752
34	3,98843914	20,75125424	6,463055506	2,546985453	1,848742491
35	3,125483459	12,19291005	4,350630045	2,588197587	1,637296405
36	3,120486408	9,759237325	4,522152556	2,673121084	1,923488229
37					
38					
39	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
40	3,997630931	14,76157105	4,883520561	2,222603791	3,466972069
41	6,356574555	18,02172253	9,608879506	4,481089225	3,895029741
42	3,174795748	11,96290651	4,840305446	2,53918662	1,818523925
43	4,881863379	11,1059112	4,371505312	3,367397397	0
44					
45					
46					
47	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
48	3,865311668	13,03309481	4,121574709	3,013901963	2,597713604
49	4,341001244	11,63678277	4,467298932	2,910201123	2,671393515
50	3,448835959	13,45256108	4,927156647	2,730933526	1,945916669
51	3,21256279	12,91621464	4,457825411	2,798973001	1,637631314
52					
53					
54	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
55	4,50063402	9,973266135	4,7723305	3,295900262	2,783195523
56	4,380482816	8,575926366	4,969280631	3,09182741	3,317576693
57	3,747328648	12,45451766	4,965798171	2,917155471	2,008576705
58	3,504903228	11,61107514	4,52267269	2,898112504	2,128867418
59					
60					
61					
62	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
63	4,118356791	15,30595135	5,885594298	3,481347033	2,585425474
64	4,906538504	13,30036389	5,69591716	4,720986106	2,820544529
65	4,230243908	15,38966283	6,1923706	3,151555077	2,475981778
66	4,227303706	14,16354607	6,005713506	3,042327377	2,493932016
67					
68					
69	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
70	4,50997497	10,95632165	4,774910235	3,308035603	2,943468012
71	4,996067934	9,171007471	5,911622111	3,806185074	3,292782919
72	4,489192472	14,60353038	6,445354221	3,642624945	2,27829089
73	4,47911185	14,84139713	6,513514616	3,365557606	2,284059878
74					
75					
76					
77	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
78	5,209682035	17,58080579	6,444691091	3,526997799	3,05616624
79	6,126091738	17,83331748	7,294790225	4,141301221	3,912696022
80	4,859493989	19,19349369	7,52987567	3,577596426	2,513623017
81	5,112908002	18,61197094	7,593341846	3,616125404	2,672619659
82					
83					
84	Speed (Max, Total)	Speed (Max, 600-4200)	Speed (Max, 4200-7800)	Speed (Max, 7800-11400)	Speed (Max, 11400-14400)
85	6,12285149	11,23735467	7,195784359	5,204089413	3,534639518
86	5,752572316	9,685018073	7,44716862	5,313920412	3,708567022
87	6,28291533	17,63132757	9,235296816	4,983962422	3,511145391
88	5,646645104	16,7422288	8,225631587	4,152938316	2,899661016

2 Result Analysis (2) – Average & maximum queue length

Table I.2: Key simulation output metrics from queue length measurement points: average and maximum queue length

Column (example)	Meaning	Unit
`QLen (Avg, Total)`	Total average queue length over the full run	m/4-hours
`QLen (Avg, 600-4200)` …	Average queue length for the 1-h window	m
`QLen (Max, …)`	Peak queue length within the window	m

Location coding

- `R-x` = roundabout approaches and `K-x` = (signalised) intersections along the detour.
- Suffix `-O` marks the *main detour leg*, `-T` marks the *feeder leg*.

Example: `K9 - O` is the detour approach to intersection 9, `K9 - T` its feeder.

OS - REFERENCE

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	0,138769496	0,007020627	0,049183847	0,077994324	0,004570698	0,197222606	0,024480339	0,144483034	0,164745072	0,014491075
2	R1 - O	0,390886298	0,062535497	0,076714937	0,170794986	0,080840877	0,676226188	0,154207969	0,122567721	0,306421007	0,551162636
3	R2 - O	4,701591591	0,105309151	1,591525563	2,678622849	0,326134028	6,719823045	0,184356417	2,400924499	4,137190893	0,529530342
4	R2 - O	1,269671635	0,044496111	0,438462456	0,696510623	0,090202446	1,599338592	0,122427589	0,740096937	1,103537065	0,26170015
5	R2 - T	1,678508609	0,079286615	0,531692136	0,959110139	0,108419719	2,412970584	0,175313918	0,79946986	1,328875632	0,207195741
6	R3 - O	0,674320603	0,019848769	0,200416412	0,357757379	0,096298042	0,885945036	0,059241602	0,32503521	0,529080885	0,315642083
7	R3 - O	0,179718043	0,015257685	0,073722508	0,069861331	0,020876519	0,349303604	0,053252319	0,252905266	0,189120212	0,11606823
8	R3 - T	0,239291915	0,009753985	0,07111442	0,112825179	0,045598331	0,402431513	0,042736648	0,239843533	0,24696859	0,143271526
9	R4 - T	0,548058678	0,040663761	0,200511868	0,190977605	0,115905444	1,186061516	0,158031191	0,511718068	0,37315424	0,570891729
10	R4 - O	3,278829055	0,030498613	0,988888462	1,932443999	0,32699798	4,914278777	0,122622487	1,749343475	2,710850336	0,74781052
11	R4 - T	0,214916121	0,002833696	0,070270548	0,099029099	0,042782778	0,337971823	0,017120988	0,211631381	0,240608483	0,113017527
12	R4 - O	0,224018989	0,008308411	0,080778718	0,066507792	0,068424069	0,632142739	0,052583548	0,45917748	0,217089656	0,269286202
13	K1 - O	7,537276261	1,106170131	2,062932701	2,791407472	1,576765957	8,51684223	1,670211882	2,783362012	3,425782573	2,184829957
14	K1 - O	7,934254347	0,4789687	2,684604968	3,454911499	1,31576918	8,695770196	0,748425675	3,207890013	3,947431711	1,723240018
15	S1 - T	0,085224062	0,005379374	0,028849039	0,032855738	0,018139911	0,14562355	0,032787597	0,07772604	0,103179886	0,11119596
17	K2 - O	0	0	0	0	0	0	0	0	0	0
18	K2 - O	0,06373424	0	0,003731088	0,0497805	0,010222652	0,183391197	0	0,044773061	0,121216875	0,076117157
19	K2 - T	0,072513813	0,004543845	0,018559341	0,032170063	0,017240564	0,142166103	0,010598677	0,04658846	0,100976851	0,055119141
20	K3 - O	0,087733922	0,002743834	0,018356879	0,063518119	0,00311509	0,210581017	0,032062883	0,084042927	0,191309705	0,036692038
21	K3 - T	0,347875348	0,025023578	0,114509502	0,157611059	0,050731209	0,531051472	0,105315937	0,253959848	0,351692117	0,169760218
22	K3 - O	0,002593111	0	0	0,002535459	5,7652E-05	0,030425509	0	0	0,030425509	0,000691823
23	R4 - O	13,93379189	0,376044606	3,646632277	8,030202599	1,880912411	17,93802927	0,60298975	5,431024943	9,943521547	3,463809972
24	R4 - T	6,28390509	0,271414164	1,707001849	3,687377822	0,618111255	9,267060135	0,55797833	3,495510843	6,994750499	0,953482555
25	R4 - O	2,390699832	0,149490997	0,694563318	1,286218191	0,260427327	3,389827704	0,47310607	1,35301728	2,21619783	0,573831929
26	R4 - O	4,171753439	0,129264304	1,119080652	2,519202939	0,404205544	7,006229617	0,43112574	2,296273005	3,990408894	0,641529084
27	R4 - T	0,268387247	0,007957625	0,055181687	0,199392486	0,005855449	0,526929323	0,03703181	0,18251694	0,432245592	0,042196615
28	K4 - O	0,242416599	0,041645002	0,087732905	0,08178793	0,031250762	0,571247291	0,125902608	0,434992704	0,241295373	0,113668352
29	K4 - T	1,706490242	0,145889179	0,737871035	0,623192016	0,199538012	3,065882047	0,276321562	2,689222513	1,310113259	0,354312977
30	K4 - T	0,587319926	0,018496813	0,211958493	0,303723565	0,053141056	1,285425611	0,052931715	0,64561975	1,091804685	0,117329579
31	K4 - O	0,066038499	0,010333877	0,036539483	0,017356808	0,001808332	0,340613003	0,070632252	0,316297414	0,097613545	0,011338684
32	K5 - O	11,83776192	0,004539415	11,0006909	0,832531607	0	50,72710845	0,034169835	50,53586544	8,156667673	0
33	K5 - T	24,65519226	0,103856062	22,14702567	2,280792896	0,123517633	132,3782728	0,496873314	131,6696071	21,39904779	0,463550215
34	K5 - T	29,04927507	0,117696855	28,15077138	0,741908845	0,038897987	147,4643918	0,788430167	147,4492191	7,06050754	0,140385209
35	K5 - O	0,953425348	0,018167233	0,831585035	0,071273482	0,032399598	7,298649326	0,068170029	7,210965721	0,174034839	0,117720816
36	K6 - O	301,0616425	56,23402586	184,8801339	53,20893933	6,73854349	480,7520298	120,9128517	401,794295	208,5004835	41,28624008
37	K6 - O	88,05849775	13,29746581	29,85353104	28,60655955	16,30094135	100,4752988	18,40356947	37,59072589	42,42615203	20,90627783
38	K6 - T	305,1029058	18,60580971	86,06907593	121,2615068	79,16651337	380,2165808	27,49784724	139,8347588	144,2400548	141,9466147
39	K7 - T	0,034277557	0,000784713	0,002925928	0,017699429	0,012867487	0,154185734	0,006366711	0,035111133	0,097372216	0,153553743
40	K7 - O	110,568179	10,65669881	37,3554935	44,74947277	17,80651394	187,1077492	12,52412677	68,31651218	115,1994943	22,53288317
41	K7 - T	40,79940844	6,568328205	13,12536584	14,80453296	6,301181431	58,26209636	7,732209408	16,25095827	32,3339633	7,342985311
42	K7 - O	90,68360076	9,083434645	21,52111132	37,84665705	22,23239774	115,5198023	11,50028797	31,38316471	67,81621117	32,07591269
43	K8 - O	74,32673261	9,438419537	22,83830615	25,9555403	16,09446663	85,62787743	11,81414194	38,99137139	37,87668175	19,36592626
44	K8 - T	67,48355106	12,37305448	26,59923563	18,21472597	10,29653499	98,78238033	14,62914796	50,38326872	22,49707292	12,9606124
45	K8 - T	76,1067413	10,33124556	26,41016567	26,56155505	12,80377502	81,68380985	12,01162705	32,17280124	30,02879494	15,21606678
47	K9 - O	16,95941274	1,874446262	4,692368599	6,370757363	4,021840513	19,77000671	2,506046794	6,071592411	8,140572135	4,552048222
48	K9 - T	29,45018556	2,720876712	8,020380068	12,41813699	6,290791781	48,31540205	3,392237855	11,99656295	25,26264538	8,935013887
49	K9 - O	28,0039306	4,284006698	8,575635659	10,62459457	4,519693675	32,42129864	5,262012031	11,23829077	13,37261896	6,354099974
50	K9 - T	47,23397513	3,959809522	14,12077645	21,11335615	8,040033	60,75505241	4,966938447	22,29918667	32,59637697	10,59673458
51	K10 - O	10,83907693	0,835495852	3,00800188	5,855261693	1,140317509	15,13120089	1,868683579	4,894313081	10,8946569	2,886733034
52	K10 - T	0,002310779	0,000151472	0,001434763	0	0,000724544	0,005802531	0,001266851	0,005802531	0	0,003948762
53	K10 - T	0,045253135	0,001191121	0,005398072	0,028779039	0,009884903	0,194859782	0,00353691	0,032924926	0,189213148	0,082792962

OS - CLOSURE

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	322,4172978	0	0,000274455	143,9686166	178,4484067	345,9129193	0	0,003293459	165,8592762	181,1085352
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	0,541418475	0,137179087	0,319088526	0,085150861	0	3,139059081	0,247735303	3,048942993	1,021810337	0
4	R2 - O	1220,926838	0,380706133	217,5305247	501,5016369	501,5139704	1277,569642	2,585682222	275,2285504	506,0323707	506,0323707
5	R2 - T	829,6385175	0,62702832	249,0955554	289,8107161	290,1052177	873,7112282	5,700635988	281,5294045	293,2405938	293,2405938
6	R3 - O	1575,419112	76,75150358	496,6603902	501,0697287	500,93749	1646,281323	145,3765577	501,375688	503,3031651	503,3031651
7	R3 - O	54,89319772	0,206007189	12,00750687	21,58398739	21,09569626	216,3115436	1,160531972	100,6699909	95,41517244	113,2861729
8	R3 - T	363,5079892	2,796202429	82,35313955	138,628909	139,7297382	424,8035355	10,63673713	134,3211977	144,1778673	145,182825
9	R4 - T	247,8128108	19,49273396	75,46171506	76,30243115	76,55593064	258,8642025	29,52600276	78,67310466	78,6727442	80,12833474
10	R4 - O	236,0266852	0,953667619	36,78061456	81,51513462	116,7772684	775,7654259	5,400062437	113,2950477	314,0000349	424,3033142
11	R4 - T	342,2303321	3,010129666	87,42171644	125,6065402	126,1919458	382,6987844	13,16257286	124,8747842	128,1013084	128,4100088
12	R4 - O	1149,823061	72,3983523	338,3468053	368,3482835	370,7296201	1373,001464	120,3706512	434,2347505	448,5189957	449,8778082
13	K1 - O	1702,334538	202,7224137	496,8373319	501,2035629	501,5712298	1764,048652	256,2123687	503,6124957	506,8493515	506,8493515
14	K1 - O	6,119761031	0,345405874	0,368133259	0,056301794	5,349920104	65,92502157	0,735238128	0,982480178	0,463139153	64,19904124
15	S1 - T	0,001049841	0,000440823	0,000609018	0	0	0,00593287	0,005289881	0,00593287	0	0
17	K2 - O	543,5708408	51,37654489	159,0216169	166,2411755	166,9315035	571,0572211	82,6240046	172,9462383	172,6368618	172,6368618
18	K2 - O	2,832518322	0,05302859	0,010786681	0,05710967	2,711593381	33,22443662	0,541879685	0,107245345	0,685316046	32,53912058
19	K2 - T	479,1351699	1,493101273	64,45960641	199,2234802	213,958982	559,8113433	4,622328482	132,8109509	213,4761639	222,8176385
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	568,3402093	5,664674169	147,9305922	207,2393346	207,5056082	633,1387873	19,69150757	195,2827809	214,2644958	214,2644958
22	K3 - O	602,6322378	67,06352132	170,8808414	176,7688928	187,9189823	672,1958905	97,371388	175,624698	182,6056826	226,7587307
23	R4 - O	1626,139647	212,0682979	464,0555825	470,4013522	479,6144142	1730,871652	287,9035596	469,2571574	476,238142	508,4831233
24	R4 - T	1084,235869	108,1703694	290,5418434	340,0474168	345,4762398	1735,221865	224,3131191	502,699808	504,1044328	504,1044328
25	R4 - O	611,3861262	13,12261751	63,74836501	211,488757	323,0263867	1145,992498	38,90484827	160,4145306	483,2510255	502,4091652
26	R4 - O	353,3414364	5,147148008	73,99197379	123,7082397	150,494075	558,4687782	44,33824672	181,1346894	185,817635	185,817635
27	R4 - T	523,8637819	1,357072857	74,33731238	196,8870738	251,2823229	714,9604674	9,486497051	196,7062184	257,4916632	257,4916632
28	K4 - O	953,5170599	9,940352139	138,0942701	364,3091437	441,173294	1458,441084	36,75589282	438,3085839	503,3687095	503,8411773
29	K4 - T	1418,806127	179,7402608	383,0158803	425,4568342	430,5931519	1865,02489	344,7018669	504,2305636	509,0748315	509,0748315
30	K4 - T	1330,576132	29,61305962	299,8194531	499,1972269	501,9463927	1469,285679	80,8114189	396,9486613	507,0756318	507,0756318
31	K4 - O	911,2000498	141,842179	223,2946488	261,566011	284,4972111	1434,366951	216,485936	395,5349438	428,8828203	428,8828203
32	K5 - O	1433,270764	208,0242135	389,8697028	417,3061608	418,0706867	1772,579387	286,7054391	499,4619493	504,2020409	506,1361257
33	K5 - T	1261,088093	190,7750248	344,5593878	341,9446833	383,8089973	1767,951529	384,6123497	493,0320963	503,530426	490,1623414
34	K5 - T	1556,128101	277,2374112	406,3274318	428,0546406	444,5086175	1921,090439	410,613412	503,1382551	504,0236379	503,6693859
35	K5 - O	673,0071114	2,513703152	47,21872203	259,7694141	363,5052722	957,1156707	7,025028984	197,483599	379,984363	385,319583
36	K6 - O	1745,046169	455,1739489	457,0734119	416,6983729	416,1004358	2001,672552	489,8744407	503,6883572	504,5314098	506,1367852
37	K6 - O	494,966852	115,7075889	122,7893439	126,2885092	130,1814101	515,9130223	121,7984651	128,2560594	135,2643595	135,8373869
38	K6 - T	362,5878494	6,642617899	66,32347767	144,1223633	145,4993905	395,730494	8,173356164	89,72914069	147,8440555	152,3297612
39	K7 - T	0,000522905	0,000326603	5,11859E-05	0,000145116	0	0,004993898	0,0032525	0,000614231	0,001741398	0
40	K7 - O	1947,499554	467,6387023	492,253432	493,3036415	494,3037787	1960,098963	476,6024517	493,4859962	496,0693919	499,4758128
41	K7 - T	157,4576869	5,507401573	10,66888958	50,84245277	90,438943	273,6283924	6,107026688	14,60051213	126,0616996	131,6152236
42	K7 - O	178,4432246	23,84062708	68,34188981	56,92695885	29,33374885	344,0617466	28,50275437	81,93624228	126,1419323	127,1715112
43	K8 - O	791,7679168	55,88964318	359,6012695	312,8922768	63,38472738	1484,274213	84,73678351	451,6854002	494,1450753	468,760655
44	K8 - T	1780,201171	271,0864828	503,2243145	503,1372639	502,7531103	1814,960026	306,5239713	504,8746759	509,6836368	510,0112593
45	K8 - T	1866,843803	355,0552219	503,5690404	503,9616621	504,2578786	1884,669513	366,2976465	505,0293722	508,5314917	508,5314917
47	K9 - O	596,4063932	71,54021897	211,0024898	168,5158649	145,3478196	1476,124966	174,1185859	473,8250946	497,0978055	415,7563125
48	K9 - T	1646,329326	164,7650492	479,9349137	499,8739029	501,7554604	1782,836413	275,1869655	503,4470169	509,836307	509,836307
49	K9 - O	140,3461289	0,814539959	4,027699385	31,29146465	104,2124249	328,07672	4,432743221	31,72887735	75,52047765	263,843627
50	K9 - T	3,393902636	1,081832764	1,668858388	0,491356076	0,151855409	6,458646327	1,920309872	4,356243816	2,486665645	1,822264909
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0,341697973	0	4,58116E-05	4,76782E-05	0,341604484	3,898995992	0	0,00054974	0,000572139	3,898995992
53	K10 - T	2,817638762	3,32227E-05	7,22172E-05	7,22445E-05	2,817461078	27,01494847	0,000398672	0,000866607	0,00027096	27,01494847

AS - REFERENCE

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	0,176579173	0,026173876	0,106000733	0,039232383	0,005172182	0,542703807	0,082238255	0,399392688	0,116289058	0,024471493
2	R1 - O	0,128459998	0,032349834	0,04114342	0,046763238	0,008203507	0,190690693	0,056295155	0,103227706	0,139493559	0,033690112
3	R2 - O	6,946707186	1,093177386	3,208796019	2,242941975	0,401791806	9,708721404	1,629185642	5,425251057	2,920833919	0,740347613
4	R2 - O	2,55568272	0,348402527	0,991847998	1,02800036	0,187431834	3,274876007	0,622311997	1,628244946	1,406969804	0,377131138
5	R2 - T	1,068037413	0,119668071	0,620441622	0,283466439	0,044461281	1,818130959	0,20643749	1,290619926	0,387800082	0,141722206
6	R3 - O	1,031662995	0,129241146	0,488306417	0,33031294	0,083802492	1,586816721	0,302461044	0,940993844	0,643193763	0,29865467

7	R3 - O	0,253167506	0,044849885	0,107349921	0,086706334	0,014261366	0,402089094	0,157145507	0,294364017	0,215336096	0,095983076
8	R3 - T	0,323066973	0,042813923	0,191119866	0,077092639	0,012040546	0,644917381	0,131075555	0,43787197	0,162256007	0,071796469
9	R4 - T	0,215002697	0,046083227	0,085194592	0,054042226	0,029682652	0,43068215	0,126605126	0,26834849	0,107831374	0,121115478
10	R4 - O	1,968597348	0,410478194	0,6279886	0,732191704	0,197938849	2,816052666	0,680357091	1,475144188	1,309609733	0,47714942
11	R4 - T	0,586334851	0,105545552	0,26071902	0,181734858	0,038335421	0,901751534	0,211076581	0,411140156	0,481635331	0,160275084
12	R4 - O	0,70252726	0,151616765	0,263858345	0,249973131	0,037079019	1,064090669	0,318281635	0,531191884	0,571034019	0,121371676
13	K1 - O	5,931859749	1,198859617	1,987358119	1,821695011	0,923947001	6,966785255	1,430999587	2,249155488	2,506058236	1,220229027
14	K1 - O	6,669415993	1,568941089	1,849204589	2,105584867	1,145685448	7,317376789	2,216691721	2,575140436	2,933972369	1,772731813
15	S1 - T	0,034773018	0,005858344	0,008840736	0,012611116	0,007462822	0,08500292	0,032811149	0,040949679	0,071914491	0,033981191
17	K2 - O	0	0	0	0	0	0	0	0	0	0
18	K2 - O	0,165532903	0,017818954	0,065931679	0,06204471	0,019737559	0,308343414	0,062032869	0,172765046	0,150604014	0,078586759
19	K2 - T	0,025574193	0,007465855	0,010266541	0,002939424	0,004902372	0,060807473	0,040825078	0,052519204	0,007716362	0,02166273
20	K3 - O	0,292115989	0,048648033	0,084478311	0,140879322	0,018110322	0,65176183	0,214093499	0,360068266	0,614227985	0,096856016
21	K3 - T	0,13409884	0,031841764	0,045137645	0,036531714	0,020587718	0,208919013	0,077097742	0,164231458	0,141641041	0,070255237
22	K3 - O	0,015294646	0,002463811	0,012129307	0,000701528	0	0,145551678	0,02922865	0,145551678	0,008418342	0
23	R4 - O	6,205074284	1,032390634	2,500529803	2,092077641	0,580076206	8,109811591	1,486242116	3,759339019	3,537220693	1,420523054
24	R4 - T	4,009612796	0,621640223	1,531890702	1,462308685	0,393773186	6,285154291	1,058952324	3,073725191	2,186582826	1,716033206
25	R4 - O	3,750129866	0,611604774	1,09918675	1,658851104	0,380487238	5,013095109	1,2186204	1,976200556	2,381159279	0,86315522
26	R4 - O	4,248253426	0,851266035	1,271733413	1,712075847	0,413178132	6,249371824	1,596419966	2,31625705	2,729746089	0,845824354
27	R4 - T	0,172947595	0,033933723	0,072096084	0,064930283	0,001987505	0,480228019	0,133150499	0,219062644	0,173405294	0,014516955
28	K4 - O	0,262846812	0,053885001	0,05983199	0,136174202	0,012955619	1,335161081	0,252106168	0,244788609	1,313525314	0,065291629
29	K4 - T	3,333715662	0,266250567	0,379465687	2,555736119	0,132263289	25,83629401	0,937361471	0,540522062	25,06161514	0,423414311
30	K4 - T	1,716325519	0,052807652	0,059214428	1,582820921	0,021482518	16,96002531	0,120438832	0,144687179	16,81313001	0,086127656
31	K4 - O	2,398521618	0,005335516	0,001128549	2,033351655	0,358705897	28,63794793	0,032084899	0,00764363	24,36271907	4,275228858
32	K5 - O	52,19336022	4,705985623	9,555663761	28,76337074	9,168340091	261,0176636	41,68653652	69,52824942	133,9635586	85,36756849
33	K5 - T	71,6612039	3,64031911	16,22121733	34,68689544	17,11277201	178,6094316	29,31236601	123,7422542	165,4928048	171,1092857
34	K5 - T	57,18840181	3,835926364	14,10003455	31,20061806	8,051822837	242,967759	40,27571473	83,34008293	139,8260471	62,85218391
35	K5 - O	1,613155049	0,476779818	0,447167063	0,535150169	0,154057999	5,298951549	2,137898698	2,277879749	3,161052851	1,801506118
36	K6 - O	547,5573156	165,5014356	118,9370538	176,3351347	86,78369143	1032,656209	328,3406477	414,2485639	418,6191591	367,0277162
37	K6 - O	96,8783897	25,89172215	26,83201029	26,61031574	17,54434152	107,6666932	30,78622698	32,28073463	30,58616255	35,70703943
38	K6 - T	176,1133228	44,39689113	42,52673129	75,41589212	13,77380825	228,0391361	105,0157138	74,40368411	103,8406121	18,77776565
39	K7 - T	0,007103236	0,006806175	0,00011104	0,000132195	5,38249E-05	0,081442746	0,081442746	0,000488735	0,000993991	0,000645898
40	K7 - O	793,7333317	80,98755866	306,7527708	335,1806637	70,81233846	1072,488269	230,3833517	453,1363907	452,6440827	254,4096227
41	K7 - T	29,9465974	6,582259657	8,708833573	8,093641341	6,561862828	32,69412707	7,600297677	9,502499012	10,03974627	8,239109562
42	K7 - O	56,45683406	14,09152897	16,82711703	15,38235156	10,15583649	63,81487857	16,76825346	21,49971527	17,83184575	12,16447378
43	K8 - O	76,50406734	14,63323385	24,25996689	27,43877153	10,17209507	96,62397229	17,30359486	36,13864267	39,10232452	14,50953966
44	K8 - T	112,4968872	16,39606871	46,09710019	38,10250577	11,90121248	236,666655	18,21162682	181,708512	95,0555558	14,13440882
45	K8 - T	289,4382235	21,06490821	68,04371838	175,1337612	25,19583573	648,90708	24,13615084	165,856196	477,4425622	80,73643061
47	K9 - O	10,27524755	2,303328403	3,09684708	3,265002873	1,61006919	12,18137346	3,48670015	4,188374095	3,826892365	2,317854667
48	K9 - T	16,92248185	3,938044468	5,032007413	4,99822979	2,954200182	22,02015623	5,325138962	6,018909142	7,90249352	3,69057357
49	K9 - O	29,06514252	5,911458795	8,944306458	9,884611413	4,324765851	33,9846164	7,27251063	11,98670185	13,36074142	7,512852992
50	K9 - T	25,95714121	5,333587849	8,18604133	8,804453144	3,633058883	33,71522158	6,943776604	15,43501048	10,71830591	5,817622707
51	K10 - O	5,783070144	0,881543075	1,870342617	2,282629147	0,748555305	8,693442805	1,465045186	4,13572489	3,817780887	1,323566579
52	K10 - T	0,007989093	0,001763439	0,001986954	0,002365588	0,001873113	0,012966523	0,005023006	0,004185466	0,006223335	0,005353947
53	K10 - T	0,148702419	0,044290909	0,051192262	0,050253479	0,00296577	0,321818542	0,155906408	0,207850201	0,217282914	0,023369186

AS - CLOSURE

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	145,3034798	1,1145E-05	0	15,92157753	129,3818912	226,9705228	0,000133741	0	47,18932213	181,4601118
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	7,381360463	0,341176898	4,027063709	3,013119857	0	39,80168831	0,953043474	33,56970417	18,45043956	0
4	R2 - O	1073,052627	0,051590247	92,65625015	478,2191105	502,1256761	1145,486804	0,227162809	142,5740328	499,3649296	506,2522263
5	R2 - T	742,0802138	0,159421818	159,7778334	291,248681	290,8942776	779,1796352	0,398895775	196,740948	295,7541387	294,2329272
6	R3 - O	1425,903306	2,3862711	418,1106859	502,6962711	502,7100781	1498,736967	9,045580113	483,7088172	505,5932341	505,5932341
7	R3 - O	43,74227414	0,164151496	11,02343984	22,86057644	9,694106369	188,9820905	0,320345132	38,54376632	158,4462036	69,17684478
8	R3 - T	373,6331965	0,062211537	95,29462414	138,943423	139,3329378	394,0599324	0,315993707	111,2214319	145,0924443	145,0924443
9	R4 - T	218,4453254	2,744696105	67,51294199	74,22576076	73,96192652	235,0118271	15,17977377	73,37587605	78,3376442	76,08902199
10	R4 - O	107,8775474	0,714211285	31,80478555	36,01127534	39,34727525	580,9126969	1,64617468	146,516127	210,4944379	222,2559572
11	R4 - T	349,2009846	0,852665333	99,35310856	124,1340585	124,8611522	368,716444	5,632293835	119,731792	128,6530494	128,6530494
12	R4 - O	1079,589198	9,984268234	320,5107188	376,1922343	372,9019763	1362,973936	44,94930635	413,6214364	457,5489683	457,5489683
13	K1 - O	1548,087658	58,38400043	487,523785	500,6183864	501,5614861	1660,809793	166,3858757	499,3104119	504,2668717	505,7803651
14	K1 - O	2,220677623	0,957514915	1,043583092	0,219579617	0	7,975717599	1,506343665	4,596993828	2,435674475	0
15	S1 - T	0,117525174	0	0,117525174	0	0	1,406414294	0	1,406414294	0	0
17	K2 - O	525,3225453	28,20195232	163,1661782	166,5558077	167,3986071	552,5410985	61,58479211	169,8930904	173,9363763	173,9363763
18	K2 - O	1,959013669	0,053597319	0,878344946	1,027071404	0	22,63032152	0,149694597	10,3034057	12,25063283	0
19	K2 - T	389,7600263	1,137352663	45,85185323	143,2337694	199,537051	530,7960403	9,578786316	100,1957998	215,2158932	218,4666117
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	546,4324551	4,660687422	129,3899883	205,5367648	206,8450146	606,2827079	12,87286815	179,7834483	209,9781164	209,9781164
22	K3 - O	590,7629263	46,09035433	173,4101232	177,7970658	193,465383	668,1270683	77,45412544	181,0355015	194,3570808	242,5941986
23	R4 - O	1592,141966	170,6955668	466,9851755	471,4135068	483,0477168	1687,168116	254,7483085	474,6679609	487,9827622	511,8146407
24	R4 - T	1420,367349	131,7499009	377,7628981	452,3924743	458,4620758	1745,186527	244,0186835	503,9040054	507,738517	509,9608689
25	R4 - O	1188,882835	24,05479226	288,1251802	433,0516131	443,6512498	1499,304504	79,96100464	413,4324985	504,155123	504,155123
26	R4 - O	383,9326774	7,436494023	109,5784266	130,9639533	135,9538035	555,0389802	42,10485008	180,3588571	185,9709808	185,9709808
27	R4 - T	549,5538385	1,714148139	83,10436389	222,5686087	242,1667178	668,3945657	10,21623348	149,6021007	261,3681794	261,3681794
28	K4 - O	882,7962441	4,100693296	162,695626	320,1352922	395,8646326	1356,091102	33,86926102	356,2898281	500,8846693	503,7252229
29	K4 - T	1496,103246	174,2673735	399,8900159	462,4794869	459,4663696	1868,132004	359,787042	503,5809652	503,6960239	503,6960239
30	K4 - T	1325,905759	87,44818855	314,7742357	441,0481434	482,6351911	1679,786166	207,8761706	477,9573417	506,3673122	506,3673122
31	K4 - O	1078,569003	130,9132276	315,2938565	318,3989327	313,9629865	1457,87041	194,49914	424,663444	429,209658	429,209658
32	K5 - O	1256,651551	259,5887277	329,9208767	332,9620492	334,1798971	1890,923115	381,1774613	502,9665054	503,9263669	503,9263669
33	K5 - T	949,1240182	189,2932831	238,3975314	242,3837457	279,0494581	1887,563311	379,6886482	501,6302549	503,1222041	503,1222041
34	K5 - T	1876,17331	379,1665535	495,3189739	500,0653947	501,6223879	1934,430063	436,3398515	504,3743968	505,4356042	505,4356042
35	K5 - O	815,0356626	3,937052796	127,6885449	307,3838822	376,0261827	1036,074811	6,791967451	261,8338478	385,187286	385,187286
36	K6 - O	1308,126078	487,3266239	380,2069849	230,409391	210,1830783	2006,768029	491,5793775	502,5407106	508,2275243	508,4541175
37	K6 - O	513,5229739	119,6141154	124,6466622	133,4263564	135,8358399	532,8662558	125,3434042	128,4724208	141,3526555	141,3526555
38	K6 - T	330,1829803	22,99928215	46,20284378	119,5544472	141,4264072	379,3273297	54,73903901	76,27519905	152,7454833	152,7454833
39	K7 - T	0,000129126	0	0,000129126	0	0	0,001549509	0	0,001549509	0	0
40	K7 - O	1971,297622	492,3756771	492,427517	493,132853	493,3615749	1981,172205	493,4912241	493,5143839	497,9603069	497,9603069
41	K7 - T	195,2380501	5,627569392	12,08247553	68,89294458	108,6350606	290,3471898	7,158134645	19,93491312	132,9284386	133,1355565
42	K7 - O	84,530322	32,07910867	38,60344057	12,09789097	1,749881789	171,5774337	35,43552503	70,56818241	69,41767874	5,238214715
43	K8 - O	503,151977	96,92516626	297,2361801	99,12219508	9,86843557	1134,885878	197,7331555	477,369192	484,2011018	70,05251484
44	K8 - T	1922,561923	412,3820343	503,3647315	503,6365222	503,1786345	1943,818637	429,0999334	505,6181077	508,7433295	508,7433295
45	K8 - T	2002,818118	492,8663201	503,5235011	503,0922927	503,3360044	2011,131851	497,2424601	504,0452195	504,226641	509,3181232
47	K9 - O	394,0610292	107,1830009	120,8920767	84,06824797	81,9177036	1056,313841	263,3348442	346,6202429	230,1673552	230,1673552
48	K9 - T	1607,411982	199,9455447	466,9101562	470,0797163	470,4765645	1821,894029	318,823834	505,4808435	506,2129475	506,2129475
49	K9 - O	528,6349682	6,954488206	33,19395851	194,5840088	293,9025127	753,3165932	32,44944881	87,97874689	325,0805107	330,7605287
50	K9 - T	94,19028474	2,485237331	4,401852809	23,17615879	64,12703581	625,1434833	3,792364797	23,06557071	117,6577556	500,3059829
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	188,1221871	0,000100534	0	31,32329899	156,7987876	331,2919864	0,000860347	0	106,8402266	224,4517598
53	K10 - T	135,8994981	0,000919167	0,012133374	29,13080617	106,7556394	307,9603726	0,00843899	0,142709499	121,5945303	186,3653002

OS - BYPASS

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	324,2679002	0	0,083018028	145,8436521	178,34123	347,2883691	0	0,926913672	168,2596573	181,5460836
2	R1 - O	0,004772488	0	0	0	0,004772488	0,057269852	0	0	0	0,057269852
3	R2 - O	158,1797824	0,239717953	5,011146658	48,80697474	104,1219431	812,0386968	0,406405991	38,94638631	282,1470884	490,8358208
4	R2 - O	1242,57977	0,962129885	236,8362243	502,4032579	502,3781577	1314,954751	3,409682141	291,8964276	510,0344236	510,0344236
5	R2 - T	849,0662528	2,897725354	263,8021963	290,8422232	291,524108	881,5533377	14,90200654	289,4865762	296,1063304	298,8069079
6	R3 - O	1598,953885	97,30842588	497,6316006	501,6209954	502,3928634	1658,846776	156,7262371	502,257373	504,4332095	508,2933615
7	R3 - O	336,6170246	0,95222003	29,84035297	157,7058336	148,118618	691,8578493	4,111218123	123,7568652	349,7763962	385,192845
8	R3 - T	377,8239171	6,057797186	95,7207702	137,901228	138,1441217	427,4493158	27,83472947	138,2262283	142,4950155	141,1670644
9	R4 - T	248,3645905	20,40333911	75,6941068	76,43487762	75,83226696	263,2570319	29,617119	79,60032887	80,80303354	80,7596766
10	R4 - O	415,0776952	7,174218907	55,2693092	172,6895097	179,9446573	1342,2894	23,68392661	334,1001555	503,0461917	503,0461917
11	R4 - T	344,9392641	8,324918427	85,50202297	125,6990655	125,4132571	401,0482015	37,10779127	128,8384503	132,7798867	130,7352771
12	R4 - O	1308,452982	85,93969495	388,2675696	418,2313124	416,0144053	1382,343571	135,7512205	410,1128	446,9854355	448,5581283
13	K1 - O	1702,368834	203,5121746	496,7865703	500,4386391	501,6314503	1745,362941	241,1496404	499,9272509	503,8665515	508,9258857
14	K1 - O	25,01255302	0,924432402	3,218903975	7,030729538	13,8384871	90,00829491	1,560383601	16,99960779	35,72415176	81,61103017
15	S1 - T	6,845678101	0,012674045	0,694435244	2,571257719	3,567311093	81,5375677	0,139207816	8,284061464	30,80008072	42,45342552
17	K2 - O	548,7017528	59,6888001	158,3677612	165,1177247	165,5274668	576,5718436	82,75142099	166,1344691	171,1559205	167,8804689

18	K2 - O	8,084342732	0,004853225	0,109672919	0,497958869	7,471857719	61,43798229	0,031487247	1,218451399	2,184346797	59,25363549
19	K2 - T	426,4691082	2,798088178	37,04266838	175,2776391	211,3507125	512,4696863	7,400511147	76,90177126	215,0659757	221,1701333
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	552,3802264	6,906434588	132,2359121	206,6335846	206,604295	608,1899786	17,61522717	178,829564	208,4515365	208,617342
22	K3 - O	597,0500909	71,34458863	170,7263672	175,7801196	179,1990155	620,8748981	94,05366176	175,2753121	180,9630235	200,8851481
23	R4 - O	1618,863819	212,9893439	463,9255982	469,4124528	472,5364246	1681,159831	277,3662922	468,9077715	474,5954829	492,4055125
24	R4 - T	1343,778643	80,50930224	357,4243931	447,2393195	458,6056282	1629,777176	158,2000789	499,6799002	505,1359633	504,7195217
25	R4 - O	1188,561887	68,96595998	312,2695314	396,1164204	411,2099753	1687,227847	177,9580392	502,6732092	505,027557	505,9635982
26	R4 - O	181,4962767	3,363596231	40,53467987	59,43677224	78,16122838	524,5002026	13,04618111	163,4899084	180,1430635	187,1860117
27	R4 - T	269,8063882	1,078742789	34,98578912	111,154435	122,5874212	649,2840966	3,36284109	142,3820395	253,1849902	257,0315437
28	K4 - O	438,4164005	9,404318206	56,33164134	156,5090982	216,1713427	1154,717568	46,09337233	229,9529649	503,5123406	503,5123406
29	K4 - T	1150,614646	124,9452533	303,8142738	374,1009455	347,7541731	1819,026719	377,3174203	504,2298226	507,9692684	507,9692684
30	K4 - T	698,3486864	28,11142881	153,5582988	221,6425365	295,0364223	1531,193858	121,6086015	425,6069801	506,7922884	505,638658
31	K4 - O	1121,029765	144,3447617	303,8996765	349,0885201	323,6968068	1345,774324	217,4681458	391,6532233	426,2171203	426,2171203
32	K5 - O	880,4129779	145,8520464	256,1456185	237,3176276	241,0976854	1791,393922	336,3106601	501,3375329	500,3017663	501,5402661
33	K5 - T	1752,372709	299,3306183	469,4579178	490,5305295	493,053643	1917,185842	408,9926098	503,2505638	503,2370038	503,2756766
34	K5 - T	1481,186505	293,2011171	362,0269362	410,1080184	415,8504333	1946,223299	438,8996009	504,0912656	504,5848692	504,5848692
35	K5 - O	273,5570308	2,226747375	18,80325025	102,0629843	150,4640489	875,9248709	6,491903636	115,2147402	379,5890057	379,7696194
36	K6 - O	1653,22761	456,090704	447,4019003	393,6183262	356,11668	2003,58772	494,3511358	502,7732546	505,3876904	505,948133
37	K6 - O	414,4469265	57,25390072	113,3616765	120,667886	123,1634633	443,7196797	78,92942282	119,6462477	135,9377029	135,9377029
38	K6 - T	357,3901247	6,606403767	64,61635495	142,9686603	143,1987057	372,2187221	10,52756718	79,56552441	145,9518505	147,2393095
39	K7 - T	0,000822368	0,000326603	7,12603E-05	0,000292685	0,00013182	0,005954234	0,0032525	0,000614231	0,001741398	0,000960336
40	K7 - O	1617,95442	146,6707382	488,5146431	491,0017876	491,767251	1722,293551	248,2440404	490,4501332	493,8253369	493,8587067
41	K7 - T	78,41892836	5,809989205	10,04300698	26,00025302	36,56567916	228,2429636	6,534484284	11,36708813	84,67334418	130,0685119
42	K7 - O	230,9942669	24,6450918	71,21491739	70,276242	64,85801575	281,5601715	28,7896086	80,76334161	93,23941081	96,74544244
43	K8 - O	1100,906092	17,26216366	299,6171527	421,0083061	363,0184694	1356,978402	23,13283219	430,3497169	497,5325548	487,6568758
44	K8 - T	1378,909787	18,64395094	355,2504676	502,2827772	502,7325912	1483,042874	43,09339811	436,0432179	503,4005081	504,2625621
45	K8 - T	1505,508914	28,6535484	469,8337214	503,4698199	503,5518247	1583,573347	76,46460072	501,6449268	504,5176508	505,4250562
47	K9 - O	463,0335047	95,30900754	177,9642561	113,4588707	76,30137039	1431,361308	267,1283918	470,1456558	367,3382105	365,9785489
48	K9 - T	1045,669363	83,70108646	250,2020313	330,8182763	380,9479689	1762,70207	264,4521746	502,4388801	503,4810052	503,4810052
49	K9 - O	1030,196086	90,34108949	180,6288715	326,6022494	432,6238753	1364,578849	199,7499976	462,2013478	505,9017629	510,0921823
50	K9 - T	106,2700583	0,379429217	4,171761138	26,02483665	75,69403129	458,3663503	1,092670091	46,44066143	170,8982132	240,6833563
51	K10 - O	0,053529962	0	0,000146194	0,053383768	0	0,640605211	0	0,001754331	0,640605211	0
52	K10 - T	116,2768325	0,292719824	2,795555191	25,77167787	87,41687961	343,3431091	3,417597302	27,02941576	120,9867293	221,8517406
53	K10 - T	189,0949032	1,2821002	8,25769906	48,28944597	131,265658	333,7933987	5,325728212	57,79934554	140,6065363	191,8609597

AS - BYPASS

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	105,9530242	0	0	6,509660937	99,44336329	105,9530242	0	0	6,509660937	99,44336329
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	125,0124324	0,419654909	3,676919801	9,259020156	111,6568376	125,0124324	0,419654909	3,676919801	9,259020156	111,6568376
4	R2 - O	1118,122147	0,079700415	123,7776092	490,9195705	503,3452672	1118,122147	0,079700415	123,7776092	490,9195705	503,3452672
5	R2 - T	777,1516851	0,16859523	196,9492654	289,7966983	290,2371261	777,1516851	0,16859523	196,9492654	289,7966983	290,2371261
6	R3 - O	1535,520312	34,18967218	497,7139522	501,5508209	502,0658672	1535,520312	34,18967218	497,7139522	501,5508209	502,0658672
7	R3 - O	102,7015803	0,893825772	39,05576227	41,17455549	21,57743681	102,7015803	0,893825772	39,05576227	41,17455549	21,57743681
8	R3 - T	373,8861211	2,388983807	102,1371217	136,7405456	132,61947	373,8861211	2,388983807	102,1371217	136,7405456	132,61947
9	R4 - T	237,9969479	14,02883802	74,47147487	74,58349014	74,91314485	237,9969479	14,02883802	74,47147487	74,58349014	74,91314485
10	R4 - O	132,8975873	8,104368894	32,09162184	89,39812201	3,303474605	132,8975873	8,104368894	32,09162184	89,39812201	3,303474605
11	R4 - T	356,199323	15,78123196	103,9338134	123,1418409	113,3424368	356,199323	15,78123196	103,9338134	123,1418409	113,3424368
12	R4 - O	1270,189363	60,44411795	374,0775517	411,600201	424,0674926	1270,189363	60,44411795	374,0775517	411,600201	424,0674926
13	K1 - O	1657,236048	179,0804188	489,8701652	497,3405158	490,9449482	1657,236048	179,0804188	489,8701652	497,3405158	490,9449482
14	K1 - O	12,99649676	3,909937133	4,127152379	3,038615459	1,920791789	12,99649676	3,909937133	4,127152379	3,038615459	1,920791789
15	S1 - T	0	0	0	0	0	0	0	0	0	0
17	K2 - O	536,1042048	67,9359152	150,3752876	162,4460431	155,3469588	536,1042048	67,9359152	150,3752876	162,4460431	155,3469588
18	K2 - O	4,558807728	0,062575645	0,207045872	3,893128766	0,396057445	4,558807728	0,062575645	0,207045872	3,893128766	0,396057445
19	K2 - T	59,81529732	7,183734543	8,481715742	41,91034806	2,239498968	59,81529732	7,183734543	8,481715742	41,91034806	2,239498968
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	528,6900886	13,08374718	103,0742681	205,2540246	207,2780488	528,6900886	13,08374718	103,0742681	205,2540246	207,2780488
22	K3 - O	594,1021485	86,80772427	166,7550462	174,1404941	166,398884	594,1021485	86,80772427	166,7550462	174,1404941	166,398884
23	R4 - O	1651,448847	264,3842495	459,0682331	467,9696666	460,0266973	1651,448847	264,3842495	459,0682331	467,9696666	460,0266973
24	R4 - T	1799,823096	300,8775288	495,3732373	501,4756814	502,0966483	1799,823096	300,8775288	495,3732373	501,4756814	502,0966483
25	R4 - O	975,9621038	309,1242265	314,0632201	120,5501096	232,2245476	975,9621038	309,1242265	314,0632201	120,5501096	232,2245476
26	R4 - O	126,9024285	5,394140337	39,44877482	80,58791928	1,471594067	126,9024285	5,394140337	39,44877482	80,58791928	1,471594067
27	R4 - T	75,09902672	0,24033748	6,947221587	67,87014033	0,041327319	75,09902672	0,24033748	6,947221587	67,87014033	0,041327319
28	K4 - O	157,2745857	23,0529785	17,94379062	112,7611374	3,516679164	157,2745857	23,0529785	17,94379062	112,7611374	3,516679164
29	K4 - T	1704,018693	198,7623908	503,128642	501,0462009	501,0814593	1704,018693	198,7623908	503,128642	501,0462009	501,0814593
30	K4 - T	866,0229592	1,224918313	25,48334194	334,953765	504,3609339	866,0229592	1,224918313	25,48334194	334,953765	504,3609339
31	K4 - O	1135,27794	187,2170283	286,094352	352,9663784	309,0001814	1135,27794	187,2170283	286,094352	352,9663784	309,0001814
32	K5 - O	1282,404107	184,3070652	219,4009162	377,2915819	501,4045442	1282,404107	184,3070652	219,4009162	377,2915819	501,4045442
33	K5 - T	1927,70875	419,512672	502,7723198	502,2866375	503,1371204	1927,70875	419,512672	502,7723198	502,2866375	503,1371204
34	K5 - T	1801,204237	297,6601021	501,5364277	500,5674633	501,4402436	1801,204237	297,6601021	501,5364277	500,5674633	501,4402436
35	K5 - O	77,20022807	2,440606089	3,270662009	69,20311507	2,285844908	77,20022807	2,440606089	3,270662009	69,20311507	2,285844908
36	K6 - O	1583,660123	483,3507907	402,5353137	349,1076864	348,6663321	1583,660123	483,3507907	402,5353137	349,1076864	348,6663321
37	K6 - O	418,2841366	69,3566649	111,9422003	119,2025482	117,7827232	418,2841366	69,3566649	111,9422003	119,2025482	117,7827232
38	K6 - T	73,55641763	17,78427962	17,34060214	27,11812053	11,31341534	73,55641763	17,78427962	17,34060214	27,11812053	11,31341534
39	K7 - T	0	0	0	0	0	0	0	0	0	0
40	K7 - O	1499,274038	190,3184885	345,7577429	473,3112605	489,8865458	1499,274038	190,3184885	345,7577429	473,3112605	489,8865458
41	K7 - T	27,28721544	5,663969515	9,017444108	6,708603361	5,897198453	27,28721544	5,663969515	9,017444108	6,708603361	5,897198453
42	K7 - O	113,7660837	31,37587726	33,63156057	29,57282649	19,18581936	113,7660837	31,37587726	33,63156057	29,57282649	19,18581936
43	K8 - O	841,8148888	46,22114523	423,9326162	331,0781833	40,582944	841,8148888	46,22114523	423,9326162	331,0781833	40,582944
44	K8 - T	1449,25851	39,52877107	403,0239141	503,4313002	503,274525	1449,25851	39,52877107	403,0239141	503,4313002	503,274525
45	K8 - T	1711,242003	200,5917519	503,2811696	503,018451	504,3506309	1711,242003	200,5917519	503,2811696	503,018451	504,3506309
47	K9 - O	1310,720679	12,77965554	380,0338294	468,1512465	449,7559476	1310,720679	12,77965554	380,0338294	468,1512465	449,7559476
48	K9 - T	1240,987315	22,3486688	256,9365468	471,6603464	490,041753	1240,987315	22,3486688	256,9365468	471,6603464	490,041753
49	K9 - O	1833,924722	379,8101264	500,6413384	489,420872	464,0523852	1833,924722	379,8101264	500,6413384	489,420872	464,0523852
50	K9 - T	2,126949651	0,315839459	0,346348128	0,355465959	1,109296106	2,126949651	0,315839459	0,346348128	0,355465959	1,109296106
51	K10 - O	0,052822732	0	0	0	0,052822732	0,052822732	0	0	0	0,052822732
52	K10 - T	58,46078821	2,025961145	30,17963499	7,012730779	19,24246129	58,46078821	2,025961145	30,17963499	7,012730779	19,24246129
53	K10 - T	597,3723969	48,00171291	171,5677937	187,3071041	190,4957863	597,3723969	48,00171291	171,5677937	187,3071041	190,4957863

OS - CLOSURE -10%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	254,5681743	0	0	76,34607768	178,2220966	288,3390035	0	0	106,1324752	182,2065283
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	16,44772592	0,078687691	2,726413594	6,238703242	7,403921392	153,3090426	0,222767771	29,15606937	73,82554346	79,37353142
4	R2 - O	1074,151289	0,102775661	86,10643795	485,7951049	502,1469705	1140,523957	0,46273234	141,3702758	499,1359149	507,301736
5	R2 - T	752,5958759	0,06735311	171,5626836	290,2400516	290,7257876	813,3808178	0,14809125	234,617477	293,6671736	293,8838794
6	R3 - O	1466,133944	18,33894548	443,2018725	501,8371909	502,7559352	1589,613103	84,22624558	498,020191	507,8969361	508,0814424
7	R3 - O	50,52160348	0,019958188	1,278011356	22,44313488	26,78049906	381,4621058	0,097595611	8,707184165	206,6134238	174,8071463
8	R3 - T	310,8040597	0,026810303	43,4914881	130,328516	136,9572453	363,3166725	0,119978864	84,33344123	140,5601922	140,4675317
9	R4 - T	233,7345114	9,965698035	73,6307199	74,96380509	75,17428842	250,293303	19,76180629	77,65398681	79,95992176	81,56234099
10	R4 - O	244,7479148	0,344580877	21,01625107	104,0817475	119,3053354	974,6591173	2,197685903	90,01797992	383,3932922	502,3469742
11	R4 - T	296,8907389	0,945913763	55,17385373	117,8962218	122,8747496	340,4577922	5,773046329	92,51355758	131,017564	131,017564
12	R4 - O	1090,603684	33,00539797	312,1763158	362,4290878	382,9928827	1231,446286	77,67939719	352,2856372	422,029275	452,3937031
13	K1 - O	1485,346275	124,294589	480,9181765	458,2796974	421,853812	1681,018785	189,6104512	496,7218571	505,5486938	504,6246089
14	K1 - O	19,76622982	0,394944481	0,296591947	4,783804837	14,29088856	224,939635	0,587922066	0,472999925	53,5466301	170,5434792
15	S1 - T	1,423747981	0,000227922	0,000171348	0,16994624	1,253402471	17,07937008	0,001368836	0,00103025	2,039354876	15,0400152
17	K2 - O	501,994303	41,22677435	149,4967158	160,7693682	150,5014446	545,1411136	65,92497651	159,3172584	168,3724696	174,890711
18	K2 - O	10,05211417	0,003770407	0,029241827	0,411531452	9,607570483	118,7953207	0,045244889	0,350901928	3,520042799	115,2752779
19	K2 - T	368,0541989	0,545018311	24,71591872	150,0455279	192,7477339	489,1507335	1,653484804	63,84774493	211,5864433	219,6862668
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	517,1243169	2,667217611	102,1730304	204,7440144	207,5400544	560,3024669	7,587729526	142,0660383	215,126967	215,0921498
22	K3 - O	553,7058046	54,15783458	165,3193857	172,7764427	161,4521417	591,6475414	77,58336813	170,6312526	177,6723919	180,6402228
23	R4 - O	1551,801867	175,5823306	454,8137804	466,3998373	455,0059191	1625,972129	231,3892228	463,3267809	471,3048513	474,2726822
24	R4 - T	1025,478207	54,55379337	289,6655274	314,8733753	366,3855114	1648,03378	130,4652852	503,1695185	507,1994882	507,1994882
25	R4 - O	759,153001	27,9057385	102,7809369	278,0753033	350,3910222	1433,66725	114,8080342	355,1552599	501,7066659	506,1362939
26	R4 - O	150,4608266	0,697225559	25,83299015	54,0059008	69,92471011	409,7413742	7,532465864	83,5768089	180,2917904	180,2917904
27	R4 - T	287,4582735	0,486069541	23,99495659	114,3702757	148,6069717	505,7054346	5,14449822	68,89509914	233,6559742	257,5828827

28	K4 - O	889,661725	6,466377671	150,8378275	327,5008367	404,8566831	1484,909348	33,03878496	450,3164323	503,5750239	503,9352566
29	K4 - T	856,1536044	86,5337033	167,4323356	259,7782827	342,4092828	1795,406569	294,7417945	501,9124916	501,4194899	503,5517061
30	K4 - T	1066,989993	33,62675863	217,3827991	364,3529464	451,6274892	1566,923259	89,10111773	473,6550101	503,0873567	508,7518156
31	K4 - O	1084,16558	126,7956644	253,1105227	336,0379559	368,2214369	1326,765965	207,621048	343,3599743	424,7517109	428,5665968
32	K5 - O	1370,286695	190,1277047	335,970271	396,6296443	447,5590751	1737,542616	265,3555945	502,9331731	506,9448139	507,4455132
33	K5 - T	1157,768082	185,1276728	349,1346049	306,7541424	316,7516624	1823,150437	318,1806782	501,801612	502,8251018	503,4462198
34	K5 - T	1678,151017	266,2966458	466,6872196	483,6935647	461,4735871	1882,899737	373,0176583	503,9953118	505,7894806	508,2379949
35	K5 - O	452,0704501	2,313288459	32,18963397	167,6821458	249,8853819	922,2479659	3,807566264	160,0683018	379,1860489	385,3256301
36	K6 - O	1935,037412	450,2226788	498,5280688	501,2077397	485,0789242	1981,665289	474,2327974	503,7970342	506,2666552	507,2276697
37	K6 - O	484,0971624	113,432776	118,2531958	124,6271366	127,784054	510,0752179	119,1043635	122,1179051	137,4826827	141,8419197
38	K6 - T	314,9062165	5,171096026	23,04860859	142,0131762	144,6733357	334,0444707	6,873801089	33,5626708	152,0833832	152,5313984
39	K7 - T	0,007964717	0,00794224	0	2,2477E-05	0	0,091764344	0,091764344	0	0,000269725	0
40	K7 - O	1915,024048	438,5457347	491,1739891	492,3487585	492,9555662	1941,017615	462,2918075	492,1113266	495,5824416	496,5114256
41	K7 - T	49,75790468	4,754331084	7,40274378	15,67582811	21,92500171	86,70427376	6,93385889	9,10711546	36,15739683	38,30568468
42	K7 - O	199,3384636	20,80321487	54,2253815	64,60821048	59,70165677	345,8330728	22,87843851	61,53981849	94,63626616	187,611915
43	K8 - O	980,6497918	40,5482959	291,8043597	400,1012656	248,1958706	1369,522044	63,08576365	406,4782112	489,7113929	483,1895551
44	K8 - T	1678,280738	175,1514548	496,3859512	503,2690899	503,4742419	1706,039226	201,1776162	501,7016689	505,7709412	507,8785141
45	K8 - T	1806,574681	296,3176581	503,5664238	503,4137391	503,2768603	1821,674772	313,4869781	504,2379463	504,0422818	506,5249457
47	K9 - O	294,8275663	34,25124044	135,4561571	65,56628102	59,55388772	793,7016684	222,1567574	483,1745326	339,0645425	384,602401
48	K9 - T	1282,693385	70,97368365	348,6244068	414,1217378	448,9735564	1690,056598	190,4933523	504,3234505	502,9634479	504,2514719
49	K9 - O	121,8432869	0,124665698	0,851864308	27,36098399	93,50577286	343,2495437	0,294177991	3,929489514	83,1179807	258,5283043
50	K9 - T	96,33316281	0,796745772	3,390714518	12,0071282	80,13857431	518,9771049	3,351222993	28,31885106	71,97512428	415,3319066
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0,000138507	6,97624E-05	6,87441E-05	0	0	0,000837149	0,000837149	0,000824929	0	0
53	K10 - T	0,918389464	0	3,49215E-05	7,23541E-05	0,918282188	9,946012083	0	0,000286507	0,00086825	9,946012083

AS - CLOSURE -10%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	10,9913888	0,001352661	0	0,009045024	10,98099111	119,3478881	0,015124943	0	0,108540292	119,2393478
2	R1 - O	7,01874E-05	0	0	7,01874E-05	0	0,000842248	0	0	0,000842248	0
3	R2 - O	34,09734866	0,195757069	1,711560514	19,33615989	12,85387119	250,9007999	0,773087285	13,12840044	156,0185206	94,75190375
4	R2 - O	832,0771175	0,028699445	16,66405948	316,9036025	498,480756	933,3067481	0,124956641	31,9203719	399,5251185	507,5564634
5	R2 - T	642,6356545	0,082649943	63,53478292	289,2624312	289,7557904	695,9372655	0,293588533	118,8134665	295,7169554	295,7169554
6	R3 - O	1290,930811	0,367184033	288,189152	500,6974623	501,677013	1387,820536	0,69461302	382,3531364	504,5156568	505,0215972
7	R3 - O	59,54405486	0,112936414	8,343468793	34,10769976	16,97994989	139,9676452	0,675311751	35,02032967	135,4148336	119,6039467
8	R3 - T	268,9480455	0,041763553	38,25311169	109,9234451	120,7297251	335,688459	0,157165834	63,46325389	140,0152981	139,0369026
9	R4 - T	200,2019191	0,101232292	50,7091134	74,78218212	74,60939129	217,6890467	0,254289177	68,09884886	77,12977492	77,46885183
10	R4 - O	102,9130417	0,43135925	21,96650862	37,22250718	43,29266662	512,5416189	0,71052348	60,79468035	219,7747764	231,624811
11	R4 - T	251,1914251	0,060538958	49,0556982	99,81972698	102,255461	331,155845	0,163157032	75,07022121	128,4278448	128,4278448
12	R4 - O	995,4522111	0,933208236	242,2086554	383,8511619	368,4591856	1177,728031	1,387098637	322,6320472	450,2584709	451,7516015
13	K1 - O	1434,067251	21,86094637	416,1695504	496,685008	499,3517458	1553,100161	59,04982977	492,0104979	509,4984209	509,4984209
14	K1 - O	3,299306052	0,971044532	1,264692881	0,76397201	0,299596629	5,208672726	1,33143785	3,421241976	1,616329568	0,890747626
15	S1 - T	0,014761846	0	0,013349583	0,000496224	0,000916039	0,077248473	0	0,077248473	0,004596847	0,005515429
17	K2 - O	474,9172361	15,80571879	137,9224289	158,6309756	162,5581127	537,0560969	44,20034092	154,8825256	168,9866152	169,0505669
18	K2 - O	0,282600655	0,059516094	0,112300429	0,110175736	0,000608397	1,190088619	0,311675585	0,831926077	1,118014934	0,007300758
19	K2 - T	113,1043406	0,229281724	9,097330799	30,57523352	73,20249451	363,4922729	1,266034158	32,80197775	122,961878	207,628535
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	356,9548596	1,989333866	49,3146984	135,1256021	170,5252252	499,3583094	8,503807904	95,12896946	208,9666608	208,9666608
22	K3 - O	529,1371669	27,06585203	156,3282985	171,6366109	174,1064055	588,5144999	67,76187331	168,958692	181,2005197	183,2271496
23	R4 - O	1477,153474	106,3087562	438,2897861	465,1205242	467,4344079	1613,641511	218,1062032	462,4362546	474,8329791	476,859609
24	R4 - T	1323,711407	43,84243198	344,6419971	464,4840367	470,7429411	1601,657838	123,5450057	472,1966841	502,3814752	503,957041
25	R4 - O	1076,190916	39,75761026	202,6244718	383,8867593	449,9220749	1672,111711	173,6673805	494,5787038	505,1229675	503,5949369
26	R4 - O	216,4150989	0,257528638	37,04775857	75,21452136	103,8952903	466,8399175	1,047016268	107,0648954	179,808309	183,4902207
27	R4 - T	200,3698917	0,103771571	17,12777746	67,31685958	115,821483	585,0555221	0,448688277	65,39875401	258,2112593	261,4455088
28	K4 - O	286,9744342	6,821189247	41,58065587	88,62872428	149,9438648	1317,602553	66,07971046	317,4506703	499,9887331	499,9887331
29	K4 - T	592,5880701	15,56880773	86,58852971	238,2023418	252,2283909	1215,09702	94,86342333	335,0701199	503,0971329	503,9920902
30	K4 - T	988,1926846	48,69308082	205,7939847	339,2334779	394,4721411	1400,755983	132,9759607	374,5241263	502,2340603	509,6469996
31	K4 - O	945,3027973	102,8648375	238,1323856	296,968464	307,3371102	1309,501398	197,245818	305,463268	420,4373262	423,045636
32	K5 - O	1429,549108	208,7830115	358,8763125	433,3601266	428,5296574	1777,441476	342,7916785	501,2569023	501,2115473	503,3960591
33	K5 - T	1119,166707	184,6254002	279,6317371	317,924501	336,9850692	1813,973211	400,7412385	503,9413568	503,157572	503,3042546
34	K5 - T	1697,310553	343,9835198	493,2015182	467,3108361	392,8146792	1910,797762	413,4340467	503,9758301	502,6912091	503,7424233
35	K5 - O	293,0632301	2,903571187	9,993517673	81,89977828	198,266363	832,4422492	6,405526628	69,67932414	379,4720708	385,469295
36	K6 - O	1772,018376	477,9187937	491,9477825	451,8616659	350,2901342	1993,589939	492,0886005	502,7306039	507,1098331	507,1098331
37	K6 - O	483,6883445	116,9105591	119,7487116	121,4842538	125,54482	495,1975927	120,8833785	124,7866747	130,3707357	134,7252841
38	K6 - T	120,5252267	14,53887505	16,27836129	31,86835541	57,83963501	323,6285016	19,28380761	21,52287237	144,0842738	147,3570873
39	K7 - T	0	0	0	0	0	0	0	0	0	0
40	K7 - O	1969,736242	491,5494951	492,3045997	492,932802	492,9493456	1978,189577	492,7420232	493,6964616	496,9026801	496,9026801
41	K7 - T	44,31627787	4,041981889	6,006778089	11,91634985	22,35116804	215,8980393	4,668400013	7,632032987	78,76663864	128,7731207
42	K7 - O	83,52979017	24,2102117	27,81148055	20,55077219	10,95732573	102,1089714	26,55575669	33,16614215	27,30524073	19,05808387
43	K8 - O	286,7796663	58,78874525	98,59191228	99,90589862	29,49311009	796,5058145	106,7509748	313,6779314	308,7982895	79,58338982
44	K8 - T	1877,597695	367,9843202	503,1838957	503,1500939	503,2793854	1893,366414	382,3143877	503,7512214	503,5673306	505,9858379
45	K8 - T	1984,266774	473,7247834	503,5642847	503,6759042	503,3018014	1992,39162	481,3548419	504,0585841	504,4030956	505,0412087
47	K9 - O	217,3635728	39,93026384	96,9985318	56,59591787	23,83885931	500,1218137	190,344537	260,2528462	126,1821281	91,82783548
48	K9 - T	1291,888063	82,6987646	350,8676731	417,4172289	440,9043967	1700,248606	212,6624509	503,4871358	501,5426477	504,0087816
49	K9 - O	239,5202845	0,764008906	9,451538966	46,67299252	182,6317442	609,7201167	2,329101905	57,7189988	236,3722192	342,9338887
50	K9 - T	209,8592157	1,26421694	4,058003229	34,14333766	170,3936579	669,1604752	2,258307438	13,72743487	161,8083477	497,6149093
51	K10 - O	0,056922188	0	0	0	0,056922188	0,683066256	0	0	0	0,683066256
52	K10 - T	27,49462441	9,73991E-05	0,000136553	0,160503078	27,33388738	165,184173	0,000617966	0,000875625	1,921945056	163,2618261
53	K10 - T	19,8265051	0,000222754	0,000347289	1,154076946	18,67185812	126,1455892	0,001865438	0,001456871	13,84808758	112,2960447

OS - CLOSURE - 20%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	39,22366311	0	0	0	39,22366311	112,6296491	0	0	0	112,6296491
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	4,199303275	0,036963001	0,258629705	0,567227388	3,336483181	18,45212179	0,119571712	1,96506064	6,091357381	18,40476984
4	R2 - O	834,9860427	0,028032236	5,531473761	328,4451961	500,9813406	934,6782892	0,117991856	22,54057968	404,3361088	507,8358748
5	R2 - T	599,511368	0,033895213	23,88952245	284,5620026	291,0259477	685,0078318	0,096953816	110,8346633	291,5591948	294,8590337
6	R3 - O	1196,596946	0,238314851	195,231211	499,4699631	501,6574573	1366,230972	0,453197957	366,1698395	503,0599187	505,8266098
7	R3 - O	40,24747108	0,017291423	1,376236249	11,61213422	27,24180919	132,5424879	0,115111308	7,336397706	41,42193204	100,5863468
8	R3 - T	242,3373755	0,003126676	13,72473699	93,7803162	134,8291956	306,8119502	0,02187491	46,72592948	141,014523	141,014523
9	R4 - T	189,8614377	0,111108952	38,02783714	75,27150443	76,4509872	215,7747263	0,279963053	66,32789836	78,56953576	82,10711678
10	R4 - O	87,80743695	0,086176361	2,884169685	35,69882453	49,13826637	744,5383983	0,24158966	9,182852226	270,5571256	472,3195577
11	R4 - T	205,0979333	0,004372659	18,37440276	80,45880258	106,2603552	282,3051986	0,052471902	53,20419667	123,7372223	128,8234032
12	R4 - O	932,7882828	0,185490841	161,6356952	367,3239842	403,6431126	1031,66026	0,608622612	267,5227912	446,7278597	449,9394403
13	K1 - O	1322,102328	11,38278734	317,2615883	495,9694148	497,4885375	1538,929413	59,23572194	485,3943565	503,8464957	503,8464957
14	K1 - O	10,98424835	0,452324053	0,329663188	3,20471273	6,997548374	108,3933019	0,629609568	0,642782672	30,53769225	76,63645914
15	S1 - T	0,980330412	0,001811289	0,001591321	0,195161135	0,781766667	11,72075455	0,006384403	0,007718491	2,326811709	9,381200008
17	K2 - O	431,3775966	1,596328654	109,8712014	157,5412063	162,3688603	473,9189584	19,15594385	147,4172251	171,8297384	171,2828855
18	K2 - O	4,218689289	0	0	1,223289886	2,995399403	47,47056354	0	0	11,52577071	35,94479283
19	K2 - T	157,4499097	0,029931485	8,031930045	52,70774684	96,68030128	392,1894796	0,10503949	17,87671669	166,4203975	215,3926969
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	436,3541215	0,321038243	41,95373173	187,4137628	206,6655887	530,8357086	3,467287174	113,2897587	207,8144074	209,3933321
22	K3 - O	472,2290254	2,490123611	127,5570987	169,6672873	172,5145158	532,6733481	29,7440423	164,6543481	175,4264443	176,8591166
23	R4 - O	1313,140262	11,94057522	373,0951216	462,2391938	465,865371	1477,645623	99,99353469	456,2890311	469,0589037	470,491576
24	R4 - T	877,0552248	2,209730631	183,4866509	319,0550595	372,3037838	1358,061348	11,54288324	353,792816	502,0887626	503,4449811
25	R4 - O	457,4881788	1,836938957	31,77338416	158,9535493	264,9243064	843,2054283	19,89302085	125,7945034	307,5248133	502,7464447
26	R4 - O	37,64307808	0,010059093	3,727333479	14,42001519	19,48567032	179,167578	0,042108465	14,42528636	105,2946494	140,2160308
27	R4 - T	95,01609373	0,004109186	3,501612474	30,56779292	60,94257915	432,7880413	0,047332042	13,93232665	170,1721589	255,4051423
28	K4 - O	324,8923944	1,290884712	51,24810875	130,6146677	141,7387333	1242,460552	8,390440734	238,0453197	503,7497631	503,9520981
29	K4 - T	738,6644055	51,95574276	119,7036036	244,2236404	322,7814188	1724,465469	222,5005952	500,8768173	500,2556768	503,18792
30	K4 - T	1114,391244	8,888098336	220,4065393	431,5601543	453,5364516	1442,85884	40,13070538	398,8496271	503,5050851	506,2052084
31	K4 - O	914,9286677	33,84374635	236,9032405	318,0031789	326,178502	1166,385015	85,62770263	364,8738548	392,8727449	423,0227197
32	K5 - O	1161,495681	95,51949031	322,1234558	380,0074756	363,8452596	1676,190515	186,0324751	498,953962	505,3055912	503,1933659
33	K5 - T	1303,18995	160,9227359	355,5527249	402,8547864	383,859703	1770,184007	295,5815602	502,4046198	502,3539462	504,1466029
34	K5 - T	1721,016929	263,4924833	477,3527803	498,7055512	481,4661143	1815,888624	308,751572	504,752652	509,8676079	509,8676079
35	K5 - O	277,4992951	1,327876978	10,03301822	93,60292863	172,5354713	840,3255113	3,1350632	80,49087662	379,2771075	379,4910626
36	K6 - O	1841,441366	418,5449173	500,6788699	493,2465774	428,9710016	1944,570989	438,7940946	502,4029041	502,5658363	504,2984471

37	K6 - O	470,4297135	111,6104445	115,7622017	119,2756977	123,7813695	504,3574725	115,5718532	117,9735212	136,9173255	143,4196444
38	K6 - T	122,4079714	3,84779404	11,3605754	51,90901471	55,29058721	301,5279885	4,803915111	14,20656376	136,8591762	147,0547635
39	K7 - T	0,003304595	0	0	0,003304595	0	0,03904091	0	0	0,03904091	0
40	K7 - O	1848,92644	373,9780278	490,7828481	491,9660588	492,1995055	1873,438322	392,9896903	492,6664873	495,1066614	497,4203821
41	K7 - T	43,36464624	3,640358197	5,469206693	11,31245342	22,94262794	180,1160104	4,086152721	6,733403899	42,59761509	127,1743522
42	K7 - O	156,5904158	18,41692411	32,94855592	66,06270165	39,1622341	284,2150837	20,16490535	39,07475742	95,44354712	137,5637184
43	K8 - O	874,1466	36,27391039	148,5995635	393,2772523	295,9958737	1246,823284	78,92201135	288,3876672	488,1841587	478,0069017
44	K8 - T	1534,437634	101,11567	426,6391568	503,5570745	503,1257327	1582,135741	118,7462458	460,8775927	505,313665	507,1974378
45	K8 - T	1709,761575	199,3052096	502,8166174	503,8124113	503,8273364	1734,585561	225,3928109	503,3878583	507,2873716	507,3894493
47	K9 - O	359,3537743	40,82728532	204,665434	62,31460769	51,54644732	858,6355443	88,37428098	455,0326943	214,339596	153,6467538
48	K9 - T	1229,283456	75,58854226	380,8377284	380,3219727	392,5352122	1609,977925	133,7043663	502,1997216	504,6312838	504,6312838
49	K9 - O	34,92543135	0,138736492	0,41112483	4,384715292	29,99085474	157,6589191	0,337116017	2,75618235	40,90850412	116,5778217
50	K9 - T	43,5900853	0,545075765	1,323032302	2,434005499	39,28797174	258,2191434	0,970108062	2,313854754	17,33608889	238,4374852
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0,000116205	0	4,64316E-05	6,97736E-05	0	0,000837283	0	0,000557179	0,000837283	0
53	K10 - T	8,97045E-05	9,91522E-06	3,30073E-05	2,20586E-05	2,47234E-05	0,000533276	0,000118983	0,000396088	0,000264704	0,000159493

AS - CLOSURE - 20%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	0,002050252	2,91616E-05	0	0,002021091	0	0,024253089	0,00034994	0	0,024253089	0
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	20,00215142	0,073938909	0,213464489	4,362596014	15,35215201	141,0262886	0,120501275	0,452734025	26,78331872	140,0247441
4	R2 - O	268,1571388	0,014476564	0,016508385	48,70142598	219,4247278	394,2728712	0,056017146	0,047947292	81,588659	316,1838977
5	R2 - T	440,6861476	0,060153643	0,081753848	159,1217624	281,4224777	504,6814134	0,156627155	0,193407246	224,2568694	290,1754711
6	R3 - O	975,2340778	0,191041237	17,95498627	462,2905787	494,7974715	1057,408674	0,323366133	67,98015672	502,7509012	504,9933951
7	R3 - O	12,84456103	0,051858708	0,053031008	4,887557184	7,852114126	83,39637176	0,16320174	0,211388797	14,57931653	69,40254447
8	R3 - T	114,2158869	0,016108152	0,78500793	57,98638125	55,42838957	253,5921122	0,077630669	4,552302003	116,3881755	138,1616092
9	R4 - T	158,1521733	0,020165599	10,7802678	72,53032136	74,82141858	170,3478913	0,067806605	19,97232015	76,48612606	77,60771112
10	R4 - O	16,06170266	0,132797539	0,498516708	8,131109717	7,299278696	81,93487835	0,406841005	1,957006814	61,39666782	62,75443439
11	R4 - T	117,2335451	0,030014121	4,115314422	60,47546372	52,61275287	248,1343716	0,113882069	18,96259827	111,1393984	128,441959
12	R4 - O	719,0815958	0,266254799	43,2332365	338,1731171	337,4089874	929,2019217	0,548217279	89,0072243	434,6257181	450,6268154
13	K1 - O	1153,131119	3,349989396	163,0659979	490,8134663	495,9016656	1255,730903	3,956072108	260,9878195	499,3945246	504,3327477
14	K1 - O	2,74177359	0,85672174	0,549786334	0,726511375	0,608754142	5,134592478	1,241956856	0,758925537	2,697870629	2,586667462
15	S1 - T	0,00457779	0,000493314	0,001019883	0,002893096	0,000171496	0,036775109	0,00349261	0,007319048	0,034717156	0,002057954
17	K2 - O	387,8073536	0	72,01349975	158,0997364	157,6941174	426,1235928	0	112,2405342	168,5957971	170,5387006
18	K2 - O	0,266170629	0,020304662	0,123194037	0,01368643	0,108985501	1,191824364	0,134861593	1,191824364	0,077089678	0,859666637
19	K2 - T	30,383539	0,019318296	1,007421275	5,010760181	24,34603924	180,1824899	0,030823493	4,462901835	23,73998766	151,9530363
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	131,2699089	0,041318811	7,698564145	52,25976194	71,27026396	397,3624424	0,131514851	31,85656441	157,9578967	207,5429412
22	K3 - O	432,7330199	4,66605E-05	93,76261017	169,8954409	169,0749222	469,8367585	0,000559926	133,4350724	174,8857414	174,9194111
23	R4 - O	1233,746744	2,555287304	305,2213197	463,5043576	462,4657794	1344,738903	10,87511304	412,3450198	468,5182008	468,5518705
24	R4 - T	1110,159671	1,585174263	214,7193942	442,2229344	451,6321683	1353,558908	7,996408887	343,5319924	503,8463229	506,1219091
25	R4 - O	867,3830211	0,525169821	101,477865	337,5397205	427,8402657	1191,494293	2,070232675	208,3290673	485,3708396	502,9810978
26	R4 - O	61,56432225	0,116813182	2,49974655	34,23003926	24,71772326	356,6538856	0,431458302	13,92491897	175,0834903	180,0759727
27	R4 - T	65,48872067	0,00524341	1,009452057	21,25980938	43,21421582	319,5340991	0,04765249	5,166449455	84,685356	244,8134373
28	K4 - O	199,0570884	0,244213394	16,45904613	77,60116331	104,7526655	922,179935	1,393800099	43,39184044	402,5144138	499,8453716
29	K4 - T	770,0557758	25,46551372	121,3440343	250,8209971	372,4252307	1692,545728	190,4256816	500,5740174	502,1253991	502,3705758
30	K4 - T	1053,327106	6,272881858	150,2673883	418,9340126	477,8528233	1216,177715	28,85238404	246,4164358	497,7078565	508,2231452
31	K4 - O	830,0561549	20,47210463	269,0440226	286,395522	254,1445057	1105,259129	54,5228231	334,2697624	379,2603657	371,0514518
32	K5 - O	1453,262357	99,41881488	368,4323865	484,9311619	500,4799933	1664,550012	214,2744917	448,9909174	501,634128	501,919481
33	K5 - T	951,8331923	173,3988843	263,797789	261,6588596	252,9776594	1853,080502	348,9088053	503,0565566	501,7853326	502,1530665
34	K5 - T	1480,541789	252,6749996	422,7489808	417,9095821	387,2082264	1832,056225	335,1698878	505,8901581	506,486127	507,3089909
35	K5 - O	160,0131045	1,997028067	7,690596465	28,54091228	121,7845677	652,6833745	4,072554066	60,83709044	232,5829479	378,8801577
36	K6 - O	1785,867377	436,7914316	478,0635554	454,7183639	416,2940263	1974,94477	470,7224364	502,5183838	503,6881067	507,690615
37	K6 - O	477,239092	116,6691408	117,9336266	119,7327511	122,9035735	497,5838632	120,5502154	120,5457773	126,7759214	136,921174
38	K6 - T	68,73821081	11,4404545	11,27961062	15,2905552	30,7275905	228,7330621	15,41338579	14,0594821	64,1720447	146,9736717
39	K7 - T	0	0	0	0	0	0	0	0	0	0
40	K7 - O	1967,364735	491,0106149	491,8326288	491,8575091	492,6639819	1972,222306	491,9172157	492,5514365	492,940538	497,89639
41	K7 - T	19,77452971	3,415842577	4,257398139	4,246646935	7,854642062	40,16512067	4,455975764	4,986096588	6,622789962	26,53344552
42	K7 - O	74,83360558	20,83483893	22,50859109	19,31461153	12,17556404	84,35169276	22,97583606	25,31681236	22,20503941	17,00056142
43	K8 - O	165,9269615	38,15511584	55,31842145	46,99926187	25,45416231	225,1431064	61,45661899	82,77721522	99,47265189	48,39692296
44	K8 - T	1779,818673	270,4814733	502,8541928	503,260165	503,2228424	1850,582523	341,8365579	503,5279639	503,6722198	505,3860893
45	K8 - T	1957,774997	446,5741595	503,5127929	503,8063647	503,88168	1969,248187	457,5281995	504,5872664	504,2281941	504,7752829
47	K9 - O	223,9088589	15,54696787	85,98325301	62,68367187	59,69496616	1185,952284	40,95424752	316,2917487	420,6834451	420,7825696
48	K9 - T	764,7384825	30,29191607	226,785817	256,0740902	251,5866591	1587,209465	140,171901	502,9147784	507,943958	510,0599461
49	K9 - O	73,92552058	0,653722084	6,773086608	10,49806136	56,00065053	197,1084365	4,607966612	42,26354942	50,91107355	175,4335253
50	K9 - T	93,72752156	0,988894565	2,437661717	4,123066695	86,17789858	301,075357	1,388994514	6,302165835	15,43478538	290,1640216
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0,000320389	8,50488E-05	4,05485E-05	0,000126189	6,86028E-05	0,001357287	0,000547848	0,000486582	0,000980217	0,000823233
53	K10 - T	0,000767394	4,92604E-05	0,00011857	2,90988E-05	0,000570465	0,004165253	0,00037365	0,001157947	0,000349186	0,003947778

OS - CLOSURE - 30%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	4,76882E-05	0	4,76882E-05	0	0	0,000572258	0	0,000572258	0	0
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	6,720059344	0,013890868	0,075761837	0,851398165	5,779008474	29,73511874	0,066124909	0,236103556	7,32571895	29,63978716
4	R2 - O	285,8003218	0,008291626	0,02332255	43,42123873	242,3474689	559,7927009	0,064724138	0,090300469	146,5041289	413,288572
5	R2 - T	400,29575	0,021908301	0,033109393	115,1281208	285,1126115	517,8981094	0,082481627	0,081881962	230,7213418	292,9178874
6	R3 - O	919,1710771	0,153727613	9,493899007	412,7705308	496,7529198	1092,199281	0,56275409	101,2119107	491,97546	505,9579374
7	R3 - O	43,6112531	0,012403906	0,029442704	12,11962098	31,44978551	139,8776649	0,063590623	0,110530764	42,9261752	115,4619985
8	R3 - T	131,6574647	0,002660775	0,345973959	46,248878	85,05995196	236,0215466	0,031164019	3,333868781	99,01966572	139,3600056
9	R4 - T	153,2540707	0,046814742	6,360765287	71,57618302	75,27030765	182,1984382	0,139804135	33,67755296	76,80900923	77,63465435
10	R4 - O	82,06892966	0,034250074	0,636810189	27,54653527	53,85133413	414,9215676	0,075542166	4,183348689	166,8012488	247,8827571
11	R4 - T	116,648821	0,000457209	1,31229163	54,01132271	61,32474949	222,9025141	0,005486503	9,150876558	109,8269019	123,2999935
12	R4 - O	698,381413	0,131973332	19,98760705	324,6401092	353,6217234	818,7712254	0,279917597	113,2169758	420,6816208	413,6098366
13	K1 - O	1073,579532	4,156840572	104,7309041	491,3276251	473,3641626	1304,193881	5,517307794	306,9660519	502,5518361	501,81094
14	K1 - O	10,94088787	0,469642657	0,488105362	2,412439851	7,570699998	63,59312837	0,754457064	0,874622118	11,91293169	50,36927136
15	S1 - T	0,208927839	0,003101992	0,000824979	0,133487088	0,071513779	2,249338083	0,025087688	0,004952446	1,545115249	0,701794259
17	K2 - O	347,977602	0	49,95332822	154,2002215	143,8240523	412,717345	0	103,9989341	163,1093361	164,8630647
18	K2 - O	2,307093719	0	0,007718993	0,024978031	2,274396696	20,71499399	0	0,080656895	0,167921945	20,6400782
19	K2 - T	35,47561975	0,007920492	0,721194087	15,79062146	18,95588371	232,0378318	0,022037507	5,604675931	55,74170572	175,9751468
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	179,5985076	0,011415091	5,375062822	74,89806016	99,31396949	403,2253109	0,031245029	18,6740152	188,8170725	210,7575041
22	K3 - O	398,1282865	0	67,5881984	167,420072	163,1200161	459,341074	0	129,6573845	174,377877	175,2275102
23	R4 - O	1137,675281	0,904513096	222,8841995	458,3554617	455,5311072	1288,909478	5,629199203	398,8480522	468,0103364	468,8599696
24	R4 - T	635,0954511	0,099065692	55,43273747	266,2836081	313,2800399	971,5072121	0,803965598	189,4122439	416,7086856	502,5966403
25	R4 - O	672,2756184	0,193532301	32,42013233	251,2218258	388,440128	948,7737429	1,792780776	91,1164078	390,031788	502,2643027
26	R4 - O	63,32199923	0,023908692	0,860589347	32,57055436	29,86694683	302,5779883	0,083018242	3,822083328	122,1143916	179,5515746
27	R4 - T	33,85189659	0,000774617	0,801510773	17,27224849	15,77736271	229,1835836	0,009161503	3,629303943	52,56004004	175,2492881
28	K4 - O	151,4083127	0,416540263	24,43873248	65,82155197	60,73148798	828,2049616	3,366607374	112,7044903	318,7687491	499,2505406
29	K4 - T	422,0980023	2,137747215	29,2671303	150,1268893	240,5662355	820,0610201	24,56349674	107,5778804	382,2392148	502,6694051
30	K4 - T	373,5249722	0,375295605	62,55519764	159,5714203	151,0230586	998,7568437	3,175336312	202,2640048	382,7822933	432,3563992
31	K4 - O	789,0708036	3,779444772	179,2129163	311,8780502	294,2003923	1078,43255	25,15240499	291,5007068	371,168495	416,2812322
32	K5 - O	833,6913913	30,07274047	221,2725987	294,1896221	288,15643	1486,013884	86,82415025	428,5406228	500,1281619	501,4453834
33	K5 - T	1148,846097	86,79149598	354,9907023	366,0956558	340,9682432	1672,75602	178,4152376	501,1826994	501,5854037	503,2910278
34	K5 - T	1512,247693	174,5339016	500,8606929	450,346434	386,5066645	1700,83597	226,2102372	503,5037617	503,666705	504,3927005
35	K5 - O	42,92016129	0,785094041	2,726106102	6,284789158	33,12417199	428,3122327	2,482776708	8,829311077	39,64694436	377,3532006
36	K6 - O	1733,229853	343,6931317	501,0018781	471,8337619	416,7010817	1859,08108	375,3087591	503,1235016	503,7881493	502,1079098
37	K6 - O	442,4003947	97,70472389	113,7379957	115,0460607	115,9116144	458,3825152	103,4566624	118,2492144	120,2433857	130,3664787
38	K6 - T	29,40576024	2,812707877	7,455219966	10,00716455	9,13066784	71,08066518	3,527031733	9,424682618	12,50294562	51,90256444
39	K7 - T	3,14298E-05	2,26779E-05	8,75184E-06	0	0	0,000377157	0,000272135	0,000105022	0	0
40	K7 - O	1743,44754	270,7699197	490,3068607	490,8075732	491,5631866	1777,904158	305,4030832	492,6986677	492,1759007	496,0485272
41	K7 - T	14,13184119	2,641249759	4,045845951	4,303677623	3,141067856	21,41418226	3,394896484	4,978785133	5,700255409	9,077085147
42	K7 - O	85,17385159	15,60808573	23,01084119	26,98801597	19,56690871	89,97224755	16,72589195	24,25848527	32,13348819	24,17800631
43	K8 - O	193,6448338	17,32047678	51,96012642	74,98621674	49,37801384	267,5953522	24,17235638	81,51619611	113,9891756	103,463347
44	K8 - T	903,9088105	17,52652262	221,7298078	352,7021059	311,9503742	1187,651126	32,42394548	263,2381148	420,0200899	492,8024439
45	K8 - T	1558,364993	63,42974296	487,493757	503,5967518	503,8447408	1620,119334	112,2328065	500,9056625	504,179509	504,2654128

47	K9 - O	181,935387	4,922250532	89,14697299	61,47398598	26,39217752	467,3444167	15,05176669	235,011216	260,7837663	108,0409852
48	K9 - T	591,0005264	8,272015291	172,4837839	194,6541825	215,5905447	1293,194822	24,08705882	354,062991	500,7353125	502,8570503
49	K9 - O	4,147516677	0,059885698	0,047132523	0,224998049	3,815500406	29,31034096	0,118453267	0,162802809	1,392775502	27,86131453
50	K9 - T	8,615888844	0,46926389	1,185089596	1,531638896	5,429896462	29,82118179	0,856877636	2,581810928	3,49566473	25,93642997
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0	0	0	0	0	0	0	0	0	0
53	K10 - T	3,45852E-05	3,45852E-05	0	0	0	0,000415022	0,000415022	0	0	0

AS - CLOSURE - 30%

No	Name	QLen (Avg, Total)	QLen (Avg, 600-4200)	QLen (Avg, 4200-7800)	QLen (Avg, 7800-11400)	QLen (Avg, 11400-14400)	QLen (Max, Total)	QLen (Max, 600-4200)	QLen (Max, 4200-7800)	QLen (Max, 7800-11400)	QLen (Max, 11400-14400)
1	R1 - T	0,000138336	0	1,88077E-05	0,000119529	0	0,000862756	0	0,00011972	0,000862756	0
2	R1 - O	0	0	0	0	0	0	0	0	0	0
3	R2 - O	0,104243894	0,02438839	0,05089598	0,020171694	0,00878783	0,277646678	0,084461396	0,117574171	0,039645334	0,073301479
4	R2 - O	0,071026935	0,000590953	0,003821785	0,00469341	0,061920787	0,744436292	0,00442399	0,016465203	0,043136235	0,74236408
5	R2 - T	0,579983338	0,014596894	0,041090738	0,025697256	0,498598449	5,92274232	0,060853765	0,120451395	0,130150727	5,87550398
6	R3 - O	136,0773667	0,067730783	0,162328621	8,385772452	127,4615348	541,0253707	0,137756364	0,312604786	80,43891901	460,1768251
7	R3 - O	0,985672661	0,025821409	0,02938329	0,031135448	0,899332514	10,2826593	0,065425837	0,077572644	0,159879032	10,23531325
8	R3 - T	9,423994172	0,020870799	0,01440475	0,014168206	9,374550417	95,06675385	0,100321154	0,08162391	0,062997887	95,01273216
9	R4 - T	58,78800352	0,011877192	0,024755068	9,983077564	48,7682937	116,6441334	0,045262251	0,077256268	39,3029287	77,32837812
10	R4 - O	2,315411294	0,143366216	0,164717829	0,114007188	1,893320061	13,39651253	0,254791592	0,333796214	0,530478426	13,03316489
11	R4 - T	18,03391886	0,016766365	0,031396095	1,582682839	16,40307356	130,5330208	0,040200358	0,078758704	7,404219902	123,0439055
12	R4 - O	194,9501653	0,176123735	0,327847556	32,11254016	162,3336539	447,1691354	0,362469421	0,85619422	151,0622741	319,8275037
13	K1 - O	587,6693397	2,049622033	3,24360695	193,0416244	389,3344863	933,9833098	3,290297261	4,156078893	434,0140598	498,7489069
14	K1 - O	2,870385554	0,908587332	0,820660853	0,530644766	0,610492604	4,201014203	1,245832309	1,107452229	1,48420134	1,585837362
15	S1 - T	0,016717831	0,006039971	0,007351879	0,000291744	0,003034237	0,079544384	0,037059203	0,074507222	0,003500932	0,02931327
17	K2 - O	241,788168	0	0,960254561	101,3832087	139,4447047	317,0130909	0	6,184478195	156,8157659	164,9446263
18	K2 - O	0,018041634	0,001618508	0,004309657	0,007249917	0,004863551	0,077784715	0,019422098	0,030532149	0,076026233	0,058362616
19	K2 - T	5,687440953	0,011110854	0,007186429	0,878382988	4,790760683	55,65304106	0,028842343	0,036154534	3,730745333	51,89345339
20	K3 - O	0	0	0	0	0	0	0	0	0	0
21	K3 - T	23,27420089	0,013576384	0,02488594	5,594206134	17,64153243	173,0957584	0,03160047	0,048877485	19,28838191	153,7787592
22	K3 - O	288,6093946	0	5,115949593	129,6611892	153,8322557	363,8204613	0	28,51618629	168,1771624	174,7521836
23	R4 - O	863,0830622	0,412459762	38,26932229	388,111315	436,2899652	1053,242719	0,684202573	130,1348652	461,8008329	468,384643
24	R4 - T	838,3113078	0,106585519	30,04481954	326,5293791	481,6305237	1055,828727	0,179900894	91,87125418	464,5250215	502,5086762
25	R4 - O	527,0055567	0,092358751	15,95482226	177,8215306	333,1368451	932,7665451	0,365380241	49,25567463	396,853506	500,7168246
26	R4 - O	34,39511471	0,051268845	0,135695541	15,02936368	19,17878665	278,1126142	0,13837614	0,454224268	97,71178819	180,3055659
27	R4 - T	19,18862547	0,003965884	0,153904792	5,048299354	13,98245544	198,0130124	0,02388157	1,154110322	35,69902538	162,2906763
28	K4 - O	40,81774961	0,030822167	0,080298696	9,992460991	30,71416776	266,6627019	0,201111173	0,315949801	48,90931051	217,7438907
29	K4 - T	435,0510749	1,171339935	23,68396911	132,9298919	277,2658739	919,6794697	10,23146655	113,0510574	391,0858154	501,3523278
30	K4 - T	444,1656551	0,13948346	15,1003956	170,9838237	257,9419524	798,2550817	0,831159727	63,4621778	317,4373779	450,0937824
31	K4 - O	650,1187868	0,70962812	88,0318341	280,7861002	280,5912244	941,477449	5,923458106	179,4395779	371,9522966	399,3893165
32	K5 - O	913,8871462	38,37446511	167,9062999	344,0668162	363,539565	1253,191406	119,3535846	293,3534953	494,7704398	501,738264
33	K5 - T	852,725722	75,14808372	207,3633676	285,4684229	284,7458479	1419,986937	126,2513076	360,9052331	497,9694669	503,7557246
34	K5 - T	1607,182747	164,567639	489,0545481	490,9716697	462,5888906	1747,098857	246,9547088	502,7296928	502,3828254	504,3445793
35	K5 - O	34,14130162	1,352618088	3,521263188	3,76515346	25,50226688	278,6216815	2,757926346	6,909431429	7,685519554	270,0321008
36	K6 - O	1830,251997	389,7085319	501,3424244	497,1972101	442,0038301	1917,324668	413,316664	502,1258184	502,5912463	502,7023996
37	K6 - O	472,1832163	116,3063411	118,5986997	118,9435114	118,3346641	485,0998662	122,8753339	122,4127424	125,0037002	125,5725306
38	K6 - T	32,1532186	11,03188889	8,920323873	6,574233809	5,626772027	48,79033061	16,55712524	11,41960605	8,50594532	25,08400898
39	K7 - T	9,40522E-05	0	9,40522E-05	0	0	0,001128626	0	0,001128626	0	0
40	K7 - O	1955,787664	481,2229916	491,4400077	491,2903648	491,8343001	1960,183536	484,2252342	493,1907761	492,362641	493,4833744
41	K7 - T	11,02064414	2,319855235	3,023561637	2,873618105	2,803609167	12,27247981	3,062053444	3,749624825	3,428439371	3,403324517
42	K7 - O	65,00177552	15,93143412	17,84795985	17,22167488	14,00070668	67,71929226	18,14284958	19,52778191	18,30431869	16,34576312
43	K8 - O	117,3107101	29,42356394	33,30602929	30,4670728	24,11404408	155,8851695	46,12776861	51,62752058	42,27334936	40,04377058
44	K8 - T	1572,782463	150,3878834	416,0364807	503,23651	503,1215891	1627,354984	173,4678563	451,157727	503,7231466	503,6190654
45	K8 - T	1894,553488	383,5074917	503,601681	503,6767621	503,7675532	1910,317673	399,5358805	504,0774088	504,2586129	504,2783458
47	K9 - O	86,16931212	1,613655003	39,74240134	35,00698017	9,806275602	184,0151821	2,249315989	84,98361298	144,1364044	49,49708451
48	K9 - T	337,8897136	2,682954835	114,5934346	137,5674671	83,04585701	882,4153563	5,961388021	243,8091388	452,9814665	317,472405
49	K9 - O	7,185620196	0,123722995	0,366476108	0,521203603	6,17421749	47,37072582	0,234291027	1,310502348	3,190063696	45,26361266
50	K9 - T	8,922391387	0,960695709	1,856479243	1,5944532	4,510763236	31,16071944	1,471272341	2,913579153	2,929957634	26,30427975
51	K10 - O	0	0	0	0	0	0	0	0	0	0
52	K10 - T	0,000173601	7,73778E-05	6,88218E-05	0	2,74011E-05	0,000928534	0,000928534	0,000825862	0	0,000328813
53	K10 - T	0,000308061	6,98081E-05	0	0,000176706	6,15472E-05	0,00115571	0,000490657	0	0,00115571	0,000738566

J

Expert Validation: Validation of KPI Results

This appendix provides the full summary of the joint expert validation session discussed in Chapter 8 of the main text.

During the validation sessions, it was explicitly stated that the interviews were not intended to take over the experts' work, but rather to use their practical knowledge as a benchmark for assessing the usability and realism of the microsimulation. The central question was always: does the simulation outcome align with what you would expect based on practical experience and is it useful for decision-making?

J.1. Expert Feedback on Travel Time Impacts Results

When asked whether the model results over travel time reflect a realistic order of magnitude, all experts indicated that they had never directly measured such figures in past projects. Therefore, they could not verify the results against hard data. However, the reported travel time increases during the first peak hour appeared realistic and aligned well with experts' expectations based on similar projects. This correspondence between the model outputs and expert perception was considered a positive indicator of credibility for the initial results. However, when examining the second, third and fourth charts, experts noted that the simulated travel times escalated excessively in magnitude and were therefore not regarded as realistic.

Regarding the usefulness of the travel time results, the experts agreed that the model is valuable, both for planning and as a negotiation tool in discussions with clients or road authorities. In their view, it enables more informed decision-making in the preparatory phase, allowing for substantiated discussions about whether interventions such as traffic reduction or physical modifications (e.g., bypass implementation) are worthwhile. For example, the bypass scenario clearly demonstrates the potential benefits in travel time of rerouting during the first peak hour, which can serve as input when weighing trade-offs between construction efficiency, costs and accessibility. One expert emphasised that this type of analysis can help justify a chosen phasing strategy to a road authority by providing an argument based on evidence for travel time results.

Experts noted that while the scenarios with 10-30% demand reduction show an approximately linear improvement in flow, the practical feasibility of achieving 20-30% reduction remains uncertain. Consequently, these scenarios should be interpreted as sensitivity tests and negotiation inputs rather than point forecasts. They are primarily useful as a discussion or negotiation tool, but achieving a 20-30% traffic reduction in practice is considered highly uncertain. Nevertheless, it is emphasised that reviewing these results remains valuable.

In this specific case, the bypass already exists as a right-turn slip road before the roundabout, which offers advantages in terms of cost and time compared to constructing a new bypass. Nevertheless,

ensuring that drivers are aware of its availability is essential to realise its potential benefits. Experts also noted that if drivers are not guided onto the bypass early enough, there is a risk of increased search and cut-through traffic in nearby residential areas. Several experts warned that if driver guidance is insufficient, cut-through traffic in adjacent residential streets is likely to increase, shifting impacts rather than resolving them. Early, visible wayfinding toward the bypass is therefore critical.

The discussion also explored which real-world factors could cause travel times to differ from the model's predictions. Several were mentioned:

- **Traffic signal control (VRI) settings:** Adjustments to signal timing, especially during peak hours, can significantly influence travel times. For example, a municipality could allocate more green time to critical flows, which may reduce delays. Differences between fixed-time control and actuated (on-demand) control can also have a substantial impact.
- **Bypass design and efficiency:** The physical design and operational efficiency of a bypass determine how much relief it can provide. Even with an existing bypass, its effectiveness depends on how well it is integrated into the traffic management plan.
- **Driver behaviour and learning effects:** In the initial weeks of a new traffic situation, unfamiliarity may reduce efficiency. Over time, as drivers adapt, travel times may improve.
- **Weather conditions:** Rain, snow or other adverse weather may lead to slower driving speeds or increased car use, thereby affecting congestion and travel times.
- **Incidents and accidents:** A collision on an already heavily used detour route could cause severe delays or complete gridlock.
- **Concurrent roadworks:** Overlapping construction projects in the network can alter traffic patterns and increase travel times on the studied route.

While many of these factors such as weather, accidents and concurrent works fall outside the contractor's control, others, like traffic signal optimisation or driver guidance towards the bypass, can be influenced through planning and coordination. Overall, the consensus was that the model offers a credible and useful tool for both planning and negotiation purposes, particularly in providing evidence-based support in travel times for phasing decisions and accessibility measures during temporary roadworks.

J.2. Expert Feedback on Speed Reduction Results

The experts agreed that the extremely low average speeds observed in the simulation (as low as 0-2 km/h) are not fully realistic. In practice, drivers facing such severe congestion would likely choose alternative routes, for example by following Google Maps or other navigation systems, rather than remaining on a road moving at walking pace, potentially resulting in cut-through traffic in residential areas. This rerouting behaviour is not fully captured in the model, partly because the simulation scope is limited to the IJsselstein area and four main shortcut routes. In reality, drivers could also take detours outside the modelled network, such as exiting the motorway one junction earlier or later to avoid the bottleneck.

The experts considered this scope limitation a logical and necessary modelling choice, as the network cannot be expanded indefinitely. However, they noted that it inherently limits the model's ability to reproduce realistic rerouting behaviour and therefore affects the accuracy of the speed results. One expert specifically noted that, in the simulated scenarios, the network invariably becomes saturated after a few hours regardless of the measures applied, leading to complete gridlock and therefore unrealistic low speeds.

Another limitation is the absence of so-called courtesy behaviour, in which drivers in reality sometimes yield against the rules such as allowing a vehicle to merge from a blocked side road or giving buses priority to maintain traffic flow. In the model, right-of-way rules are applied strictly, meaning that once a queue blocks a road entrance, no vehicles can merge until the blockage in the right-of-way traffic clears. This can also result in unrealistically low speeds, which the experts recognised in the simulation outcomes.

Regarding the realism of the results, the experts indicated that the first peak hour, in some views the second, still produces speeds that are plausible and show meaningful differences between scenarios.

However, in later hours, the modelled network quickly reaches complete standstill traffic, which they considered unrealistic for real-world conditions. The duration of the closure also plays an important role: in short-term closures (e.g., two weeks), road users might tolerate long delays and stay on the congested route, making low speeds more realistic. In long-term closures, however, drivers would adapt over time, finding alternative routes and avoiding the most congested links.

Overall, the experts concluded that the speed results are primarily useful for analysing the initial hours of the closure, where scenario differences remain visible, but become less reliable as the simulated period progresses due to behavioural factors and network effects not captured within the current model scope.

J.3. Expert Feedback on Queue Length and Congestion Results

The experts considered the simulated queue lengths and congestion patterns to be partly realistic, but likely less extreme in reality. In the model, several roads become fully saturated, with traffic coming to a complete standstill. This is partly due to the limited network scope covering only IJsselstein and its immediate surroundings which prevents the simulation from capturing rerouting to more distant detours, such as exiting the motorway one junction earlier or later. In practice, drivers would adjust their behaviour, seek alternative routes or change travel patterns, thereby reducing the severity of congestion.

Another limitation is the absence of behavioural elements such as courtesy yielding, where drivers occasionally allow vehicles to merge against the right-of-way rules to maintain flow. In the model, strict priority rules are applied, which can cause blockages to persist. Additionally, VISSIM's maximum queue length setting of 500 vehicles may point to even more severe gridlock once this limit is reached in real-life. Once VISSIM's maximum queue length of 500 vehicles is reached, reported values can mask further deterioration (e.g., many bars collapsing into an extreme bin), indicating that real-world queuing may be even more severe or redistributed across links.

Despite these limitations, the experts agreed that the model is still valuable, especially for identifying where queues are likely to form first and for prioritising traffic management interventions. One expert added that the results can still be useful even when the model operates beyond its limits, provided the bottleneck analysis is based on the first peak hour. The A2 interchange was highlighted as the most critical bottleneck in this case and the experts confirmed that this is what they would have expected in reality. Overall, the first peak hour (and in some views the second) remains informative for comparing scenarios. Beyond that, saturation and boundary effects dominate, reducing representativeness. Therefore they noted that the results from the first peak hour and in some views also the second, are the most reliable, as they still show clear differences between scenarios. From the third or fourth hour onward, the network becomes unrealistically overloaded, making the outputs less representative of real-world conditions.

They emphasised that even for relatively small projects, applying VISSIM effectively may require a larger model area or extended boundary conditions to prevent unrealistic overload effects. Overall, the consensus was that, when interpreted with these limitations in mind, the model remains a very useful tool for bottleneck identification and for assessing the relative impact of measures in the early stages of closure scenarios.

J.4. Overall Expert Feedback

In the concluding discussion, the experts were asked four overarching questions: (1) whether the results as a whole are useful for decision-making, (2) where they see the greatest uncertainty, (3) what additional analyses they would recommend and (4) whether they consider the model applicable to other projects.

On overall usefulness, they agreed that the model outputs can support decision-making, but not all results are equally reliable. The greatest value lies in bottleneck analysis in identifying where queues and delays first occur particularly in the first peak hour, where scenario differences remain visible. Later periods become less representative due to network saturation, making careful selection of which results to use essential. Experts point out that even when outputs are partially useful, they can serve as a

valuable discussion tool with road authorities, helping to explore phasing strategies and accessibility measures.

The main sources of uncertainty include the model's limited geographical scope, which excludes longer-distance diversions and the simplified representation of driver behaviour, such as route choice in response to congestion. In practice, drivers would likely reroute outside of the modelled scope after encountering severe delays, often aided by navigation systems, which the current model captures only partially and in a limited scope. Additional uncertainty comes from traffic signal settings, where differences between fixed-time control and actuated control could significantly influence congestion patterns.

As a potential improvement, the experts suggested expanding the network to include a wider regional scope. This would allow for a more realistic representation of alternative routes and diversion behaviour, thereby reducing the risk of overestimating congestion and travel times once the network becomes saturated. However, given the scope of this research, they agreed that the current network extent was the most appropriate choice, as a significantly larger scope would likely require a different modelling tool than VISSIM. For further analysis, the experts also suggested testing less extreme scenarios such as partial lane closures or phased construction to keep congestion within the model's capacity and produce more representative outputs. However, they emphasised that such scenarios would require particular attention to maintaining traffic and worker safety on site.

Regarding applicability to other projects, the consensus was that the modelling approach has strong potential, particularly for comparing alternative phasing strategies for temporary roadworks and they can serve as a valuable discussion tool with road authorities, helping to explore accessibility measures. However, the experts emphasised the high resource requirements: building the model in this case took several months and similar efforts could cost up to thousands of euros. For future projects, the cost-benefit balance should be carefully assessed, ensuring that expected decision-making benefits justify the time and budget investment. Some questions, particularly those involving overall traffic reduction, were described as belonging to an entirely different type of study, requiring a higher-level model that incorporates mode choice and departure time changes, which VISSIM alone cannot simulate. In that context, the experts considered it appropriate that such aspects were not included in this study given the different scope.

Several experts highlighted that beyond its direct analytical value, the model can play an important role in creating awareness among clients and road authorities about the implications of requesting a VISSIM analysis in a project tender. By presenting this case study, stakeholders can better understand the time, budget and data requirements involved, as well as the level of detail and realism that can be expected from such a model. This awareness can help align expectations early in the process and support more informed decisions on whether the investment in a microsimulation is justified for a given project scope. Early confirmation of data availability and a clear definition of model scope were highlighted as ways to improve efficiency and reduce rework, with experts stressing that this can significantly reduce both time and costs.

K

Use of AI Tools

During the development of this thesis, AI tools such as ChatGPT and Perplexity were used to support the writing and research process. These tools contributed in the following ways:

- **ChatGPT** was used to assist with:
  - Structuring sections and formulating clear research objectives
  - Rephrasing and improving academic language for clarity and consistency
  - Providing feedback on logical coherence, argumentation and terminology
  - Summarizing expert interviews (based on transcripts)
  - Translating Dutch interview content into fluent academic English
  - Designing the front cover image
- **Perplexity** was used to:
  - Explore relevant academic sources during the early literature review phase
  - Retrieve contextual summaries and identify key papers

All outputs from these tools were critically reviewed and edited by the author. Final interpretations, formulations and conclusions are the sole responsibility of the author. The tools were used as supportive aids, not as replacements for independent academic judgment.

Since AI tools may produce inaccurate or biased information, their outputs were carefully verified against academic standards and cross-checked with original sources and statements.