



Table 5.23 provides a comparison of the network-wide MOEs for the 2040 No-Build and Build 2 Sub Scenario. These MOEs were obtained from VISSIM analysis documented in the PTAR dated June 2020 for the SW 10th Street Connector PD&E Study. The comparison clearly shows the Build 2 Sub Scenario to be better than the No-Build for all MOEs.

Table 5.27: 2040 Network-Wide Output (VISSIM)

AM PEAK	No-Build Alternative	Build 2 Sub Scenario	
	Value	Value	Difference
Total Delay (hr)	4,801	1,374	-71%
Total Travel Time (hr)	10,797	8,155	-24%
Total Stops	489,849	90,061	-82%
Latent Demand	3,427	1	-100%
Average Delay (mm:ss)	3:09	0:50	-74%
Average Speed (mph)	28	42	50%
PM PEAK	No-Build Alternative	Build 2 Sub Scenario	
	Value	Value	Difference
Total Delay (hr)	21,267	1,853	-91%
Total Travel Time (hr)	25,553	9,260	-64%
Total Stops	2,437,510	173,248	-93%
Latent Demand	33,729	22	-100%
Average Delay (mm:ss)	17:55	1:02	-94%
Average Speed (mph)	8	40	400%
2040 Horizon	Daily TT Savings (hr)	Ann. TT Savings (hr)	Ann. Benefits (\$)
Build Alt*	18,935	4,923,100	\$ 94,523,520

*Benefits over 2040 No-Build Alternative using AM & PM Peak Period at 260 days.

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