Appendix A

Project Brief Data (December 2015 by City)

CITY OF ALEXANDRIA, VIRGINIA

PROJECT BRIEF

A Compilation of Existing Conditions, Plans, and Policies for Reference during the Old Town North Small Area Plan Update Planning Process

FINAL
DECEMBER 2015

The Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314
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(OTN SAP Update Webpage)

TRANSPORTATION

II. TRANSPORTATION

Existing Plans and Policies

a. **2008 Transportation Master Plan** – According to this Plan, the City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile. This system will lead to the establishment of transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria. The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment.

Transportation Goals:

1. Ensure that people can travel into, within and out of the City of Alexandria by providing transportation choices that combine different modes of travel into a seamless, comprehensive and coordinated transportation system.
2. Make walking the safest, most convenient and enjoyable way to get around Alexandria.
3. Make bicycling an integral part of the transportation system in Alexandria.
4. Create multimodal corridors that protect and enhance the character of the City and its diverse neighborhoods.
5. Implement a comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans – furthering the City's overall and wider transportation vision.

b. **2008 Pedestrian and Bicycle Mobility Plan**– According to this Plan, the City of Alexandria envisions reducing dependence on private automobiles and providing citizens with transportation choices. One way to accomplish this goal is to improve access for persons with disabilities, pedestrians, and bicyclists. This Plan provides a blueprint for 10 years of on-the-ground safety, mobility and connectivity improvements. Implementation of this Plan will make walking and bicycling more attractive transportation choices in the City.

Pedestrian Concept Goals:

1. Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians – particularly children and those with mobility impairments – to move safely and comfortably between places and destinations.
2. Encouragement: The City will encourage mobility for all pedestrians by removing barriers to accessibility and promoting walking as a means of improving health and active lifestyles.
3. Education: The City will develop Safe Routes to School Programs and awareness initiatives that address pedestrian safety, rights and responsibilities.
4. Enforcement and Safety: The City will create a safe pedestrian environment through effective law enforcement, detailed crash analysis and implementation of safety countermeasures.

Bicycle Concept Goals:

1. Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.

2. Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.
3. Education: The City will develop and implement targeted Safe Routes to School Programs as well as additional programs for adult cyclists and motorists.
4. Enforcement and Safety: The City will create a safe bicycling environment through effective law enforcement and implementation of bicycle safety enhancements.

The City is updating the Pedestrian and Bicycle chapters of the 2008 Transportation Master Plan to reflect changes that have occurred since then, including the adoption of the Complete Streets Policy, implementation of the Capital Bikeshare program, and establishment of more on-street bicycle facilities. It is anticipated that the Pedestrian and Bicycle Master Plan Update will be adopted in the spring of 2016 which will supersede the 2008 Pedestrian and Bicycle Mobility Plan.

c. **Complete Streets Policy** - By adopting a Complete Streets Policy in 2011, and reinforcing that policy through the 2014 City Council Resolution 2621, the City of Alexandria envisions a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards. With the continued implementation of the Complete Streets Program, the City is able to further achieve the goals of the City Council Strategic Plan, the Transportation Master Plan, and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient, and comfortable travel for all roadway users.

The City is in the process of developing Complete Street Design Guidelines with completion anticipated in late fall 2015.

d. **New Parking Standards for Multi-Family Development Projects** – In April 2015, the City Council approved an amendment to the City's Zoning Ordinance to revise the parking standards for new multi-family construction. The revised multi-family parking standards reflect an effort to "right-size" parking to reflect current City policy and practice, changing demographics, and market demands. The new standards provide a framework for parking ratios to be lower based on the development project's geographic context, proximity to transit, access to bus service, inclusion of studio units, and affordable housing.

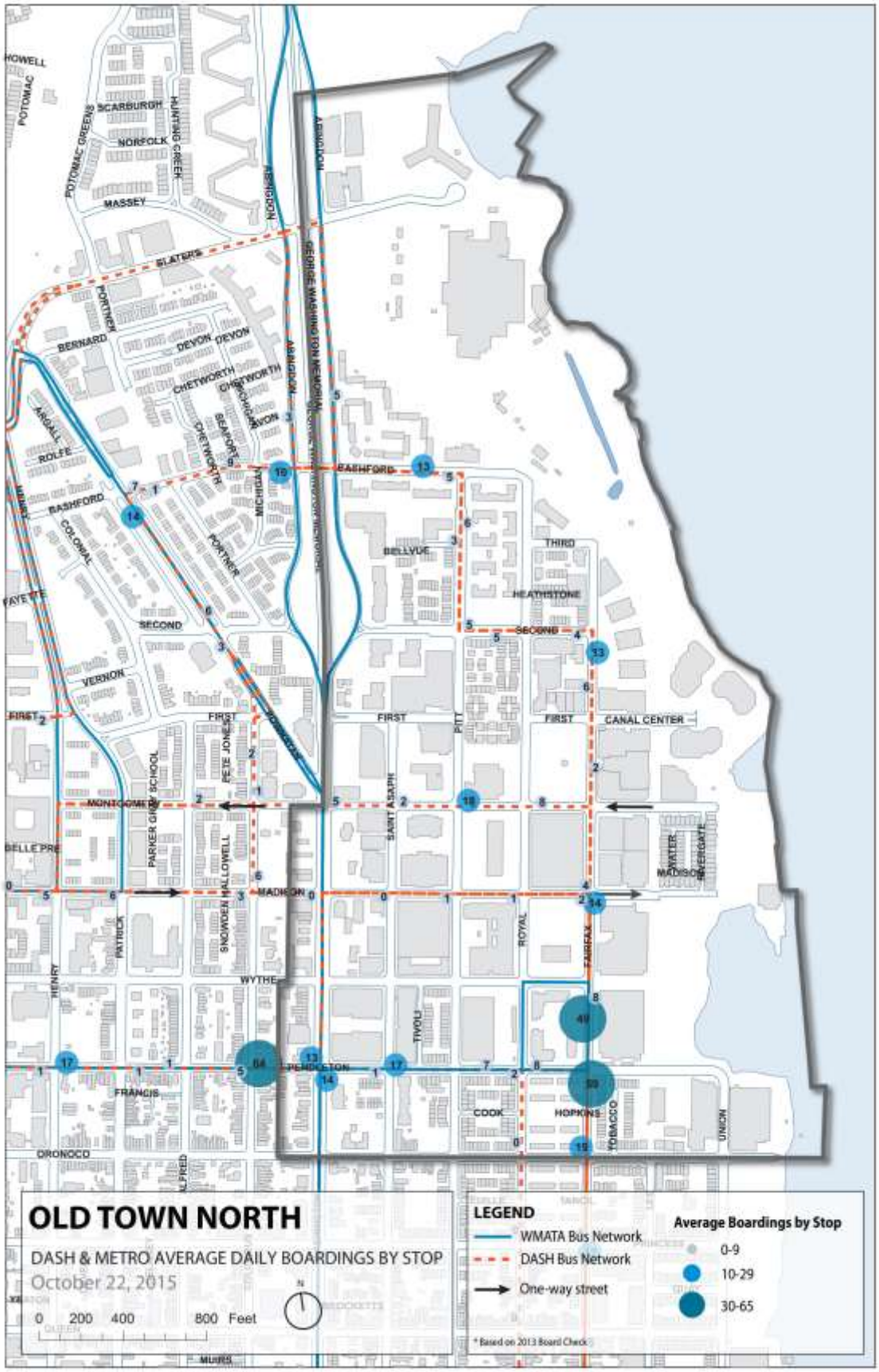
Existing Data and Maps

- Map 18 – 2015 Existing Transit Routes
- Map 19 - Bus Ridership – 2013 Average Daily Boarding
- Map 20 - Bus Ridership – 2013 Average Daily Alighting
- Map 21 – Approved Service Recommendations All Day Weekday Old Town DASH Network Map
- Map 22 – Draft Recommended Bicycle Network – Alexandria Pedestrian and Bicycle Master Plan (2015)
- Map 23 - Reported Bicycle Crash Maps (Jan 2005 – Dec 2014)
- Map 24 - Reported Pedestrian Crash Maps (Jan 2005 – Dec 2014)
- Map 25 – 2015 Existing Public and Private Commercial Parking Facilities
- Map 26 – Known Traffic Count Locations (as of 2015)
- Map 27 – 2015 Existing Car share, Bikeshare, Bike Racks and EV Charging Station Locations

MAP 18 – 2015 EXISTING TRANSIT NETWORK

This map was produced from data provided GIS Department, City of Alexandria, VA. Updated: 09/14/2015

MAP 19 – BUS RIDERSHIP - 2013 AVERAGE DAILY BOARDINGS

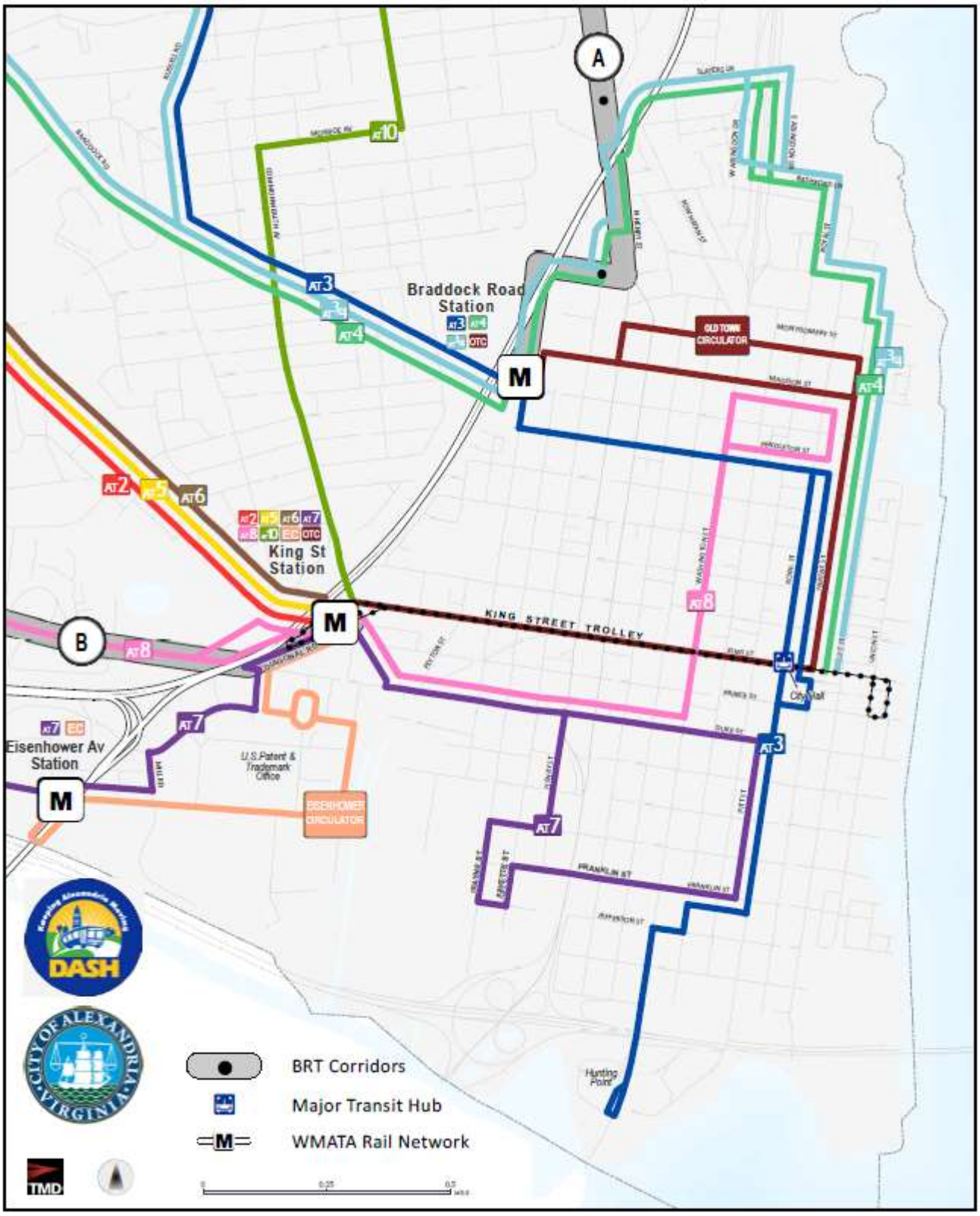


Source: Ped & ADA Improvements to Transit Stops Study by RK&K for City of Alexandria, VA June 2015. Map generated by the Department of Planning and Zoning 10/22/2015.

MAP 20 – BUS RIDERSHIP - 2013 AVERAGE DAILY ALIGHTINGS

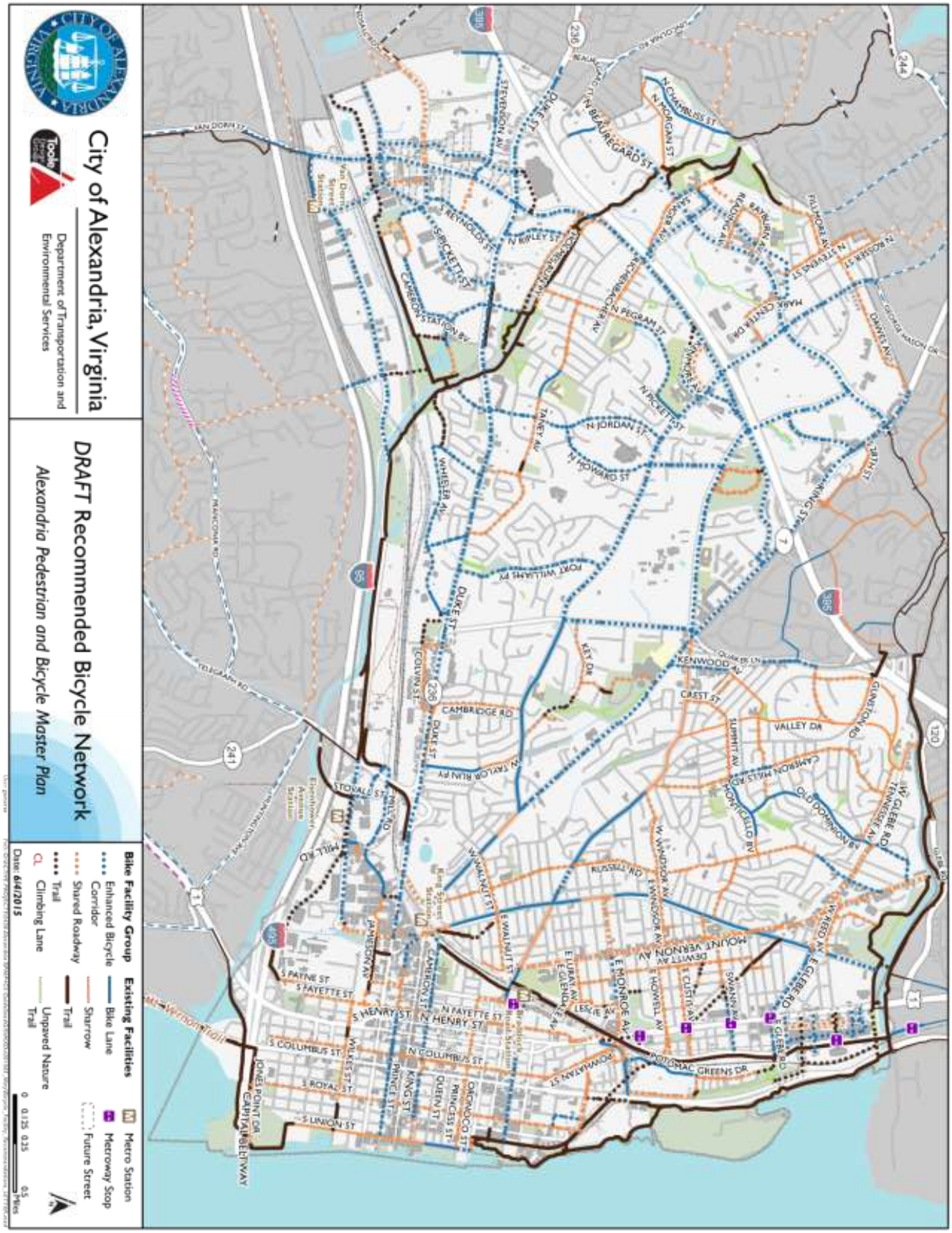
Source: Ped & ADA Improvements to Transit Stops Study by RK&K for City of Alexandria, VA June 2015. Map generated by the Department of Planning and Zoning 10/22/2015.

MAP 21 –APPROVED SERVICE RECOMMENDATIONS ALL DAY WEEKDAY
OLD TOWN DASH BUS NETWORK MAP



Source: Comprehensive Operational Analysis (COA) of the DASH Transit System. Service Recommendations – April 2014T
The shown service recommendations map is part of the DASH Comprehensive Operational Analysis adopted in March 2013. Final alignments are still subject to approval by the Alexandria Transit Company (ATC) board.

MAP 22 – 2015 DRAFT RECOMMENDED BICYCLE NETWORK
(From the Alexandria Pedestrian and Bicycle Master Plan)



Source: Department of Transportation and Environmental Services
Updated: 6/4/2015

MAP 23 – REPORTED BICYCLE CRASHES (JAN 2005 – DEC 2014)

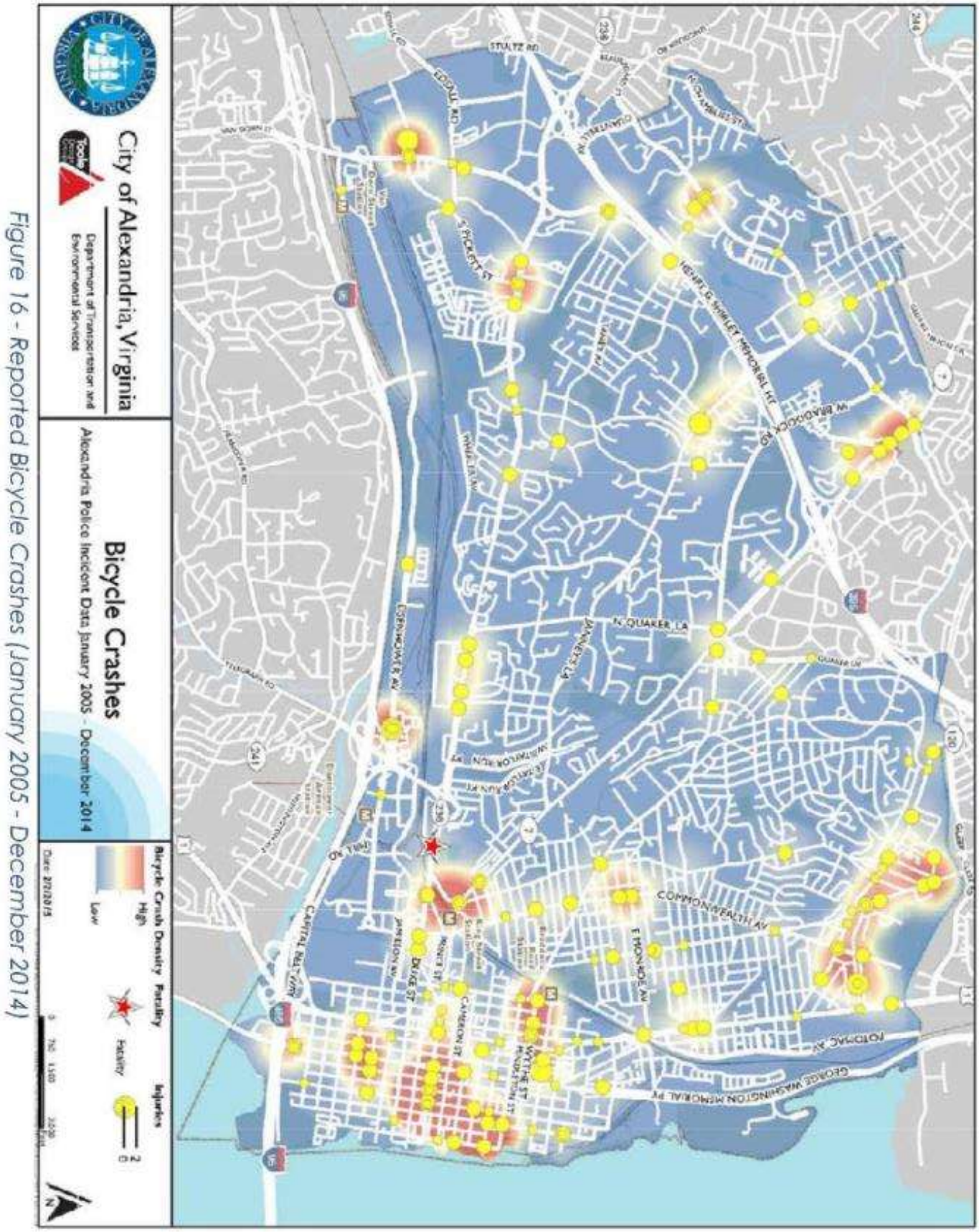
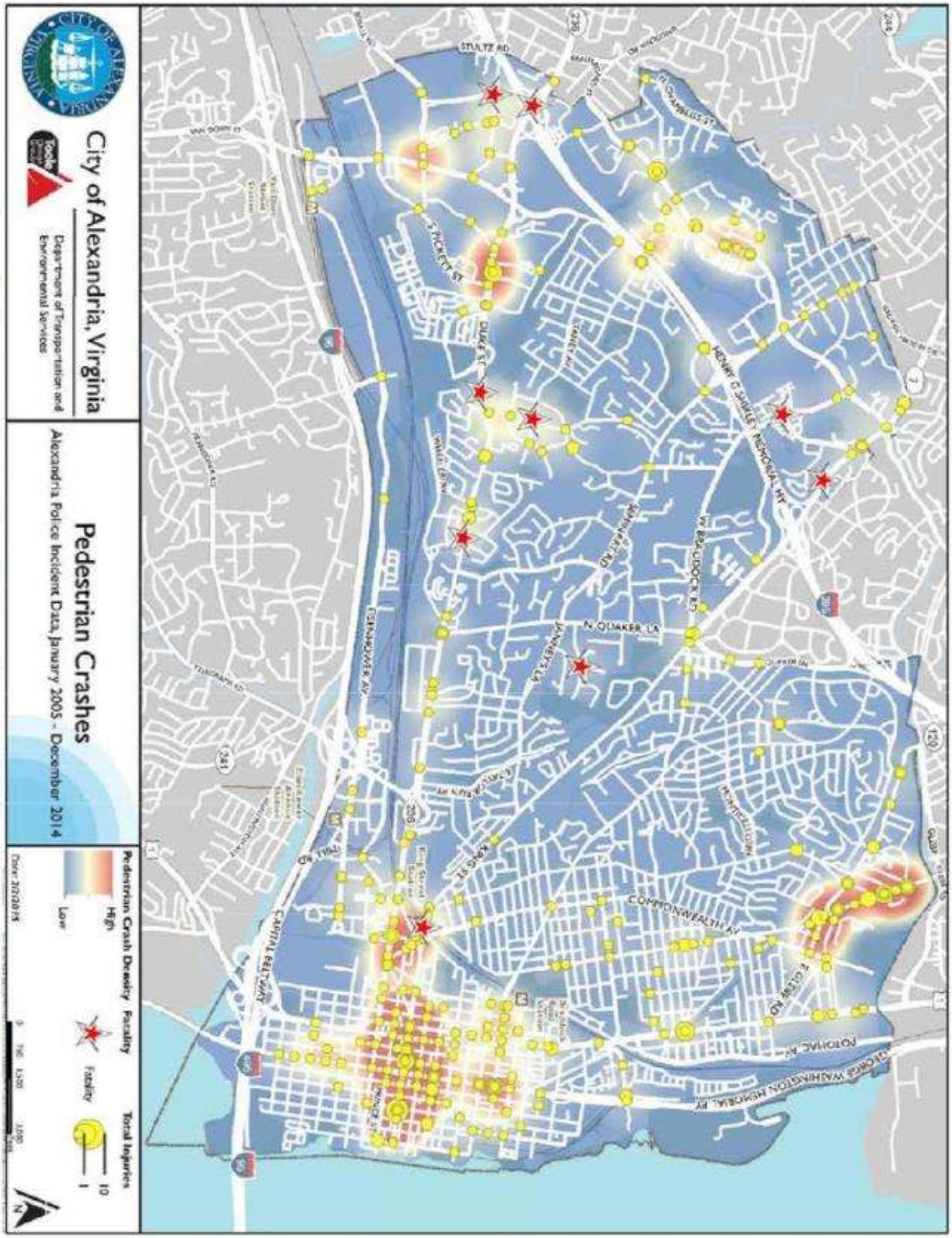


Figure 16 - Reported Bicycle Crashes (January 2005 - December 2014)

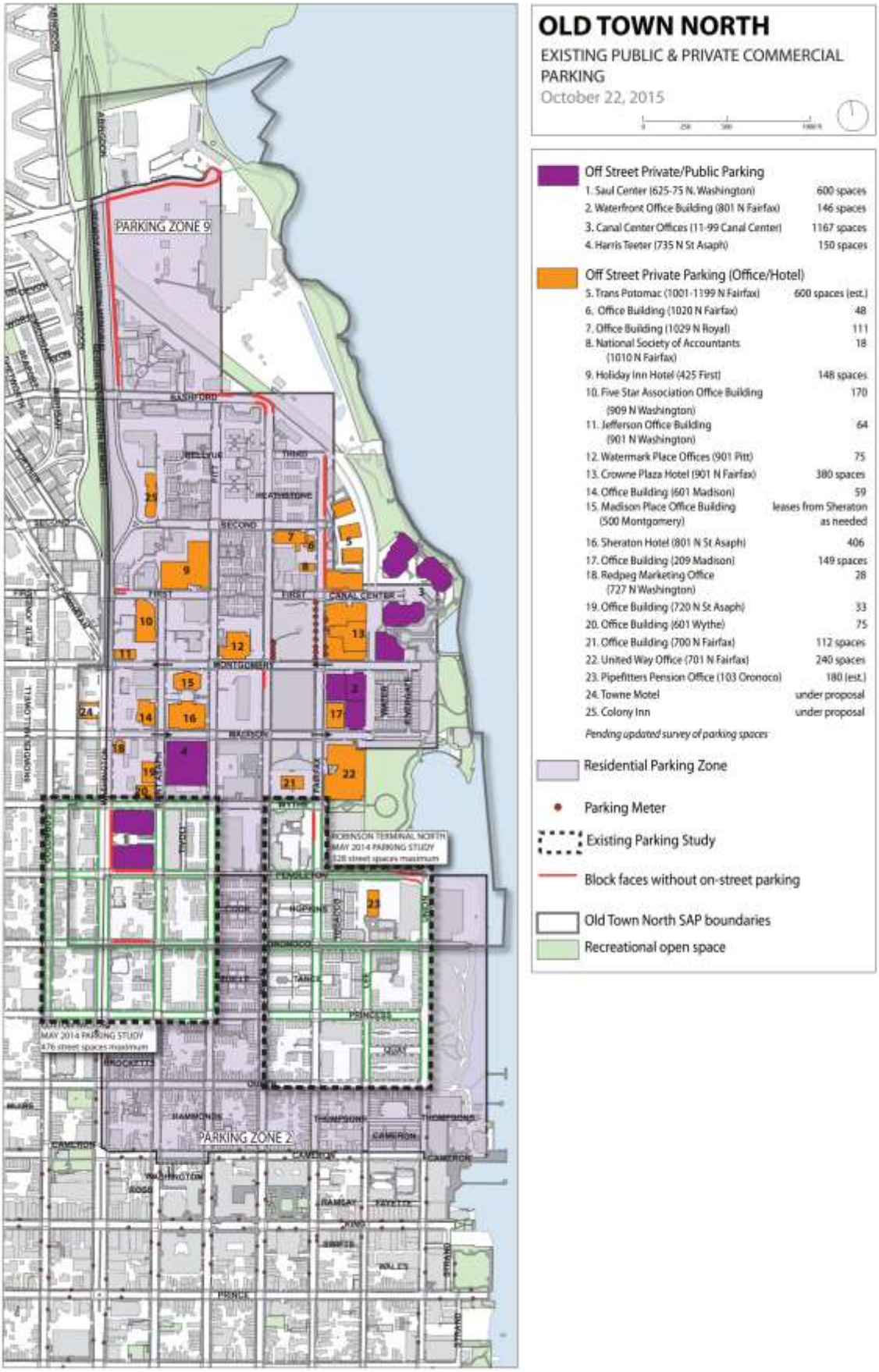
Source: Department of Transportation and Environmental Services
Updated: 2/2/2015

MAP 24 – REPORTED PEDESTRIAN CRASHES (JAN 2005 – DEC 2014)



Source: Department of Transportation and Environmental Services
Updated: 2/2/2015

MAP 25 – 2015 EXISTING PUBLIC AND PRIVATE COMMERCIAL PARKING FACILITIES



Planning & Zoning Department, City of Alexandria, VA. Updated: 10/22/2015

MAP 26 – KNOWN TRAFFIC COUNT LOCATIONS (AS OF 2015)

Source: 2011 Harris Teeter Traffic Impact Study by Groove/Slade Assoc., Inc., 2012 Union St Corridor Study by Toole Design, 2014 RTN Traffic Study by Groove/Slade Assoc., Inc., 2015 Edens , Colony Inn & Towne Motel Traffic Studies by Wells + Associates) – Updated 10/26/15

MAP 27 – 2015 EXISTING CAR SHARE, BIKESHARE,
EV CHARING STATIONS AND BIKE RACKS LOCATIONS

Source: Capital Bikeshare, Zipcar, Department of Transportation and Environmental Services. Updated: 10/21/2015

Appendix B

Traffic Counts Data

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: 1101 N. Washington Street
W+A JOB NO: 6553
INTERSECTION: N. Washington St. & Slaters Ln.
LOCATION: City of Alexandria,VA

DATE: 9/30/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina & Boddie
INPUTED BY: agan

SOUTHBOUND ROAD: North Washington Street
NORTHBOUND ROAD: North Washington Street
WESTBOUND ROAD: Slaters Lane
EASTBOUND ROAD: Slaters Lane

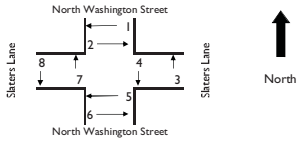
Time Period	Southbound North Washington Street					Westbound Slaters Lane					Northbound North Washington Street					Eastbound Slaters Lane					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	44	0	44		0	4	1	5		2	265	0	267		0	8	67	75		311	80	391
6:15 AM - 6:30 AM	0	52	0	52		0	2	3	5		0	355	0	355		0	3	75	78		407	83	490
6:30 AM - 6:45 AM	0	68	0	68		0	7	0	7		0	458	1	459		0	5	116	121		527	128	655
6:45 AM - 7:00 AM	0	84	0	84		0	2	2	4		0	525	0	525		2	5	117	124		609	128	737
7:00 AM - 7:15 AM	0	95	0	95		1	6	2	9		0	445	0	445		0	8	167	175		540	184	724
7:15 AM - 7:30 AM	0	158	0	158		4	10	2	16		0	450	0	450		0	6	160	166		608	182	790
7:30 AM - 7:45 AM	0	141	0	141		11	1	1	13		0	437	0	437		0	8	168	176		578	189	767
7:45 AM - 8:00 AM	1	120	0	121		4	6	2	12		0	374	0	374		0	5	140	145		495	157	652
8:00 AM - 8:15 AM	1	132	0	133		3	7	0	10		1	211	0	212		5	14	151	170		345	180	525
8:15 AM - 8:30 AM	0	175	0	175		0	0	0	0		1	235	0	236		6	1	115	122		411	122	533
8:30 AM - 8:45 AM	0	172	0	172		0	0	0	0		0	318	0	318		8	1	105	114		490	114	604
8:45 AM - 9:00 AM	0	230	0	230		0	2	0	2		0	268	0	268		9	1	106	116		498	118	616
Total	2	1471	0	1473		23	47	13	83		4	4341	1	4346		30	65	1487	1582		5819	1665	7484
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	248	0	248	0.74	0	15	6	21	0.75	2	1603	1	1606	0.76	2	21	375	398	0.80	1854	419	2273
6:15 AM - 7:15 AM	0	299	0	299	0.79	1	17	7	25	0.69	0	1783	1	1784	0.85	2	21	475	498	0.71	2083	523	2606
6:30 AM - 7:30 AM	0	405	0	405	0.64	5	25	6	36	0.56	0	1878	1	1879	0.89	2	24	560	586	0.84	2284	622	2906
6:45 AM - 7:45 AM	0	478	0	478	0.76	16	19	7	42	0.66	0	1857	0	1857	0.88	2	27	612	641	0.91	2335	683	3018
7:00 AM - 8:00 AM	1	514	0	515	0.81	20	23	7	50	0.78	0	1706	0	1706	0.95	0	27	635	662	0.94	2221	712	2933
7:15 AM - 8:15 AM	2	551	0	553	0.88	22	24	5	51	0.80	1	1472	0	1473	0.82	5	33	619	657	0.93	2026	708	2734
7:30 AM - 8:30 AM	2	568	0	570	0.81	18	14	3	35	0.67	2	1257	0	1259	0.72	11	28	574	613	0.87	1829	648	2477
7:45 AM - 8:45 AM	2	599	0	601	0.86	7	13	2	22	0.46	2	1138	0	1140	0.76	19	21	511	551	0.81	1741	573	2314
8:00 AM - 9:00 AM	1	709	0	710	0.77	3	9	0	12	0.30	2	1032	0	1034	0.81	28	17	477	522	0.77	1744	534	2278
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	384	0	384		1	18	11	30		0	225	0	225		1	6	52	59		609	89	698
4:15 PM - 4:30 PM	0	353	0	353		1	55	0	56		0	263	0	263		1	4	58	63		616	119	735
4:30 PM - 4:45 PM	1	422	0	423		2	14	3	19		0	252	0	252		6	4	61	71		675	90	765
4:45 PM - 5:00 PM	1	400	0	401		0	15	12	27		1	292	0	293		5	11	60	76		694	103	797
5:00 PM - 5:15 PM	0	405	0	405		0	15	9	24		0	320	0	320		2	24	75	101		725	125	850
5:15 PM - 5:30 PM	1	402	0	403		0	19	6	25		1	429	0	430		1	2	56	59		833	84	917
5:30 PM - 5:45 PM	0	382	0	382		0	18	8	26		2	347	0	349		1	4	106	111		731	137	868
5:45 PM - 6:00 PM	0	414	0	414		0	21	4	25		2	332	0	334		3	12	74	89		748	114	862
6:00 PM - 6:15 PM	0	392	0	392		1	19	8	28		0	311	0	311		0	11	91	102		703	130	833
6:15 PM - 6:30 PM	0	446	0	446		0	8	2	10		0	327	0	327		4	9	60	73		773	83	856
6:30 PM - 6:45 PM	0	423	0	423		0	11	5	16		0	264	0	264		3	10	74	87		687	103	790
6:45 PM - 7:00 PM	0	385	0	385		0	13	2	15		2	220	0	222		5	8	61	74		607	89	696
Total	3	4808	0	4811		5	226	70	301		8	3582	0	3590		32	105	828	965		8401	1266	9667
PM One Hour Volumes																							
4:00 PM - 5:00 PM	2	1559	0	1561	0.92	4	102	26	132	0.59	1	1032	0	1033	0.88	13	25	231	269	0.88	2594	401	2995
4:15 PM - 5:15 PM	2	1580	0	1582	0.93	3	99	24	126	0.56	1	1127	0	1128	0.88	14	43	254	311	0.77	2710	437	3147
4:30 PM - 5:30 PM	3	1629	0	1632	0.96	2	63	30	95	0.88	2	1293	0	1295	0.75	14	41	252	307	0.76	2927	402	3329
4:45 PM - 5:45 PM	2	1589	0	1591	0.98	0	67	35	102	0.94	4	1388	0	1392	0.81	9	41	297	347	0.78	2983	449	3432
5:00 PM - 6:00 PM	1	1603	0	1604	0.97	0	73	27	100	0.96	5	1428	0	1433	0.83	7	42	311	360	0.81	3037	460	3497
5:15 PM - 6:15 PM	1	1590	0	1591	0.96	1	77	26	104	0.93	5	1419	0	1424	0.83	5	29	327	361	0.81	3015	465	3480
5:30 PM - 6:30 PM	0	1634	0	1634	0.92	1	66	22	89	0.79	4	1317	0	1321	0.95	8	36	331	375	0.84	2955	464	3419
5:45 PM - 6:45 PM	0	1675	0	1675	0.94	1	59	19	79	0.71	2	1234	0	1236	0.93	10	42	299	351	0.86	2911	430	3341
6:00 PM - 7:00 PM	0	1646	0	1646	0.92	1	51	17	69	0.62	2	1122	0	1124	0.86	12	38	286	336	0.82	2770	405	3175

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: 1101 N. Washington Street
W+A JOB NO: 6553
INTERSECTION: N. Washington St. & Slaters Ln.
LOCATION: City of Alexandria,VA
DATE: 9/30/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM						1							
6:15 AM - 6:30 AM					2	2							
6:30 AM - 6:45 AM					1	6							
6:45 AM - 7:00 AM					1	4							
7:00 AM - 7:15 AM					5	5							
7:15 AM - 7:30 AM					3	4							
7:30 AM - 7:45 AM					1	8							
7:45 AM - 8:00 AM					2	10							
8:00 AM - 8:15 AM						12							
8:15 AM - 8:30 AM					3	10							
8:30 AM - 8:45 AM					2	4							
8:45 AM - 9:00 AM					3	15							
Total	0	0	0	0	23	81	0	0					
AM One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	4	13	0	0	0	0	17	0	17
6:15 AM - 7:15 AM	0	0	0	0	9	17	0	0	0	0	26	0	26
6:30 AM - 7:30 AM	0	0	0	0	10	19	0	0	0	0	29	0	29
6:45 AM - 7:45 AM	0	0	0	0	10	21	0	0	0	0	31	0	31
7:00 AM - 8:00 AM	0	0	0	0	11	27	0	0	0	0	38	0	38
7:15 AM - 8:15 AM	0	0	0	0	6	34	0	0	0	0	40	0	40
7:30 AM - 8:30 AM	0	0	0	0	6	40	0	0	0	0	46	0	46
7:45 AM - 8:45 AM	0	0	0	0	7	36	0	0	0	0	43	0	43
8:00 AM - 9:00 AM	0	0	0	0	8	41	0	0	0	0	49	0	49
PM 15 Minute Volumes													
4:00 PM - 4:15 PM						2							
4:15 PM - 4:30 PM		1			2								
4:30 PM - 4:45 PM	1				1	5							
4:45 PM - 5:00 PM					4	4							
5:00 PM - 5:15 PM					3								
5:15 PM - 5:30 PM		1			2	1							
5:30 PM - 5:45 PM					5								
5:45 PM - 6:00 PM					7	2							
6:00 PM - 6:15 PM					2	5							
6:15 PM - 6:30 PM					2	11							
6:30 PM - 6:45 PM					4	5							
6:45 PM - 7:00 PM					4	2							
Total	1	2	0	0	36	37	0	0					
PM One Hour Volumes													
4:00 PM - 5:00 PM	1	1	0	0	7	11	0	0	2	0	18	0	20
4:15 PM - 5:15 PM	1	1	0	0	10	9	0	0	2	0	19	0	21
4:30 PM - 5:30 PM	1	1	0	0	10	10	0	0	2	0	20	0	22
4:45 PM - 5:45 PM	0	1	0	0	14	5	0	0	1	0	19	0	20
5:00 PM - 6:00 PM	0	1	0	0	17	3	0	0	1	0	20	0	21
5:15 PM - 6:15 PM	0	1	0	0	16	8	0	0	1	0	24	0	25
5:30 PM - 6:30 PM	0	0	0	0	16	18	0	0	0	0	34	0	34
5:45 PM - 6:45 PM	0	0	0	0	15	23	0	0	0	0	38	0	38
6:00 PM - 7:00 PM	0	0	0	0	12	23	0	0	0	0	35	0	35

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: 1101 N. Washington Street
W+A JOB NO: 6553
INTERSECTION: N. Washington St. & Slaters Ln.
LOCATION: City of Alexandria,VA

DATE: 9/30/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Boddie
INPUTED BY: agan

SOUTHBOUND ROAD: North Washington Street
NORTHBOUND ROAD: North Washington Street
WESTBOUND ROAD: Slaters Lane
EASTBOUND ROAD: Slaters Lane

Time Period	Southbound North Washington Street Right	Thru	Left	Total	Westbound Slaters Lane Right	Thru	Left	Total	Northbound North Washington Street Right	Thru	Left	Total	Eastbound Slaters Lane Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0		2		2	0	2	2
6:15 AM - 6:30 AM				0				0				0		1		1	0	1	1
6:30 AM - 6:45 AM				0		1		1				0		3		3	0	4	4
6:45 AM - 7:00 AM				0				0				0		6		6	0	6	6
7:00 AM - 7:15 AM				0				0				0		4		4	0	4	4
7:15 AM - 7:30 AM				0				0				0		1		1	0	1	1
7:30 AM - 7:45 AM				0				0				0		2		2	0	2	2
7:45 AM - 8:00 AM				0				0				0		3		3	0	3	3
8:00 AM - 8:15 AM				0		1	1	2				0		2		2	0	4	4
8:15 AM - 8:30 AM				0		1		1				0		2		2	0	3	3
8:30 AM - 8:45 AM				0				0				0		2		2	0	2	2
8:45 AM - 9:00 AM				0				0				0		2		2	0	2	2
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	30	0	30	0	34	34
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	12	0	12	0	13	13
6:15 AM - 7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	14	0	14	0	15	15
6:30 AM - 7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	14	0	14	0	15	15
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	13	13
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	10	10
7:15 AM - 8:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	8	0	8	0	10	10
7:30 AM - 8:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	9	0	9	0	12	12
7:45 AM - 8:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	9	0	9	0	12	12
8:00 AM - 9:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	8	0	8	0	11	11
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0		2		2				0		1		1	0	3	3
4:15 PM - 4:30 PM				0		4		4				0		1		1	0	5	5
4:30 PM - 4:45 PM				0		1		1				0				0	0	1	1
4:45 PM - 5:00 PM				0		2		2				0				0	0	2	2
5:00 PM - 5:15 PM				0		6		6				0		1		1	0	7	7
5:15 PM - 5:30 PM				0		3		3				0				0	0	3	3
5:30 PM - 5:45 PM				0		3		3				0		1		1	0	4	4
5:45 PM - 6:00 PM				0			6	6				0				0	0	6	6
6:00 PM - 6:15 PM				0		4		4				0		1		1	0	5	5
6:15 PM - 6:30 PM				0		3		3				0				0	0	3	3
6:30 PM - 6:45 PM				0		3		3				0		1		1	0	4	4
6:45 PM - 7:00 PM				0		2		2				0				0	0	2	2
Total	0	0	0	0	0	33	6	39	0	0	0	0	0	6	0	6	0	45	45
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	0	11	11
4:15 PM - 5:15 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	2	0	2	0	15	15
4:30 PM - 5:30 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	1	0	1	0	13	13
4:45 PM - 5:45 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	2	0	2	0	16	16
5:00 PM - 6:00 PM	0	0	0	0	0	12	6	18	0	0	0	0	0	2	0	2	0	20	20
5:15 PM - 6:15 PM	0	0	0	0	0	10	6	16	0	0	0	0	0	2	0	2	0	18	18
5:30 PM - 6:30 PM	0	0	0	0	0	10	6	16	0	0	0	0	0	2	0	2	0	18	18
5:45 PM - 6:45 PM	0	0	0	0	0	10	6	16	0	0	0	0	0	2	0	2	0	18	18
6:00 PM - 7:00 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	0	14	14

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: 1101 N. Washington Street
W+A JOB NO: 6553
INTERSECTION: W. Abingdon Dr. & Slaters Ln.
LOCATION: City of Alexandria,VA

DATE: 9/30/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Alba
INPUTED BY: agan

SOUTHBOUND ROAD: West Abingdon Drive
NORTHBOUND ROAD: West Abingdon Drive
WESTBOUND ROAD: Slaters Lane
EASTBOUND ROAD: Slaters Lane

Time Period	Southbound West Abingdon Drive Right	Thru	Left	Total	PHF	Westbound Slaters Lane Right	Thru	Left	Total	PHF	Northbound West Abingdon Drive Right	Thru	Left	Total	PHF	Eastbound Slaters Lane Right	Thru	Left	Total	PHF	North & South	East & West	Total
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	16	2	1	19		0	2	0	2		0	0	0	0		0	68	0	68		19	70	89
6:15 AM - 6:30 AM	26	6	1	33		0	0	0	0		0	0	0	0		3	79	0	82		33	82	115
6:30 AM - 6:45 AM	26	5	0	31		0	5	0	5		0	0	0	0		2	109	0	111		31	116	147
6:45 AM - 7:00 AM	43	5	0	48		0	2	0	2		0	0	0	0		1	116	0	117		48	119	167
7:00 AM - 7:15 AM	50	17	5	72		0	3	0	3		0	0	0	0		1	157	0	158		72	161	233
7:15 AM - 7:30 AM	69	10	3	82		0	6	0	6		0	0	0	0		1	167	0	168		82	174	256
7:30 AM - 7:45 AM	63	16	5	84		0	2	0	2		0	0	0	0		0	130	0	130		84	132	216
7:45 AM - 8:00 AM	63	19	3	85		0	3	0	3		0	0	0	0		2	134	0	136		85	139	224
8:00 AM - 8:15 AM	74	27	9	110		0	7	0	7		0	0	0	0		3	134	0	137		110	144	254
8:15 AM - 8:30 AM	61	21	0	82		0	0	0	0		0	0	0	0		6	116	0	122		82	122	204
8:30 AM - 8:45 AM	64	25	3	92		0	0	0	0		0	0	0	0		5	96	0	101		92	101	193
8:45 AM - 9:00 AM	81	36	7	124		0	2	1	3		0	0	0	0		10	122	0	132		124	135	259
Total	636	189	37	862		0	32	1	33		0	0	0	0		34	1428	0	1462		862	1495	2357
AM One Hour Volumes																							
6:00 AM - 7:00 AM	111	18	2	131	0.68	0	9	0	9	0.45	0	0	0	0	0.00	6	372	0	378	0.81	131	387	518
6:15 AM - 7:15 AM	145	33	6	184	0.64	0	10	0	10	0.50	0	0	0	0	0.00	7	461	0	468	0.74	184	478	662
6:30 AM - 7:30 AM	188	37	8	233	0.71	0	16	0	16	0.67	0	0	0	0	0.00	5	549	0	554	0.82	233	570	803
6:45 AM - 7:45 AM	225	48	13	286	0.85	0	13	0	13	0.54	0	0	0	0	0.00	3	570	0	573	0.85	286	586	872
7:00 AM - 8:00 AM	245	62	16	323	0.95	0	14	0	14	0.58	0	0	0	0	0.00	4	588	0	592	0.88	323	606	929
7:15 AM - 8:15 AM	269	72	20	361	0.82	0	18	0	18	0.64	0	0	0	0	0.00	6	565	0	571	0.85	361	589	950
7:30 AM - 8:30 AM	261	83	17	361	0.82	0	12	0	12	0.43	0	0	0	0	0.00	11	514	0	525	0.96	361	537	898
7:45 AM - 8:45 AM	262	92	15	369	0.84	0	10	0	10	0.36	0	0	0	0	0.00	16	480	0	496	0.91	369	506	875
8:00 AM - 9:00 AM	280	109	19	408	0.82	0	9	1	10	0.36	0	0	0	0	0.00	24	468	0	492	0.90	408	502	910
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	83	62	2	147		0	13	1	14		0	0	0	0		3	38	0	41		147	55	202
4:15 PM - 4:30 PM	86	84	2	172		0	15	0	15		0	0	0	0		3	61	0	64		172	79	251
4:30 PM - 4:45 PM	61	62	4	127		0	11	2	13		0	0	0	0		5	47	0	52		127	65	192
4:45 PM - 5:00 PM	81	132	2	215		0	13	0	13		0	0	0	0		4	70	0	74		215	87	302
5:00 PM - 5:15 PM	90	116	0	206		0	10	0	10		0	0	0	0		3	69	0	72		206	82	288
5:15 PM - 5:30 PM	70	138	0	208		0	19	0	19		0	0	0	0		4	57	0	61		208	80	288
5:30 PM - 5:45 PM	80	143	0	223		0	10	1	11		0	0	0	0		6	87	0	93		223	104	327
5:45 PM - 6:00 PM	89	137	6	232		0	20	0	20		0	0	0	0		7	97	0	104		232	124	356
6:00 PM - 6:15 PM	127	120	4	251		0	15	3	18		0	0	0	0		3	88	0	91		251	109	360
6:15 PM - 6:30 PM	130	109	3	242		0	7	1	8		0	0	0	0		6	65	0	71		242	79	321
6:30 PM - 6:45 PM	107	80	7	194		0	8	1	9		0	0	0	0		3	68	0	71		194	80	274
6:45 PM - 7:00 PM	91	45	2	138		0	13	0	13		0	0	0	0		2	73	0	75		138	88	226
Total	1095	1228	32	2355		0	154	9	163		0	0	0	0		49	820	0	869		2355	1032	3387
PM One Hour Volumes																							
4:00 PM - 5:00 PM	311	340	10	661	0.77	0	52	3	55	0.92	0	0	0	0	0.00	15	216	0	231	0.78	661	286	947
4:15 PM - 5:15 PM	318	394	8	720	0.84	0	49	2	51	0.85	0	0	0	0	0.00	15	247	0	262	0.89	720	313	1033
4:30 PM - 5:30 PM	302	448	6	756	0.88	0	53	2	55	0.72	0	0	0	0	0.00	16	243	0	259	0.88	756	314	1070
4:45 PM - 5:45 PM	321	529	2	852	0.96	0	52	1	53	0.70	0	0	0	0	0.00	17	283	0	300	0.81	852	353	1205
5:00 PM - 6:00 PM	329	534	6	869	0.94	0	59	1	60	0.75	0	0	0	0	0.00	20	310	0	330	0.79	869	390	1259
5:15 PM - 6:15 PM	366	538	10	914	0.91	0	64	4	68	0.85	0	0	0	0	0.00	20	329	0	349	0.84	914	417	1331
5:30 PM - 6:30 PM	426	509	13	948	0.94	0	52	5	57	0.71	0	0	0	0	0.00	22	337	0	359	0.86	948	416	1364
5:45 PM - 6:45 PM	453	446	20	919	0.92	0	50	5	55	0.69	0	0	0	0	0.00	19	318	0	337	0.81	919	392	1311
6:00 PM - 7:00 PM	455	354	16	825	0.82	0	43	5	48	0.67	0	0	0	0	0.00	14	294	0	308	0.85	825	356	1181

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St./Bashford Drive
LOCATION: City of Alexandria, Virginia

DATE: 5/12/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Luz & Maria
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

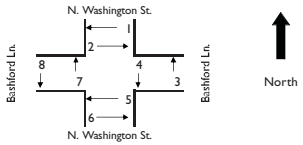
Time Period	Southbound N. Washington St.					Westbound Bashford Ln.					Northbound N. Washington St.					Eastbound Bashford Ln.					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	58	0	58		1	2	1	4		0	256	0	256		0	7	6	13		314	17	331
6:15 AM - 6:30 AM	0	75	0	75		2	2	0	4		0	428	0	428		0	6	8	14		503	18	521
6:30 AM - 6:45 AM	0	98	0	98		15	5	1	21		0	423	0	423		3	10	15	28		521	49	570
6:45 AM - 7:00 AM	0	111	0	111		17	6	1	24		0	463	0	463		0	6	21	27		574	51	625
7:00 AM - 7:15 AM	0	161	0	161		39	13	1	53		0	376	0	376		0	12	35	47		537	100	637
7:15 AM - 7:30 AM	0	167	0	167		41	5	0	46		0	359	0	359		1	27	41	69		526	115	641
7:30 AM - 7:45 AM	0	188	0	188		70	16	4	90		0	331	0	331		1	36	58	95		519	185	704
7:45 AM - 8:00 AM	0	195	0	195		66	15	2	83		1	340	0	341		0	42	58	100		536	183	719
8:00 AM - 8:15 AM	0	166	0	166		77	12	4	93		0	278	2	280		0	38	37	75		446	168	614
8:15 AM - 8:30 AM	1	210	0	211		42	9	4	55		1	294	0	295		2	43	37	82		506	137	643
8:30 AM - 8:45 AM	0	210	0	210		28	18	5	51		0	303	0	303		0	62	19	81		513	132	645
8:45 AM - 9:00 AM	0	245	0	245		26	14	2	42		0	324	0	324		0	59	19	78		569	120	689
Total	1	1884	0	1885		424	117	25	566		2	4175	2	4179		7	348	354	709		6064	1275	7339
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	342	0	342	0.77	35	15	3	53	0.55	0	1570	0	1570	0.85	3	29	50	82	0.73	1912	135	2047
6:15 AM - 7:15 AM	0	445	0	445	0.69	73	26	3	102	0.48	0	1690	0	1690	0.91	3	34	79	116	0.62	2135	218	2353
6:30 AM - 7:30 AM	0	537	0	537	0.80	112	29	3	144	0.68	0	1621	0	1621	0.88	4	55	112	171	0.62	2158	315	2473
6:45 AM - 7:45 AM	0	627	0	627	0.83	167	40	6	213	0.59	0	1529	0	1529	0.83	2	81	155	238	0.63	2156	451	2607
7:00 AM - 8:00 AM	0	711	0	711	0.91	216	49	7	272	0.76	1	1406	0	1407	0.94	2	117	192	311	0.78	2118	583	2701
7:15 AM - 8:15 AM	0	716	0	716	0.92	254	48	10	312	0.84	1	1308	2	1311	0.91	2	143	194	339	0.85	2027	651	2678
7:30 AM - 8:30 AM	1	759	0	760	0.90	255	52	14	321	0.86	2	1243	2	1247	0.91	3	159	190	352	0.88	2007	673	2680
7:45 AM - 8:45 AM	1	781	0	782	0.93	213	54	15	282	0.76	2	1215	2	1219	0.89	2	185	151	338	0.85	2001	620	2621
8:00 AM - 9:00 AM	1	831	0	832	0.85	173	53	15	241	0.65	1	1199	2	1202	0.93	2	202	112	316	0.96	2034	557	2591
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	437	0	437		26	18	1	45		1	239	0	240		0	23	8	31		677	76	753
4:15 PM - 4:30 PM	0	415	0	415		19	15	3	37		1	271	0	272		2	28	1	31		687	68	755
4:30 PM - 4:45 PM	0	429	0	429		46	13	10	69		0	273	0	273		2	25	7	34		702	103	805
4:45 PM - 5:00 PM	0	398	0	398		50	13	4	67		0	281	0	281		0	30	6	36		679	103	782
5:00 PM - 5:15 PM	0	384	0	384		51	22	3	76		1	335	0	336		1	35	3	39		720	115	835
5:15 PM - 5:30 PM	0	401	0	401		71	33	2	106		2	349	0	351		5	36	4	45		752	151	903
5:30 PM - 5:45 PM	0	438	0	438		54	24	2	80		0	364	0	364		3	36	7	46		802	126	928
5:45 PM - 6:00 PM	0	427	0	427		50	25	4	79		0	315	0	315		2	44	2	48		742	127	869
6:00 PM - 6:15 PM	0	412	0	412		52	22	2	76		0	308	0	308		3	25	4	32		720	108	828
6:15 PM - 6:30 PM	0	408	0	408		28	12	1	41		0	275	0	275		2	30	8	40		683	81	764
6:30 PM - 6:45 PM	0	421	0	421		33	10	5	48		0	256	0	256		1	30	9	40		677	88	765
6:45 PM - 7:00 PM	0	395	0	395		34	8	2	44		1	217	0	218		2	37	8	47		613	91	704
Total	0	4965	0	4965		514	215	39	768		6	3483	0	3489		23	379	67	469		8454	1237	9691
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	1679	0	1679	0.96	141	59	18	218	0.79	2	1064	0	1066	0.95	4	106	22	132	0.92	2745	350	3095
4:15 PM - 5:15 PM	0	1626	0	1626	0.95	166	63	20	249	0.82	2	1160	0	1162	0.86	5	118	17	140	0.90	2788	389	3177
4:30 PM - 5:30 PM	0	1612	0	1612	0.94	218	81	19	318	0.75	3	1238	0	1241	0.88	8	126	20	154	0.86	2853	472	3325
4:45 PM - 5:45 PM	0	1621	0	1621	0.93	226	92	11	329	0.78	3	1329	0	1332	0.91	9	137	20	166	0.90	2953	495	3448
5:00 PM - 6:00 PM	0	1650	0	1650	0.94	226	104	11	341	0.80	3	1363	0	1366	0.94	11	151	16	178	0.93	3016	519	3535
5:15 PM - 6:15 PM	0	1678	0	1678	0.96	227	104	10	341	0.80	2	1336	0	1338	0.92	13	141	17	171	0.89	3016	512	3528
5:30 PM - 6:30 PM	0	1685	0	1685	0.96	184	83	9	276	0.86	0	1262	0	1262	0.87	10	135	21	166	0.86	2947	442	3389
5:45 PM - 6:45 PM	0	1668	0	1668	0.98	163	69	12	244	0.77	0	1154	0	1154	0.92	8	129	23	160	0.83	2822	404	3226
6:00 PM - 7:00 PM	0	1636	0	1636	0.97	147	52	10	209	0.69	1	1056	0	1057	0.86	8	122	29	159	0.85	2693	368	3061

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St./Bashford Drive
LOCATION: City of Alexandria, Virginia
DATE: 5/12/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Luz
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	4	1			1								
6:15 AM - 6:30 AM		1				3							
6:30 AM - 6:45 AM	1					1							
6:45 AM - 7:00 AM	1					4							
7:00 AM - 7:15 AM		2											
7:15 AM - 7:30 AM					1	1							
7:30 AM - 7:45 AM	1	1			1	1							
7:45 AM - 8:00 AM	1				2	2							
8:00 AM - 8:15 AM						4							
8:15 AM - 8:30 AM						2							
8:30 AM - 8:45 AM						1							
8:45 AM - 9:00 AM		1			1	2							
Total	8	6	0	0	6	21	0	0					
AM One Hour Volumes													
6:00 AM - 7:00 AM	6	2	0	0	1	8	0	0	8	0	9	0	17
6:15 AM - 7:15 AM	2	3	0	0	0	8	0	0	5	0	8	0	13
6:30 AM - 7:30 AM	2	2	0	0	1	6	0	0	4	0	7	0	11
6:45 AM - 7:45 AM	2	3	0	0	2	6	0	0	5	0	8	0	13
7:00 AM - 8:00 AM	2	3	0	0	4	4	0	0	5	0	8	0	13
7:15 AM - 8:15 AM	2	1	0	0	4	8	0	0	3	0	12	0	15
7:30 AM - 8:30 AM	2	1	0	0	3	9	0	0	3	0	12	0	15
7:45 AM - 8:45 AM	1	0	0	0	2	9	0	0	1	0	11	0	12
8:00 AM - 9:00 AM	0	1	0	0	1	9	0	0	1	0	10	0	11
PM 15 Minute Volumes													
4:00 PM - 4:15 PM						2							
4:15 PM - 4:30 PM					2								
4:30 PM - 4:45 PM		2											
4:45 PM - 5:00 PM		2			2								
5:00 PM - 5:15 PM	4	2			1								
5:15 PM - 5:30 PM					1	1							
5:30 PM - 5:45 PM	3	1				2							
5:45 PM - 6:00 PM		2											
6:00 PM - 6:15 PM	2				1	4							
6:15 PM - 6:30 PM		6			2	2							
6:30 PM - 6:45 PM	1	2			1	2							
6:45 PM - 7:00 PM	1				1	3	2	4					
Total	11	17	0	0	11	16	2	4					
PM One Hour Volumes													
4:00 PM - 5:00 PM	0	4	0	0	4	2	0	0	4	0	6	0	10
4:15 PM - 5:15 PM	4	6	0	0	5	0	0	0	10	0	5	0	15
4:30 PM - 5:30 PM	4	6	0	0	4	1	0	0	10	0	5	0	15
4:45 PM - 5:45 PM	7	5	0	0	4	3	0	0	12	0	7	0	19
5:00 PM - 6:00 PM	7	5	0	0	2	3	0	0	12	0	5	0	17
5:15 PM - 6:15 PM	5	3	0	0	2	7	0	0	8	0	9	0	17
5:30 PM - 6:30 PM	5	9	0	0	3	8	0	0	14	0	11	0	25
5:45 PM - 6:45 PM	3	10	0	0	4	8	0	0	13	0	12	0	25
6:00 PM - 7:00 PM	4	8	0	0	5	11	2	4	12	0	16	6	34

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St./Bashford Drive
LOCATION: City of Alexandria, Virginia

DATE: 5/12/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Luz
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

Time Period	Southbound N. Washington St.				Westbound Bashford Ln.				Northbound N. Washington St.				Eastbound Bashford Ln.				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM				0				0				0			2	2	0	2	2
6:45 AM - 7:00 AM		1		1				0				0		1		1	1	1	2
7:00 AM - 7:15 AM				0				0				0				0	0	0	0
7:15 AM - 7:30 AM				0				0				0		2		2	0	2	2
7:30 AM - 7:45 AM				0				0				0		6		6	0	6	6
7:45 AM - 8:00 AM				0				0				0		1		1	0	1	1
8:00 AM - 8:15 AM				0				0				0		1		1	0	1	1
8:15 AM - 8:30 AM				0		1		1				0		5		5	0	6	6
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM				0				0				0		1		1	0	1	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	17	2	19	1	20	21
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	3	1	3	4
6:15 AM - 7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	3	1	3	4
6:30 AM - 7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	2	5	1	5	6
6:45 AM - 7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	9	0	9	1	9	10
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	9	9
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	10	10
7:30 AM - 8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	13	0	13	0	14	14
7:45 AM - 8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	0	8	8
8:00 AM - 9:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	0	8	8
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM				0		2		2				0		1		1	0	3	3
4:30 PM - 4:45 PM				0				0				0		2		2	0	2	2
4:45 PM - 5:00 PM				0		1		1				0				0	0	1	1
5:00 PM - 5:15 PM				0				0				0		1		1	0	1	1
5:15 PM - 5:30 PM				0		1		1				0		1		1	0	2	2
5:30 PM - 5:45 PM				0		1		1				0				0	0	1	1
5:45 PM - 6:00 PM				0		1		1				0		1		1	0	2	2
6:00 PM - 6:15 PM				0		1		1				0		1		1	0	2	2
6:15 PM - 6:30 PM				0		2		2				0				0	0	2	2
6:30 PM - 6:45 PM				0				0				0				0	0	0	0
6:45 PM - 7:00 PM				0				0				0		1		1	0	1	1
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	8	0	8	0	17	17
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	0	6	6
4:15 PM - 5:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	0	7	7
4:30 PM - 5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	0	6	6
4:45 PM - 5:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	0	5	5
5:00 PM - 6:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	0	6	6
5:15 PM - 6:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	0	7	7
5:30 PM - 6:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	0	7	7
5:45 PM - 6:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	0	6	6
6:00 PM - 7:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	0	5	5

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: W. Abingdon Dr./Bashford Dr.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Eduvina & Erick
INPUTED BY: john wilson

SOUTHBOUND ROAD: W. Abingdon Dr.
NORTHBOUND ROAD: 0
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

Time Period	Southbound W. Abingdon Dr.					Westbound Bashford Ln.					Northbound 0					Eastbound Bashford Ln.					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	2	1	4	7		0	3	0	3		0	0	0	0		0	9	0	9		7	12	19
6:15 AM - 6:30 AM	1	1	4	6		0	2	0	2		0	0	0	0		0	9	0	9		6	11	17
6:30 AM - 6:45 AM	0	1	4	5		0	1	0	1		0	0	0	0		1	26	0	27		5	28	33
6:45 AM - 7:00 AM	0	6	3	9		0	2	0	2		0	0	0	0		0	22	0	22		9	24	33
7:00 AM - 7:15 AM	5	1	8	14		0	6	0	6		0	0	0	0		2	33	0	35		14	41	55
7:15 AM - 7:30 AM	3	3	18	24		0	2	2	4		0	0	0	0		1	44	0	45		24	49	73
7:30 AM - 7:45 AM	3	11	18	32		0	5	0	5		0	0	0	0		1	60	0	61		32	66	98
7:45 AM - 8:00 AM	1	3	19	23		0	14	0	14		0	0	0	0		0	87	0	87		23	101	124
8:00 AM - 8:15 AM	2	7	17	26		0	10	0	10		0	0	0	0		1	68	0	69		26	79	105
8:15 AM - 8:30 AM	3	8	21	32		0	4	0	4		0	0	0	0		1	59	0	60		32	64	96
8:30 AM - 8:45 AM	2	4	34	40		0	14	0	14		0	0	0	0		1	45	0	46		40	60	100
8:45 AM - 9:00 AM	1	8	31	40		0	5	0	5		0	0	0	0		0	42	0	42		40	47	87
Total	23	54	181	258		0	68	2	70		0	0	0	0		8	504	0	512		258	582	840
AM One Hour Volumes																							
6:00 AM - 7:00 AM	3	9	15	27	0.75	0	8	0	8	0.67	0	0	0	0	0.00	1	66	0	67	0.62	27	75	102
6:15 AM - 7:15 AM	6	9	19	34	0.61	0	11	0	11	0.46	0	0	0	0	0.00	3	90	0	93	0.66	34	104	138
6:30 AM - 7:30 AM	8	11	33	52	0.54	0	11	2	13	0.54	0	0	0	0	0.00	4	125	0	129	0.72	52	142	194
6:45 AM - 7:45 AM	11	21	47	79	0.62	0	15	2	17	0.71	0	0	0	0	0.00	4	159	0	163	0.67	79	180	259
7:00 AM - 8:00 AM	12	18	63	93	0.73	0	27	2	29	0.52	0	0	0	0	0.00	4	224	0	228	0.66	93	257	350
7:15 AM - 8:15 AM	9	24	72	105	0.82	0	31	2	33	0.59	0	0	0	0	0.00	3	259	0	262	0.75	105	295	400
7:30 AM - 8:30 AM	9	29	75	113	0.88	0	33	0	33	0.59	0	0	0	0	0.00	3	274	0	277	0.80	113	310	423
7:45 AM - 8:45 AM	8	22	91	121	0.76	0	42	0	42	0.75	0	0	0	0	0.00	3	259	0	262	0.75	121	304	425
8:00 AM - 9:00 AM	8	27	103	138	0.86	0	33	0	33	0.59	0	0	0	0	0.00	3	214	0	217	0.79	138	250	388
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	3	97	18	118		0	13	0	13		0	0	0	0		0	1	20	21		118	34	152
4:15 PM - 4:30 PM	5	98	18	121		0	11	0	11		0	0	0	0		0	2	15	17		121	28	149
4:30 PM - 4:45 PM	4	126	19	149		0	9	3	12		0	0	0	0		0	2	16	18		149	30	179
4:45 PM - 5:00 PM	5	96	16	117		0	6	0	6		0	0	0	0		0	6	15	21		117	27	144
5:00 PM - 5:15 PM	2	127	20	149		0	17	0	17		0	0	0	0		1	2	22	25		149	42	191
5:15 PM - 5:30 PM	8	121	14	143		0	13	0	13		0	0	0	0		0	5	24	29		143	42	185
5:30 PM - 5:45 PM	12	126	26	164		0	16	0	16		0	0	0	0		0	2	31	33		164	49	213
5:45 PM - 6:00 PM	7	98	21	126		0	20	1	21		0	0	0	0		0	2	20	22		126	43	169
6:00 PM - 6:15 PM	5	100	14	119		0	20	1	21		0	0	0	0		1	6	10	17		119	38	157
6:15 PM - 6:30 PM	6	88	17	111		0	11	1	12		0	0	0	0		0	2	19	21		111	33	144
6:30 PM - 6:45 PM	9	82	17	108		0	10	2	12		0	0	0	0		0	3	24	27		108	39	147
6:45 PM - 7:00 PM	5	53	24	82		0	3	0	3		0	0	0	0		0	1	29	30		82	33	115
Total	71	1212	224	1507		0	149	8	157		0	0	0	0		2	34	245	281		1507	438	1945
PM One Hour Volumes																							
4:00 PM - 5:00 PM	17	417	71	505	0.85	0	39	3	42	0.81	0	0	0	0	0.00	0	11	66	77	0.92	505	119	624
4:15 PM - 5:15 PM	16	447	73	536	0.90	0	43	3	46	0.68	0	0	0	0	0.00	1	12	68	81	0.81	536	127	663
4:30 PM - 5:30 PM	19	470	69	558	0.94	0	45	3	48	0.71	0	0	0	0	0.00	1	15	77	93	0.80	558	141	699
4:45 PM - 5:45 PM	27	470	76	573	0.87	0	52	0	52	0.76	0	0	0	0	0.00	1	15	92	108	0.82	573	160	733
5:00 PM - 6:00 PM	29	472	81	582	0.89	0	66	1	67	0.80	0	0	0	0	0.00	1	11	97	109	0.83	582	176	758
5:15 PM - 6:15 PM	32	445	75	552	0.84	0	69	2	71	0.85	0	0	0	0	0.00	1	15	85	101	0.77	552	172	724
5:30 PM - 6:30 PM	30	412	78	520	0.79	0	67	3	70	0.83	0	0	0	0	0.00	1	12	80	93	0.70	520	163	683
5:45 PM - 6:45 PM	27	368	69	464	0.92	0	61	5	66	0.79	0	0	0	0	0.00	1	13	73	87	0.81	464	153	617
6:00 PM - 7:00 PM	25	323	72	420	0.88	0	44	4	48	0.57	0	0	0	0	0.00	1	12	82	95	0.79	420	143	563

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: Route 1 & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Vanessa
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: 0

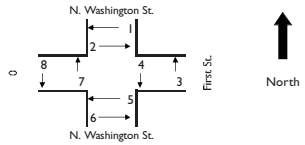
Time Period	Southbound N. Washington St. Right	Thru	Left	Total	PHF	Westbound First St. Right	Thru	Left	Total	PHF	Northbound N. Washington St. Right	Thru	Left	Total	PHF	Eastbound 0 Right	Thru	Left	Total	PHF	North & South	East & West	Total
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	50	14	64		9	0	0	9		1	271	0	272		0	0	0	0		336	9	345
6:15 AM - 6:30 AM	0	64	13	77		13	0	0	13		1	431	0	432		0	0	0	0		509	13	522
6:30 AM - 6:45 AM	0	84	15	99		14	0	0	14		2	521	0	523		0	0	0	0		622	14	636
6:45 AM - 7:00 AM	0	105	10	115		19	0	0	19		4	586	0	590		0	0	0	0		705	19	724
7:00 AM - 7:15 AM	0	150	22	172		33	0	0	33		5	560	0	565		0	0	0	0		737	33	770
7:15 AM - 7:30 AM	0	135	36	171		47	0	0	47		6	555	0	561		0	0	0	0		732	47	779
7:30 AM - 7:45 AM	0	172	39	211		53	0	0	53		2	500	0	502		0	0	0	0		713	53	766
7:45 AM - 8:00 AM	0	145	48	193		51	0	0	51		4	462	0	466		0	0	0	0		659	51	710
8:00 AM - 8:15 AM	0	156	39	195		50	0	0	50		4	381	0	385		0	0	0	0		580	50	630
8:15 AM - 8:30 AM	0	162	43	205		29	0	0	29		8	409	0	417		0	0	0	0		622	29	651
8:30 AM - 8:45 AM	0	151	56	207		24	0	0	24		13	437	0	450		0	0	0	0		657	24	681
8:45 AM - 9:00 AM	0	180	49	229		23	0	0	23		13	387	0	400		0	0	0	0		629	23	652
Total	0	1554	384	1938		365	0	0	365		63	5500	0	5563		0	0	0	0		7501	365	7866
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	303	52	355	0.77	55	0	0	55	0.72	8	1809	0	1817	0.77	0	0	0	0	0.00	2172	55	2227
6:15 AM - 7:15 AM	0	403	60	463	0.67	79	0	0	79	0.60	12	2098	0	2110	0.89	0	0	0	0	0.00	2573	79	2652
6:30 AM - 7:30 AM	0	474	83	557	0.81	113	0	0	113	0.60	17	2222	0	2239	0.95	0	0	0	0	0.00	2796	113	2909
6:45 AM - 7:45 AM	0	562	107	669	0.79	152	0	0	152	0.72	17	2201	0	2218	0.94	0	0	0	0	0.00	2887	152	3039
7:00 AM - 8:00 AM	0	602	145	747	0.89	184	0	0	184	0.87	17	2077	0	2094	0.93	0	0	0	0	0.00	2841	184	3025
7:15 AM - 8:15 AM	0	608	162	770	0.91	201	0	0	201	0.95	16	1898	0	1914	0.85	0	0	0	0	0.00	2684	201	2885
7:30 AM - 8:30 AM	0	635	169	804	0.95	183	0	0	183	0.86	18	1752	0	1770	0.88	0	0	0	0	0.00	2574	183	2757
7:45 AM - 8:45 AM	0	614	186	800	0.97	154	0	0	154	0.75	29	1689	0	1718	0.92	0	0	0	0	0.00	2518	154	2672
8:00 AM - 9:00 AM	0	649	187	836	0.91	126	0	0	126	0.63	38	1614	0	1652	0.92	0	0	0	0	0.00	2488	126	2614
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	457	50	507		23	0	0	23		4	226	0	230		0	0	0	0		737	23	760
4:15 PM - 4:30 PM	0	442	69	511		20	0	0	20		4	284	0	288		0	0	0	0		799	20	819
4:30 PM - 4:45 PM	0	432	62	494		24	0	0	24		16	255	0	271		0	0	0	0		765	24	789
4:45 PM - 5:00 PM	0	436	70	506		16	0	0	16		9	278	0	287		0	0	0	0		793	16	809
5:00 PM - 5:15 PM	0	394	45	439		43	0	0	43		11	309	0	320		0	0	0	0		759	43	802
5:15 PM - 5:30 PM	0	427	83	510		42	0	0	42		5	331	0	336		0	0	0	0		846	42	888
5:30 PM - 5:45 PM	0	405	72	477		30	0	0	30		6	340	0	346		0	0	0	0		823	30	853
5:45 PM - 6:00 PM	0	425	79	504		31	0	0	31		5	303	0	308		0	0	0	0		812	31	843
6:00 PM - 6:15 PM	0	378	72	450		35	0	0	35		6	283	0	289		0	0	0	0		739	35	774
6:15 PM - 6:30 PM	0	417	76	493		23	0	0	23		4	249	0	253		0	0	0	0		746	23	769
6:30 PM - 6:45 PM	0	399	74	473		25	0	0	25		7	242	0	249		0	0	0	0		722	25	747
6:45 PM - 7:00 PM	0	388	74	462		30	0	0	30		10	201	0	211		0	0	0	0		673	30	703
Total	0	5000	826	5826		342	0	0	342		87	3301	0	3388		0	0	0	0		9214	342	9556
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	1767	251	2018	0.99	83	0	0	83	0.86	33	1043	0	1076	0.93	0	0	0	0	0.00	3094	83	3177
4:15 PM - 5:15 PM	0	1704	246	1950	0.95	103	0	0	103	0.60	40	1126	0	1166	0.91	0	0	0	0	0.00	3116	103	3219
4:30 PM - 5:30 PM	0	1689	260	1949	0.96	125	0	0	125	0.73	41	1173	0	1214	0.90	0	0	0	0	0.00	3163	125	3288
4:45 PM - 5:45 PM	0	1662	270	1932	0.95	131	0	0	131	0.76	31	1258	0	1289	0.93	0	0	0	0	0.00	3221	131	3352
5:00 PM - 6:00 PM	0	1651	279	1930	0.95	146	0	0	146	0.85	27	1283	0	1310	0.95	0	0	0	0	0.00	3240	146	3386
5:15 PM - 6:15 PM	0	1635	306	1941	0.95	138	0	0	138	0.82	22	1257	0	1279	0.92	0	0	0	0	0.00	3220	138	3358
5:30 PM - 6:30 PM	0	1625	299	1924	0.95	119	0	0	119	0.85	21	1175	0	1196	0.86	0	0	0	0	0.00	3120	119	3239
5:45 PM - 6:45 PM	0	1619	301	1920	0.95	114	0	0	114	0.81	22	1077	0	1099	0.89	0	0	0	0	0.00	3019	114	3133
6:00 PM - 7:00 PM	0	1582	296	1878	0.95	113	0	0	113	0.81	27	975	0	1002	0.87	0	0	0	0	0.00	2880	113	2993

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: Route 1 & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Vanessa
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1		2	1	2			1					
6:15 AM - 6:30 AM			2		1	2	2						
6:30 AM - 6:45 AM			1	3	3		2	2					
6:45 AM - 7:00 AM								1					
7:00 AM - 7:15 AM				1				2					
7:15 AM - 7:30 AM			1	5									
7:30 AM - 7:45 AM			4	3		4	2	3					
7:45 AM - 8:00 AM				1	3	1	1	2					
8:00 AM - 8:15 AM			3		1								
8:15 AM - 8:30 AM			2	3		1		2					
8:30 AM - 8:45 AM				2	1	1	1						
8:45 AM - 9:00 AM	2			1	1	1							
Total	3	0	15	20	12	10	8	13					
AM One Hour Volumes													
6:00 AM - 7:00 AM	1	0	5	4	6	2	4	4	1	9	8	8	26
6:15 AM - 7:15 AM	0	0	3	4	4	2	4	5	0	7	6	9	22
6:30 AM - 7:30 AM	0	0	2	9	3	0	2	5	0	11	3	7	21
6:45 AM - 7:45 AM	0	0	5	9	0	4	2	6	0	14	4	8	26
7:00 AM - 8:00 AM	0	0	5	10	3	5	3	7	0	15	8	10	33
7:15 AM - 8:15 AM	0	0	8	9	4	5	3	5	0	17	9	8	34
7:30 AM - 8:30 AM	0	0	9	7	4	6	3	7	0	16	10	10	36
7:45 AM - 8:45 AM	0	0	5	6	5	3	2	4	0	11	8	6	25
8:00 AM - 9:00 AM	2	0	5	6	3	3	1	2	2	11	6	3	22
PM 15 Minute Volumes													
4:00 PM - 4:15 PM			2				1						
4:15 PM - 4:30 PM					1	1							
4:30 PM - 4:45 PM	1		1	2		1		2					
4:45 PM - 5:00 PM			2		2	3	2	3					
5:00 PM - 5:15 PM				1		3	2	1					
5:15 PM - 5:30 PM	3		1	3	1	2		1					
5:30 PM - 5:45 PM			1	1	2	1		1					
5:45 PM - 6:00 PM		1		4	1	2							
6:00 PM - 6:15 PM	4		4	6	3	13	8	4					
6:15 PM - 6:30 PM	1		2	3	1	1	3	3					
6:30 PM - 6:45 PM		1	6	7	1	4	1	3					
6:45 PM - 7:00 PM	1		3	3	2		2	1					
Total	10	2	22	30	14	31	19	19					
PM One Hour Volumes													
4:00 PM - 5:00 PM	1	0	5	2	3	5	3	5	1	7	8	8	24
4:15 PM - 5:15 PM	1	0	3	3	3	8	4	6	1	6	11	10	28
4:30 PM - 5:30 PM	4	0	4	6	3	9	4	7	4	10	12	11	37
4:45 PM - 5:45 PM	3	0	4	5	5	9	4	6	3	9	14	10	36
5:00 PM - 6:00 PM	3	1	2	9	4	8	2	3	4	11	12	5	32
5:15 PM - 6:15 PM	7	1	6	14	7	18	8	6	8	20	25	14	67
5:30 PM - 6:30 PM	5	1	7	14	7	17	11	8	6	21	24	19	70
5:45 PM - 6:45 PM	5	2	12	20	6	20	12	10	7	32	26	22	87
6:00 PM - 7:00 PM	6	1	15	19	7	18	14	11	7	34	25	25	91

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: Route 1 & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Vanessa
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: 0

Time Period	Southbound N. Washington St. Right	Thru	Left	Total	Westbound First St. Right	Thru	Left	Total	Northbound N. Washington St. Right	Thru	Left	Total	Eastbound 0 Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		4		4				0	4	0	4
6:15 AM - 6:30 AM				0	1			1		1		1				0	1	1	2
6:30 AM - 6:45 AM				0				0		1		1				0	1	0	1
6:45 AM - 7:00 AM		2		2				0				0				0	2	0	2
7:00 AM - 7:15 AM		1		1				0		1		1				0	2	0	2
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM				0				0		1		1				0	1	0	1
7:45 AM - 8:00 AM				0				0		1		1			1	1	1	1	2
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM				0				0		1		1				0	1	0	1
8:30 AM - 8:45 AM		1		1				0		2		2				0	3	0	3
8:45 AM - 9:00 AM			1	1				0		2		2				0	3	0	3
Total	0	4	1	5	1	0	0	1	0	14	0	14	0	0	1	1	19	2	21
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	2	0	2	1	0	0	1	0	6	0	6	0	0	0	0	8	1	9
6:15 AM - 7:15 AM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	6	1	7
6:30 AM - 7:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5
6:45 AM - 7:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5
7:00 AM - 8:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	4	1	5
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2	1	3
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	3	1	4
7:45 AM - 8:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	5	1	6
8:00 AM - 9:00 AM	0	1	1	2	0	0	0	0	0	5	0	5	0	0	0	0	7	0	7
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1		1		1				0				0	1	1	2
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM		1	2	3				0		1		1				0	4	0	4
4:45 PM - 5:00 PM				0				0	1	4		5				0	5	0	5
5:00 PM - 5:15 PM		1		1	1			1		2		2				0	3	1	4
5:15 PM - 5:30 PM				0				0				0				0	0	0	0
5:30 PM - 5:45 PM			1	1				0		1		1				0	2	0	2
5:45 PM - 6:00 PM			2	2				0				0				0	2	0	2
6:00 PM - 6:15 PM		1	1	2				0				0				0	2	0	2
6:15 PM - 6:30 PM				0	1			1				0				0	0	1	1
6:30 PM - 6:45 PM		1		1				0				0				0	1	0	1
6:45 PM - 7:00 PM		2		2				0		1		1				0	3	0	3
Total	0	7	6	13	2	1	0	3	1	9	0	10	0	0	0	0	23	3	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	2	2	4	0	1	0	1	1	5	0	6	0	0	0	0	10	1	11
4:15 PM - 5:15 PM	0	2	2	4	1	0	0	1	1	7	0	8	0	0	0	0	12	1	13
4:30 PM - 5:30 PM	0	2	2	4	1	0	0	1	1	7	0	8	0	0	0	0	12	1	13
4:45 PM - 5:45 PM	0	1	1	2	1	0	0	1	1	7	0	8	0	0	0	0	10	1	11
5:00 PM - 6:00 PM	0	1	3	4	1	0	0	1	0	3	0	3	0	0	0	0	7	1	8
5:15 PM - 6:15 PM	0	1	4	5	0	0	0	0	0	1	0	1	0	0	0	0	6	0	6
5:30 PM - 6:30 PM	0	1	4	5	1	0	0	1	0	1	0	1	0	0	0	0	6	1	7
5:45 PM - 6:45 PM	0	2	3	5	1	0	0	1	0	0	0	0	0	0	0	0	5	1	6
6:00 PM - 7:00 PM	0	4	1	5	1	0	0	1	0	1	0	1	0	0	0	0	6	1	7

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Salih
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

Time Period	Southbound N. St Asaph St. Right	Thru	Left	Total	PHF	Westbound First St. Right	Thru	Left	Total	PHF	Northbound N. St Asaph St. Right	Thru	Left	Total	PHF	Eastbound First St. Right	Thru	Left	Total	PHF	North & South	East & West	Total
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	0	0	1		0	5	1	6		1	0	3	4		7	7	0	14		5	20	25
6:15 AM - 6:30 AM	0	0	0	0		0	10	2	12		1	0	3	4		2	9	0	11		4	23	27
6:30 AM - 6:45 AM	1	1	0	2		0	9	2	11		1	0	3	4		3	15	0	18		6	29	35
6:45 AM - 7:00 AM	0	0	1	1		0	10	2	12		1	1	12	14		5	8	0	13		15	25	40
7:00 AM - 7:15 AM	5	0	0	5		0	10	1	11		1	0	12	13		7	19	0	26		18	37	55
7:15 AM - 7:30 AM	0	2	0	2		0	14	0	14		1	0	38	39		16	26	0	42		41	56	97
7:30 AM - 7:45 AM	1	1	1	3		0	12	1	13		3	0	38	41		10	22	0	32		44	45	89
7:45 AM - 8:00 AM	0	0	0	0		0	18	3	21		1	0	36	37		17	36	0	53		37	74	111
8:00 AM - 8:15 AM	2	0	1	3		0	23	4	27		5	0	32	37		10	25	0	35		40	62	102
8:15 AM - 8:30 AM	0	1	0	1		0	13	4	17		5	0	26	31		21	36	0	57		32	74	106
8:30 AM - 8:45 AM	0	1	0	1		0	5	1	6		3	0	15	18		32	32	0	64		19	70	89
8:45 AM - 9:00 AM	0	1	0	1		0	7	3	10		4	0	17	21		20	44	0	64		22	74	96
Total	10	7	3	20		0	136	24	160		27	1	235	263		150	279	0	429		283	589	872
AM One Hour Volumes																							
6:00 AM - 7:00 AM	2	1	1	4	0.50	0	34	7	41	0.85	4	1	21	26	0.46	17	39	0	56	0.78	30	97	127
6:15 AM - 7:15 AM	6	1	1	8	0.40	0	39	7	46	0.96	4	1	30	35	0.63	17	51	0	68	0.65	43	114	157
6:30 AM - 7:30 AM	6	3	1	10	0.50	0	43	5	48	0.86	4	1	65	70	0.45	31	68	0	99	0.59	80	147	227
6:45 AM - 7:45 AM	6	3	2	11	0.55	0	46	4	50	0.89	6	1	100	107	0.65	38	75	0	113	0.67	118	163	281
7:00 AM - 8:00 AM	6	3	1	10	0.50	0	54	5	59	0.70	6	0	124	130	0.79	50	103	0	153	0.72	140	212	352
7:15 AM - 8:15 AM	3	3	2	8	0.67	0	67	8	75	0.69	10	0	144	154	0.94	53	109	0	162	0.76	162	237	399
7:30 AM - 8:30 AM	3	2	2	7	0.58	0	66	12	78	0.72	14	0	132	146	0.89	58	119	0	177	0.78	153	255	408
7:45 AM - 8:45 AM	2	2	1	5	0.42	0	59	12	71	0.66	14	0	109	123	0.83	80	129	0	209	0.82	128	280	408
8:00 AM - 9:00 AM	2	3	1	6	0.50	0	48	12	60	0.56	17	0	90	107	0.72	83	137	0	220	0.86	113	280	393
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	1	0	0	1		0	10	3	13		3	0	10	13		16	38	0	54		14	67	81
4:15 PM - 4:30 PM	2	0	1	3		0	10	5	15		2	0	10	12		27	45	0	72		15	87	102
4:30 PM - 4:45 PM	1	1	2	4		0	11	0	11		1	0	13	14		41	46	0	87		18	98	116
4:45 PM - 5:00 PM	1	0	1	2		0	6	1	7		1	0	9	10		27	49	0	76		12	83	95
5:00 PM - 5:15 PM	1	0	0	1		0	15	5	20		6	0	23	29		27	45	0	72		30	92	122
5:15 PM - 5:30 PM	1	0	1	2		0	13	2	15		1	0	21	22		28	58	0	86		24	101	125
5:30 PM - 5:45 PM	5	1	1	7		0	8	1	9		7	0	16	23		22	68	0	90		30	99	129
5:45 PM - 6:00 PM	1	1	0	2		0	15	4	19		6	0	15	21		25	61	0	86		23	105	128
6:00 PM - 6:15 PM	1	0	1	2		0	14	1	15		4	0	15	19		21	65	0	86		21	101	122
6:15 PM - 6:30 PM	1	1	1	3		0	10	3	13		6	0	8	14		27	43	0	70		17	83	100
6:30 PM - 6:45 PM	1	2	2	5		0	12	1	13		3	0	9	12		32	52	0	84		17	97	114
6:45 PM - 7:00 PM	2	1	0	3		0	14	0	14		1	0	13	14		32	48	0	80		17	94	111
Total	18	7	10	35		0	138	26	164		41	0	162	203		325	618	0	943		238	1107	1345
PM One Hour Volumes																							
4:00 PM - 5:00 PM	5	1	4	10	0.63	0	37	9	46	0.77	7	0	42	49	0.88	111	178	0	289	0.83	59	335	394
4:15 PM - 5:15 PM	5	1	4	10	0.63	0	42	11	53	0.66	10	0	55	65	0.56	122	185	0	307	0.88	75	360	435
4:30 PM - 5:30 PM	4	1	4	9	0.56	0	45	8	53	0.66	9	0	66	75	0.65	123	198	0	321	0.92	84	374	458
4:45 PM - 5:45 PM	8	1	3	12	0.43	0	42	9	51	0.64	15	0	69	84	0.72	104	220	0	324	0.90	96	375	471
5:00 PM - 6:00 PM	8	2	2	12	0.43	0	51	12	63	0.79	20	0	75	95	0.82	102	232	0	334	0.93	107	397	504
5:15 PM - 6:15 PM	8	2	3	13	0.46	0	50	8	58	0.76	18	0	67	85	0.92	96	252	0	348	0.97	98	406	504
5:30 PM - 6:30 PM	8	3	3	14	0.50	0	47	9	56	0.74	23	0	54	77	0.84	95	237	0	332	0.92	91	388	479
5:45 PM - 6:45 PM	4	4	4	12	0.60	0	51	9	60	0.79	19	0	47	66	0.79	105	221	0	326	0.95	78	386	464
6:00 PM - 7:00 PM	5	4	4	13	0.65	0	50	5	55	0.92	14	0	45	59	0.78	112	208	0	320	0.93	72	375	447

Gorove/Slade Associates

Project Name :	Robinson Terminal North
Project # :	2270-006
Location	City of Alexandria, Virginia
Data Source:	City of Alexandria T&ES

Intersection: **Washington St and First St**

AM PEAK																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Washington St**				**First St**				**Washington St**				**N/A**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to 6:15 AM	0	54	16	0	7	0	0	2	7	314	0	0	0	0	0	
6:15 AM	to 6:30 AM	0	64	16	0	9	0	0	1	5	400	0	5	0	0	0	
6:30 AM	to 6:45 AM	0	90	20	0	14	0	0	3	7	538	0	2	0	0	0	
6:45 AM	to 7:00 AM	0	102	30	0	27	0	0	3	5	564	0	3	0	0	0	
7:00 AM	to 7:15 AM	0	110	28	0	20	0	0	1	10	622	0	4	0	0	0	
7:15 AM	to 7:30 AM	0	131	43	0	32	0	0	3	3	627	0	3	0	0	0	
7:30 AM	to 7:45 AM	0	176	28	0	40	0	0	2	6	572	0	2	0	0	0	
7:45 AM	to 8:00 AM	0	136	53	0	44	0	0	2	2	503	0	4	0	0	0	
8:00 AM	to 8:15 AM	0	156	52	0	49	0	0	4	5	576	0	8	0	0	0	
8:15 AM	to 8:30 AM	0	209	61	0	42	0	0	6	7	549	0	1	0	0	0	
8:30 AM	to 8:45 AM	0	201	72	0	36	0	0	2	8	548	0	3	0	0	0	
8:45 AM	to 9:00 AM	0	191	84	0	28	0	0	8	8	469	0	5	0	0	0	
PM PEAK																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Washington St**				**First St**				**Washington St**				**N/A**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to 4:15 PM	0	463	70	0	18	0	0	2	7	218	0	0	0	0	0	
4:15 PM	to 4:30 PM	0	453	62	0	30	0	0	0	5	250	0	1	0	0	0	
4:30 PM	to 4:45 PM	0	490	77	0	30	0	0	0	5	258	0	2	0	0	0	
4:45 PM	to 5:00 PM	0	458	73	0	28	0	0	11	7	247	0	12	0	0	0	
5:00 PM	to 5:15 PM	0	482	96	0	44	0	0	2	15	311	0	4	0	0	0	
5:15 PM	to 5:30 PM	0	466	80	0	54	0	0	0	13	353	0	3	0	0	0	
5:30 PM	to 5:45 PM	0	448	86	0	51	0	0	2	10	330	0	8	0	0	0	
5:45 PM	to 6:00 PM	0	403	107	0	26	0	0	3	8	294	0	8	0	0	0	
6:00 PM	to 6:15 PM	0	464	83	0	40	0	0	4	11	292	0	10	0	0	0	
6:15 PM	to 6:30 PM	0	403	74	0	37	0	0	6	9	314	0	9	0	0	0	
6:30 PM	to 6:45 PM	0	0	0		0	0	0		0	0	0		0	0	0	
6:45 PM	to 7:00 PM	0	0	0		0	0	0		0	0	0		0	0	0	
PEAK HOURS																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Washington St**				**First St**				**Washington St**				**N/A**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
8:00 AM	to 9:00 AM	0	757	269	0	155	0	0	20	28	2142	0	17	0	0	0	0
PM INTERSECTION PEAK HOUR																	
5:00 PM	to 6:00 PM	0	1799	369	0	175	0	0	7	46	1288	0	23	0	0	0	0
AM SYSTEM PEAK HOUR																	
8:00 AM	to 9:00 AM	0	757	269	0	155	0	0	20	28	2142	0	17	0	0	0	0
PM SYSTEM PEAK HOUR																	
4:45 PM	to 5:45 PM	0	1854	335	0	177	0	0	15	45	1241	0	27	0	0	0	0
PEAK HOUR		Southbound				Westbound				Northbound				Eastbound			
FACTORS		**Washington St**				**First St**				**Washington St**				**N/A**			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR		0.00	0.91	0.80	N/A	0.79	0.00	0.00	N/A	0.88	0.93	0.00	N/A	0.00	0.00	0.00	N/A
PM PEAK HOUR		0.00	0.96	0.87	N/A	0.82	0.00	0.00	N/A	0.75	0.88	0.00	N/A	0.00	0.00	0.00	N/A

Overall AM PEAK HOUR FACTOR = 0.97 **Overall PM PEAK HOUR FACTOR** = 0.95

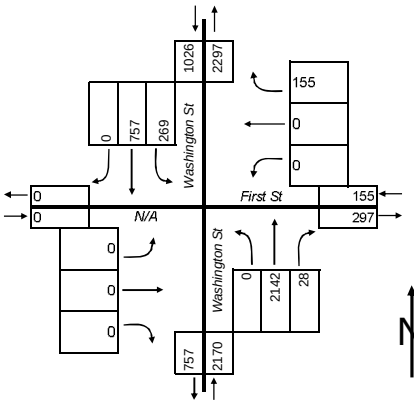
AM Period Intersection Volume: 8826 **PM Period Intersection Volume:** 8653

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM	0		17	17		0	0		20	20		0
PM	0		27	27		0	0		15	15		0

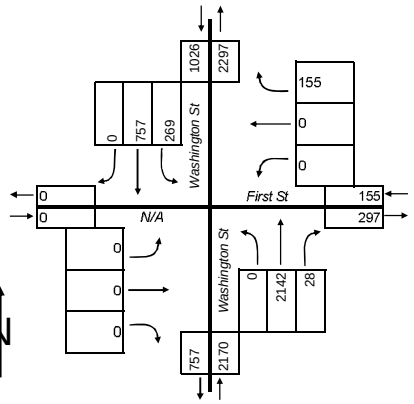
Date of Counts: Thursday, April 11, 2013

AM Weather Conditions: Mild, Clear **PM Weather Conditions:** Mild, Clear

AM INTERSECTION PEAK VOLUMES

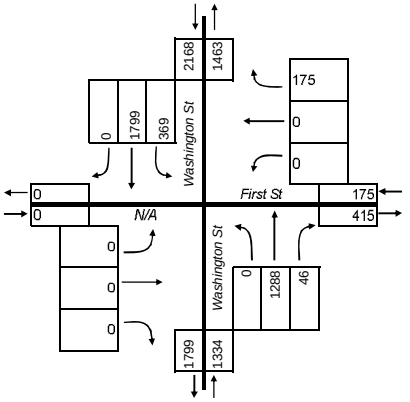


AM SYSTEM PEAK VOLUMES

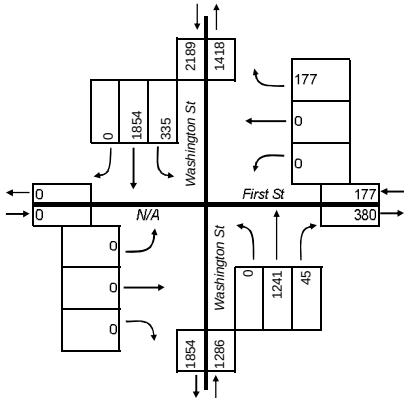


N

PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Amina
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

Time Period	Southbound N. Pitt St.				Westbound First St.				Northbound N. Pitt St.				Eastbound First St.				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0				0		1		1	0	1	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0		1		1				0		1		1	0	2	2
7:00 AM - 7:15 AM				0	1			1				0		2		2	0	3	3
7:15 AM - 7:30 AM				0				0				0		2		2	0	2	2
7:30 AM - 7:45 AM				0		2		2				0				0	0	2	2
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0				0		1	1	2	0	2	2
8:15 AM - 8:30 AM				0		1		1				0		2		2	0	3	3
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM				0		1		1				0		1		1	0	2	2
Total	0	0	0	0	1	5	0	6	0	0	0	0	0	10	1	11	0	17	17
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3
6:15 AM - 7:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	0	6	6
6:30 AM - 7:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	0	7	7
6:45 AM - 7:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	0	9	9
7:00 AM - 8:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	0	7	7
7:15 AM - 8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	0	6	6
7:30 AM - 8:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	0	7	7
7:45 AM - 8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	0	5	5
8:00 AM - 9:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	0	7	7
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM	1			1				0				0				0	1	0	1
4:15 PM - 4:30 PM				0		1		1				0				0	0	1	1
4:30 PM - 4:45 PM				0				0				0				0	0	0	0
4:45 PM - 5:00 PM				0		1		1				0		1		1	0	2	2
5:00 PM - 5:15 PM				0				0				0		1	1	2	0	2	2
5:15 PM - 5:30 PM				0		1		1				0		1		1	0	2	2
5:30 PM - 5:45 PM				0		1		1				0		2		2	0	3	3
5:45 PM - 6:00 PM				0				0				0		1		1	0	1	1
6:00 PM - 6:15 PM				0		1		1				0		1	1	2	0	3	3
6:15 PM - 6:30 PM				0		3		3				0		1		1	0	4	4
6:30 PM - 6:45 PM				0		1		1				0				0	0	1	1
6:45 PM - 7:00 PM				0				0				0				0	0	0	0
Total	1	0	0	1	0	9	0	9	0	0	0	0	0	8	2	10	1	19	20
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	1	3	4
4:15 PM - 5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	0	5	5
4:30 PM - 5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	0	6	6
4:45 PM - 5:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	0	9	9
5:00 PM - 6:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	1	6	0	8	8
5:15 PM - 6:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	0	9	9
5:30 PM - 6:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	1	6	0	11	11
5:45 PM - 6:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4	0	9	9
6:00 PM - 7:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	0	8	8

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count

[illegible]

[illegible]	[illegible]					[illegible]					[illegible]					[illegible]					[illegible]					[illegible]	[illegible]	[illegible]
AM																												
[illegible]																												
[illegible]	12	77	1,481	0	1,570	9	59	287	60	379	0	5,653	84	17	5,754	0	0	0	0	0	8	65	0	0	73	7,762		
[illegible]																												
AM Peak 6:45-7:45	3	29	521	0	553	1	11	87	16	115	0	2,259	16	4	2,279	0	0	0	0	0	3	22	0	0	25	2,972	0.97	AM Peak 6:45-7:45
PM																												
[illegible]																												
[illegible]	15	139	4,991	0	5,145	61	190	594	203	1,048	0	3,278	169	21	3,468	0	0	0	0	0	11	200	0	0	211	9,872		
[illegible]																												
PM Peak 5:00-6:00	8	49	1,673	0	1,730	25	81	254	78	438	0	1,260	65	8	1,333	0	0	0	0	0	3	78	0	0	81	3,582	0.96	PM Peak 5:00-6:00

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Royal St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jerome
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Royal St.
NORTHBOUND ROAD: N. Royal St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

Time	Southbound N. Royal St.				Westbound Montgomery St.				Northbound N. Royal St.				Eastbound Montgomery St.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		2		2				0	2	0	2
6:15 AM - 6:30 AM				0				0		4		4				0	4	0	4
6:30 AM - 6:45 AM				0				0		7		7				0	7	0	7
6:45 AM - 7:00 AM				0				0		7		7		1		1	7	1	8
7:00 AM - 7:15 AM				0				0		15		15				0	15	0	15
7:15 AM - 7:30 AM	1			1		1		1		6		6				0	7	1	8
7:30 AM - 7:45 AM				0		1		1		6		6		1		1	6	2	8
7:45 AM - 8:00 AM				0		1		1		8		8				0	8	1	9
8:00 AM - 8:15 AM		2		2		1		1		11		11				0	13	1	14
8:15 AM - 8:30 AM		1		1		1		1		6		6				0	7	1	8
8:30 AM - 8:45 AM	1			1				0		6		6				0	7	0	7
8:45 AM - 9:00 AM				0				0		2		2				0	2	0	2
Total	2	3	0	5	0	5	0	5	0	80	0	80	0	2	0	2	85	7	92
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	20	0	20	0	1	0	1	20	1	21
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	33	0	33	0	1	0	1	33	1	34
6:30 AM - 7:30 AM	1	0	0	1	0	1	0	1	0	35	0	35	0	1	0	1	36	2	38
6:45 AM - 7:45 AM	1	0	0	1	0	2	0	2	0	34	0	34	0	2	0	2	35	4	39
7:00 AM - 8:00 AM	1	0	0	1	0	3	0	3	0	35	0	35	0	1	0	1	36	4	40
7:15 AM - 8:15 AM	1	2	0	3	0	4	0	4	0	31	0	31	0	1	0	1	34	5	39
7:30 AM - 8:30 AM	0	3	0	3	0	4	0	4	0	31	0	31	0	1	0	1	34	5	39
7:45 AM - 8:45 AM	1	3	0	4	0	3	0	3	0	31	0	31	0	0	0	0	35	3	38
8:00 AM - 9:00 AM	1	3	0	4	0	2	0	2	0	25	0	25	0	0	0	0	29	2	31
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		3		3				0	3	1		4				0	7	0	7
4:15 PM - 4:30 PM	1	4		5		1		1		1		1				0	6	1	7
4:30 PM - 4:45 PM		4		4			1	1				0		2		2	4	3	7
4:45 PM - 5:00 PM	1	3		4	1			1			1	1				0	5	1	6
5:00 PM - 5:15 PM		4		4		4		4	1	1		2		1		1	6	5	11
5:15 PM - 5:30 PM		2		2		1		1		1		1				0	3	1	4
5:30 PM - 5:45 PM		4		4		1		1		1		1				0	5	1	6
5:45 PM - 6:00 PM		4		4		1		1		2		2				0	6	1	7
6:00 PM - 6:15 PM	1	3		4	1	1		2		2	1	3				0	7	2	9
6:15 PM - 6:30 PM		9		9				0				0				0	9	0	9
6:30 PM - 6:45 PM		6		6		1		1				0				0	6	1	7
6:45 PM - 7:00 PM		5		5				0				0				0	5	0	5
Total	3	51	0	54	2	10	1	13	4	9	2	15	0	3	0	3	69	16	85
PM One Hour Volumes																			
4:00 PM - 5:00 PM	2	14	0	16	1	1	1	3	3	2	1	6	0	2	0	2	22	5	27
4:15 PM - 5:15 PM	2	15	0	17	1	5	1	7	1	2	1	4	0	3	0	3	21	10	31
4:30 PM - 5:30 PM	1	13	0	14	1	5	1	7	1	2	1	4	0	3	0	3	18	10	28
4:45 PM - 5:45 PM	1	13	0	14	1	6	0	7	1	3	1	5	0	1	0	1	19	8	27
5:00 PM - 6:00 PM	0	14	0	14	0	7	0	7	1	5	0	6	0	1	0	1	20	8	28
5:15 PM - 6:15 PM	1	13	0	14	1	4	0	5	0	6	1	7	0	0	0	0	21	5	26
5:30 PM - 6:30 PM	1	20	0	21	1	3	0	4	0	5	1	6	0	0	0	0	27	4	31
5:45 PM - 6:45 PM	1	22	0	23	1	3	0	4	0	4	1	5	0	0	0	0	28	4	32
6:00 PM - 7:00 PM	1	23	0	24	1	2	0	3	0	2	1	3	0	0	0	0	27	3	30

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Whitney & Dominique
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

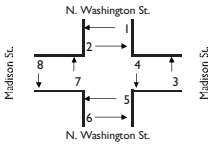
Time	Southbound N. Washington St.					Westbound Madison St.					Northbound N. Washington St.					Eastbound Madison St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	51	5	56		0	0	0	0		13	298	0	311		2	6	6	14		367	14	381
6:15 AM - 6:30 AM	0	57	9	66		0	0	0	0		10	389	0	399		3	13	12	28		465	28	493
6:30 AM - 6:45 AM	0	89	1	90		0	0	0	0		8	546	0	554		2	18	19	39		644	39	683
6:45 AM - 7:00 AM	0	102	8	110		0	0	0	0		7	581	0	588		3	27	19	49		698	49	747
7:00 AM - 7:15 AM	0	128	14	142		0	0	0	0		8	551	0	559		2	20	13	35		701	35	736
7:15 AM - 7:30 AM	0	139	11	150		0	0	0	0		10	554	0	564		4	27	15	46		714	46	760
7:30 AM - 7:45 AM	0	156	27	183		0	0	0	0		9	536	0	545		6	41	6	53		728	53	781
7:45 AM - 8:00 AM	0	137	30	167		0	0	0	0		10	462	0	472		8	75	4	87		639	87	726
8:00 AM - 8:15 AM	0	144	22	166		0	0	0	0		14	423	0	437		5	69	5	79		603	79	682
8:15 AM - 8:30 AM	0	167	17	184		0	0	0	0		15	393	0	408		5	78	11	94		592	94	686
8:30 AM - 8:45 AM	0	141	28	169		0	0	0	0		30	466	0	496		8	48	15	71		665	71	736
8:45 AM - 9:00 AM	0	167	23	190		0	0	0	0		31	357	0	388		10	72	9	91		578	91	669
Total	0	1478	195	1673		0	0	0	0		165	5556	0	5721		58	494	134	686		7394	686	8080
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	299	23	322	0.73	0	0	0	0	0.00	38	1814	0	1852	0.79	10	64	56	130	0.66	2174	130	2304
6:15 AM - 7:15 AM	0	376	32	408	0.72	0	0	0	0	0.00	33	2067	0	2100	0.89	10	78	63	151	0.77	2508	151	2659
6:30 AM - 7:30 AM	0	458	34	492	0.82	0	0	0	0	0.00	33	2232	0	2265	0.96	11	92	66	169	0.86	2757	169	2926
6:45 AM - 7:45 AM	0	525	60	585	0.80	0	0	0	0	0.00	34	2222	0	2256	0.96	15	115	53	183	0.86	2841	183	3024
7:00 AM - 8:00 AM	0	560	82	642	0.88	0	0	0	0	0.00	37	2103	0	2140	0.95	20	163	38	221	0.64	2782	221	3003
7:15 AM - 8:15 AM	0	576	90	666	0.91	0	0	0	0	0.00	43	1975	0	2018	0.89	23	212	30	265	0.76	2684	265	2949
7:30 AM - 8:30 AM	0	604	96	700	0.95	0	0	0	0	0.00	48	1814	0	1862	0.85	24	263	26	313	0.83	2562	313	2875
7:45 AM - 8:45 AM	0	589	97	686	0.93	0	0	0	0	0.00	69	1744	0	1813	0.91	26	270	35	331	0.88	2499	331	2830
8:00 AM - 9:00 AM	0	619	90	709	0.93	0	0	0	0	0.00	90	1639	0	1729	0.87	28	267	40	335	0.89	2438	335	2773
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	443	13	456		0	0	0	0		19	208	0	227		7	41	12	60		683	60	743
4:15 PM - 4:30 PM	0	460	18	478		0	0	0	0		13	289	0	302		7	33	14	54		780	54	834
4:30 PM - 4:45 PM	0	408	12	420		0	0	0	0		15	238	0	253		12	45	21	78		673	78	751
4:45 PM - 5:00 PM	0	461	11	472		0	0	0	0		16	273	0	289		6	43	17	66		761	66	827
5:00 PM - 5:15 PM	0	412	15	427		0	0	0	0		26	279	0	305		12	56	17	85		732	85	817
5:15 PM - 5:30 PM	0	446	16	462		0	0	0	0		16	315	0	331		13	54	24	91		793	91	884
5:30 PM - 5:45 PM	0	412	12	424		0	0	0	0		17	324	0	341		13	69	14	96		765	96	861
5:45 PM - 6:00 PM	0	421	23	444		0	0	0	0		26	293	0	319		11	45	13	69		763	69	832
6:00 PM - 6:15 PM	0	384	19	403		0	0	0	0		17	276	0	293		7	59	20	86		696	86	782
6:15 PM - 6:30 PM	0	446	30	476		0	0	0	0		8	257	0	265		16	36	13	65		741	65	806
6:30 PM - 6:45 PM	0	370	20	390		0	0	0	0		15	221	0	236		12	48	16	76		626	76	702
6:45 PM - 7:00 PM	0	382	24	406		0	0	0	0		15	168	0	183		5	50	15	70		589	70	659
Total	0	5045	213	5258		0	0	0	0		203	3141	0	3344		121	579	196	896		8602	896	9498
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	1772	54	1826	0.96	0	0	0	0	0.00	70	1008	0	1071	0.89	32	162	64	258	0.83	2897	258	3155
4:15 PM - 5:15 PM	0	1741	56	1797	0.94	0	0	0	0	0.00	70	1079	0	1149	0.94	37	177	69	283	0.83	2946	283	3229
4:30 PM - 5:30 PM	0	1727	54	1781	0.94	0	0	0	0	0.00	73	1105	0	1178	0.89	43	198	79	320	0.88	2959	320	3279
4:45 PM - 5:45 PM	0	1731	54	1785	0.95	0	0	0	0	0.00	75	1191	0	1266	0.93	44	222	72	338	0.88	3051	338	3389
5:00 PM - 6:00 PM	0	1691	66	1757	0.95	0	0	0	0	0.00	85	1211	0	1296	0.95	49	224	68	341	0.89	3053	341	3394
5:15 PM - 6:15 PM	0	1663	70	1733	0.94	0	0	0	0	0.00	76	1208	0	1284	0.94	44	227	71	342	0.89	3017	342	3359
5:30 PM - 6:30 PM	0	1663	84	1747	0.92	0	0	0	0	0.00	68	1150	0	1218	0.89	47	209	60	316	0.82	2965	316	3281
5:45 PM - 6:45 PM	0	1621	92	1713	0.90	0	0	0	0	0.00	66	1047	0	1113	0.87	46	188	62	296	0.86	2826	296	3122
6:00 PM - 7:00 PM	0	1582	93	1675	0.88	0	0	0	0	0.00	55	922	0	977	0.83	40	193	64	297	0.86	2652	297	2949

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Dominique
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1	1	2				4	1					
6:15 AM - 6:30 AM	3		1	2	1	1							
6:30 AM - 6:45 AM	4		1	2	3	2		2					
6:45 AM - 7:00 AM	38	3			5	3							
7:00 AM - 7:15 AM	3	1	2	1	5		3	2					
7:15 AM - 7:30 AM	1	3	2	3	9		1						
7:30 AM - 7:45 AM	3	3	4	7	5	3	3	1					
7:45 AM - 8:00 AM		10	5	6	8	4	2	3					
8:00 AM - 8:15 AM	1	12	1	7	6	5	3	2					
8:15 AM - 8:30 AM	6	1		4	9	10	1	5					
8:30 AM - 8:45 AM	4	10	2	1	3	11	2	1					
8:45 AM - 9:00 AM	2	4	2		5	10	8	2					
Total	66	48	22	33	59	49	27	19					
AM One Hour Volumes													
6:00 AM - 7:00 AM	46	4	4	4	9	6	4	3	50	8	15	7	80
6:15 AM - 7:15 AM	48	4	4	5	14	6	3	4	52	9	20	7	88
6:30 AM - 7:30 AM	46	7	5	6	22	5	4	4	53	11	27	8	99
6:45 AM - 7:45 AM	45	10	8	11	24	6	7	3	55	19	30	10	114
7:00 AM - 8:00 AM	7	17	13	17	27	7	9	6	24	30	34	15	103
7:15 AM - 8:15 AM	5	28	12	23	28	12	9	6	33	35	40	15	123
7:30 AM - 8:30 AM	10	26	10	24	28	22	9	11	36	34	50	20	140
7:45 AM - 8:45 AM	11	33	8	18	26	30	8	11	44	26	56	19	145
8:00 AM - 9:00 AM	13	27	5	12	23	36	14	10	40	17	59	24	140
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	3	1		1	6	7	2						
4:15 PM - 4:30 PM	2	3	3	1	4	1	2	1					
4:30 PM - 4:45 PM	5	12	1	4	8	9	2	1					
4:45 PM - 5:00 PM	2	7	6	5	6	4	1	2					
5:00 PM - 5:15 PM	12	1	3		8	8							
5:15 PM - 5:30 PM	7	3		4	10	1	1	3					
5:30 PM - 5:45 PM	11	12			11	10		2					
5:45 PM - 6:00 PM	8	2	4		8	11	10						
6:00 PM - 6:15 PM	7	10	4	5	12	7	2	4					
6:15 PM - 6:30 PM	4	6	5	9	6	13		3					
6:30 PM - 6:45 PM	4	8	3	2	6	4	4	4					
6:45 PM - 7:00 PM	5	6	5	1	9	5	2	5					
Total	70	71	34	32	94	80	26	25					
PM One Hour Volumes													
4:00 PM - 5:00 PM	12	23	10	11	24	21	7	4	35	21	45	11	112
4:15 PM - 5:15 PM	21	23	13	10	26	22	5	4	44	23	48	9	124
4:30 PM - 5:30 PM	26	23	10	13	32	22	4	6	49	23	54	10	136
4:45 PM - 5:45 PM	32	23	9	9	35	23	2	7	55	18	58	9	140
5:00 PM - 6:00 PM	38	18	7	4	37	30	11	5	56	11	67	16	150
5:15 PM - 6:15 PM	33	27	8	9	41	29	13	9	60	17	70	22	169
5:30 PM - 6:30 PM	30	30	13	14	37	41	12	9	60	27	78	21	186
5:45 PM - 6:45 PM	23	26	16	16	32	35	16	11	49	32	67	27	175
6:00 PM - 7:00 PM	20	30	17	17	33	29	8	16	50	34	62	24	170

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Whitney
INPUTED BY: john wilson
SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

Time Period	Southbound N. Washington St. Right	Thru	Left	Total	Westbound Madison St. Right	Thru	Left	Total	Northbound N. Washington St. Right	Thru	Left	Total	Eastbound Madison St. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		4		4				0	4	0	4
6:15 AM - 6:30 AM				0				0		1		1				0	1	0	1
6:30 AM - 6:45 AM				0				0		1		1				0	1	0	1
6:45 AM - 7:00 AM				0				0		1		1			1	1	1	1	2
7:00 AM - 7:15 AM				0				0		1		1		1		1	1	1	2
7:15 AM - 7:30 AM				0				0		1		1				0	1	0	1
7:30 AM - 7:45 AM				0				0				0	1	1	1	3	0	3	3
7:45 AM - 8:00 AM			1	1				0				0				0	1	0	1
8:00 AM - 8:15 AM				0				0				0		1		1	0	1	1
8:15 AM - 8:30 AM				0			1	1		1		1				0	1	1	2
8:30 AM - 8:45 AM		1		1				0		1		1			1	1	2	1	3
8:45 AM - 9:00 AM				0	1			1		2		2		2		2	2	3	5
Total	0	1	1	2	1	0	1	2	0	13	0	13	1	5	3	9	15	11	26
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	1	1	7	1	8
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	1	2	4	2	6
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	1	2	4	2	6
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	2	2	5	3	5	8
7:00 AM - 8:00 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	2	1	4	3	4	7
7:15 AM - 8:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	2	1	4	2	4	6
7:30 AM - 8:30 AM	0	0	1	1	0	0	1	1	0	1	0	1	1	2	1	4	2	5	7
7:45 AM - 8:45 AM	0	1	1	2	0	0	1	1	0	2	0	2	0	1	1	2	4	3	7
8:00 AM - 9:00 AM	0	1	0	1	1	0	1	2	0	4	0	4	0	3	1	4	5	6	11
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1				0				0				0	1	0	1
4:15 PM - 4:30 PM		1		1				0				0				0	1	0	1
4:30 PM - 4:45 PM	1	1		2				0		3		3				0	5	0	5
4:45 PM - 5:00 PM		2		2				0				0		1	2	3	2	3	5
5:00 PM - 5:15 PM		1	1	2				0				0		1		1	2	1	3
5:15 PM - 5:30 PM				0				0				0		1		1	0	1	1
5:30 PM - 5:45 PM				0				0			1	1				0	1	0	1
5:45 PM - 6:00 PM				0			1	1				0				0	0	1	1
6:00 PM - 6:15 PM				0				0				0		1		1	0	1	1
6:15 PM - 6:30 PM		2		2				0				0		1		1	2	1	3
6:30 PM - 6:45 PM		1		1				0				0		2		2	1	2	3
6:45 PM - 7:00 PM		1		1				0				0		2		2	1	2	3
Total	1	10	1	12	0	0	1	1	0	3	1	4	0	9	2	11	16	12	28
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	5	0	6	0	0	0	0	0	3	0	3	0	1	2	3	9	3	12
4:15 PM - 5:15 PM	1	5	1	7	0	0	0	0	0	3	0	3	0	2	2	4	10	4	14
4:30 PM - 5:30 PM	1	4	1	6	0	0	0	0	0	3	0	3	0	3	2	5	9	5	14
4:45 PM - 5:45 PM	0	3	1	4	0	0	0	0	0	0	1	1	0	3	2	5	5	5	10
5:00 PM - 6:00 PM	0	1	1	2	0	0	1	1	0	0	1	1	0	2	0	2	3	3	6
5:15 PM - 6:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	1	3	4
5:30 PM - 6:30 PM	0	2	0	2	0	0	1	1	0	0	1	1	0	2	0	2	3	3	6
5:45 PM - 6:45 PM	0	3	0	3	0	0	1	1	0	0	0	0	0	4	0	4	3	5	8
6:00 PM - 7:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	6	0	6	4	6	10

Gorove/Slade Associates

Project Name :	Robinson Terminal North
Project Number:	2270-006
Location:	City of Alexandria, Virginia
Data Source:	City of Alexandria T&ES

Intersection: **Washington St and Madison St**

AM PEAK

	Direction:	Southbound				Westbound				Northbound				Eastbound			
	Roadway:	**Washington St**				**Madison St**				**Washington St**				**Madison St**			
	Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to 6:15 AM	0	51	6	1	0	0	0	2	7	298	0	1	4	20	6	0
6:15 AM	to 6:30 AM	0	67	1	3	0	0	0	3	11	427	0	1	4	24	6	0
6:30 AM	to 6:45 AM	0	90	4	3	0	0	0	2	17	511	0	4	2	15	9	2
6:45 AM	to 7:00 AM	0	99	3	2	0	0	0	2	12	620	0	3	1	26	9	2
7:00 AM	to 7:15 AM	0	108	9	1	0	0	0	1	11	589	0	8	2	24	9	3
7:15 AM	to 7:30 AM	0	126	8	3	0	0	0	4	7	671	0	4	2	24	10	5
7:30 AM	to 7:45 AM	0	170	11	1	0	0	0	1	20	534	0	12	2	44	12	2
7:45 AM	to 8:00 AM	0	136	11	1	0	0	0	3	11	561	0	7	1	48	4	7
8:00 AM	to 8:15 AM	0	137	15	0	0	0	0	5	11	491	0	3	6	68	7	2
8:15 AM	to 8:30 AM	0	195	18	8	0	0	0	14	12	541	0	6	5	62	13	5
8:30 AM	to 8:45 AM	0	186	28	5	0	0	0	7	11	478	0	8	7	61	3	7
8:45 AM	to 9:00 AM	0	172	24	4	0	0	0	4	42	541	0	16	8	65	3	9

PM PEAK

	Direction:	Southbound				Westbound				Northbound				Eastbound			
	Roadway:	**Washington St**				**Madison St**				**Washington St**				**Madison St**			
	Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to 4:15 PM	0	470	15	4	0	0	0	4	11	209	0	13	8	37	13	9
4:15 PM	to 4:30 PM	0	463	11	5	0	0	0	1	12	263	0	8	15	30	9	1
4:30 PM	to 4:45 PM	0	489	16	5	0	0	0	3	22	260	0	6	5	35	22	3
4:45 PM	to 5:00 PM	0	485	9	7	0	0	0	4	16	228	0	6	10	32	11	2
5:00 PM	to 5:15 PM	0	491	5	10	0	0	0	8	24	310	0	12	9	50	13	6
5:15 PM	to 5:30 PM	0	488	13	11	0	0	0	8	16	327	0	5	11	38	20	7
5:30 PM	to 5:45 PM	0	467	17	2	0	0	0	2	24	320	0	13	5	51	16	1
5:45 PM	to 6:00 PM	0	423	14	9	0	0	0	5	12	287	0	10	9	34	17	3
6:00 PM	to 6:15 PM	0	455	11	7	0	0	0	4	13	310	0	19	7	56	27	10
6:15 PM	to 6:30 PM	0	412	20	3	0	0	0	6	17	311	0	6	14	33	14	5
6:30 PM	to 6:45 PM	0				0	0	0				0					
6:45 PM	to 7:00 PM	0				0	0	0				0					

PEAK HOURS

	Direction:	Southbound				Westbound				Northbound				Eastbound			
	Roadway:	**Washington St**				**Madison St**				**Washington St**				**Madison St**			
	Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
8:00 AM	to 9:00 AM	0	690	85	17	0	0	0	30	76	2051	0	33	26	256	26	23
PM INTERSECTION PEAK HOUR																	
5:00 PM	to 6:00 PM	0	1869	49	32	0	0	0	23	76	1244	0	40	34	173	66	17
AM SYSTEM PEAK HOUR																	
8:00 AM	to 9:00 AM	0	690	85	17	0	0	0	30	76	2051	0	33	26	256	26	23
PM SYSTEM PEAK HOUR																	
4:45 PM	to 5:45 PM	0	1931	44	30	0	0	0	22	80	1185	0	36	35	171	60	16

PEAK HOUR FACTORS

	Southbound				Westbound				Northbound				Eastbound			
	Washington St				**Madison St**				**Washington St**				**Madison St**			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR	0.00	0.88	0.76	N/A	0.00	0.00	0.00	N/A	0.45	0.95	0.00	N/A	0.81	0.94	0.50	N/A
PM PEAK HOUR	0.00	0.98	0.65	N/A	0.00	0.00	0.00	N/A	0.83	0.91	0.00	N/A	0.80	0.84	0.75	N/A

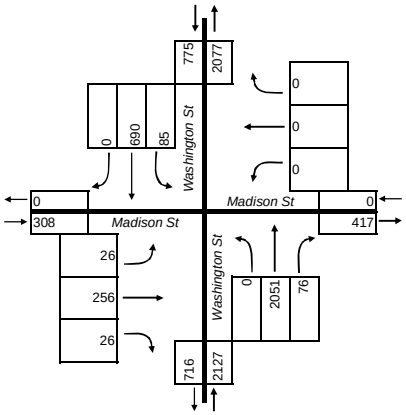
Overall AM PEAK HOUR FACTOR = 0.94 **Overall PM PEAK HOUR FACTOR** = 0.96

AM Period Intersection Volume: 8725 **PM Period Intersection Volume:** 8417

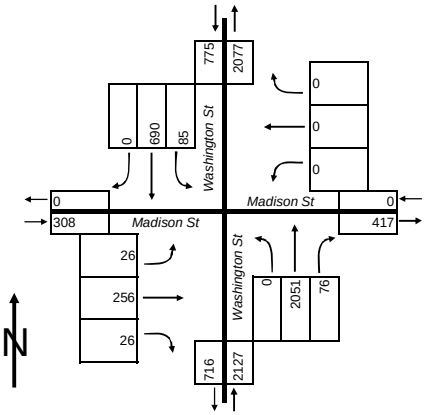
Date of Counts: Thursday, April 11, 2013

AM Weather Conditions: **PM Weather Conditions:**

AM INTERSECTION PEAK VOLUMES

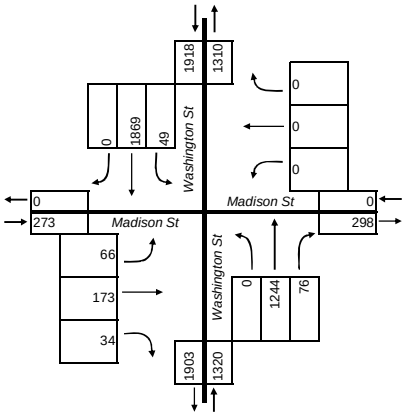


AM SYSTEM PEAK VOLUMES

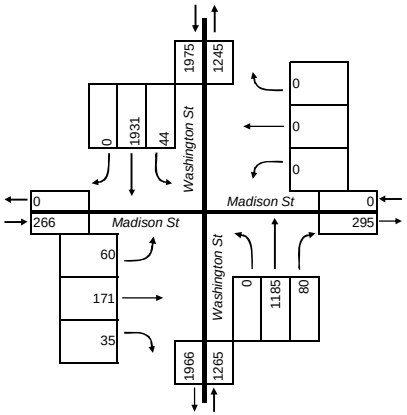


N

PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Wythe St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Tylor, Austin & Eugene
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Wythe St.
EASTBOUND ROAD: Wythe St.

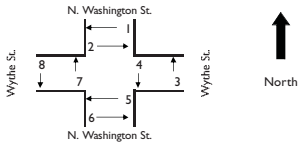
Time Period	Southbound N. Washington St. Right	Thru	Left	Total	PHF	Westbound Wythe St. Right	Thru	Left	Total	PHF	Northbound N. Washington St. Right	Thru	Left	Total	PHF	Eastbound Wythe St. Right	Thru	Left	Total	PHF	North & South	East & West	Total
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	44	2	46		1	3	1	5		9	307	1	317		0	3	4	7		363	12	375
6:15 AM - 6:30 AM	2	54	3	59		4	6	3	13		12	379	4	395		1	5	12	18		454	31	485
6:30 AM - 6:45 AM	5	87	1	93		1	8	2	11		12	551	0	563		0	5	11	16		656	27	683
6:45 AM - 7:00 AM	3	98	1	102		6	18	3	27		12	554	8	574		2	11	21	34		676	61	737
7:00 AM - 7:15 AM	5	110	8	123		11	12	2	25		8	528	6	542		1	7	27	35		665	60	725
7:15 AM - 7:30 AM	3	129	10	142		9	12	3	24		12	497	7	516		1	5	55	61		658	85	743
7:30 AM - 7:45 AM	4	144	8	156		9	25	7	41		7	477	5	489		4	17	44	65		645	106	751
7:45 AM - 8:00 AM	2	126	10	138		15	25	6	46		11	404	9	424		4	16	36	56		562	102	664
8:00 AM - 8:15 AM	4	120	23	147		14	27	7	48		15	416	11	442		9	30	23	62		589	110	699
8:15 AM - 8:30 AM	4	122	20	146		16	31	7	54		10	357	10	377		5	23	29	57		523	111	634
8:30 AM - 8:45 AM	8	119	20	147		4	30	6	40		22	456	24	502		7	24	35	66		649	106	755
8:45 AM - 9:00 AM	7	149	7	163		5	21	3	29		26	359	13	398		4	40	23	67		561	96	657
Total	47	1302	113	1462		95	218	50	363		156	5285	98	5539		38	186	320	544		7001	907	7908
AM One Hour Volumes																							
6:00 AM - 7:00 AM	10	283	7	300	0.74	12	35	9	56	0.52	45	1791	13	1849	0.81	3	24	48	75	0.55	2149	131	2280
6:15 AM - 7:15 AM	15	349	13	377	0.77	22	44	10	76	0.70	44	2012	18	2074	0.90	4	28	71	103	0.74	2451	179	2630
6:30 AM - 7:30 AM	16	424	20	460	0.81	27	50	10	87	0.81	44	2130	21	2195	0.96	4	28	114	146	0.60	2655	233	2888
6:45 AM - 7:45 AM	15	481	27	523	0.84	35	67	15	117	0.71	39	2056	26	2121	0.92	8	40	147	195	0.75	2644	312	2956
7:00 AM - 8:00 AM	14	509	36	559	0.90	44	74	18	136	0.74	38	1906	27	1971	0.91	10	45	162	217	0.83	2530	353	2883
7:15 AM - 8:15 AM	13	519	51	583	0.93	47	89	23	159	0.83	45	1794	32	1871	0.91	18	68	158	244	0.94	2454	403	2857
7:30 AM - 8:30 AM	14	512	61	587	0.94	54	108	27	189	0.88	43	1654	35	1732	0.89	22	86	132	240	0.92	2319	429	2748
7:45 AM - 8:45 AM	18	487	73	578	0.98	49	113	26	188	0.87	58	1633	54	1745	0.87	25	93	123	241	0.91	2323	429	2752
8:00 AM - 9:00 AM	23	510	70	603	0.92	39	109	23	171	0.79	73	1588	58	1719	0.86	25	117	110	252	0.94	2322	423	2745
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	14	433	6	453		9	29	18	56		13	195	9	217		5	27	10	42		670	98	768
4:15 PM - 4:30 PM	10	456	7	473		7	38	9	54		9	272	17	298		8	16	13	37		771	91	862
4:30 PM - 4:45 PM	9	443	4	456		11	39	7	57		9	223	9	241		5	20	12	37		697	94	791
4:45 PM - 5:00 PM	9	434	10	453		8	57	6	71		7	262	8	277		2	22	7	31		730	102	832
5:00 PM - 5:15 PM	16	423	10	449		8	49	10	67		12	292	16	320		4	24	8	36		769	103	872
5:15 PM - 5:30 PM	10	463	8	481		6	55	9	70		5	306	17	328		1	26	10	37		809	107	916
5:30 PM - 5:45 PM	19	364	64	447		10	47	11	68		13	299	28	340		6	23	7	36		787	104	891
5:45 PM - 6:00 PM	15	424	13	452		9	49	9	67		11	281	17	309		3	26	11	40		761	107	868
6:00 PM - 6:15 PM	12	381	9	402		9	49	4	62		10	264	4	278		4	23	7	34		680	96	776
6:15 PM - 6:30 PM	8	418	14	440		15	43	6	64		12	234	8	254		7	24	8	39		694	103	797
6:30 PM - 6:45 PM	4	410	15	429		8	43	12	63		12	219	5	236		7	28	11	46		665	109	774
6:45 PM - 7:00 PM	15	375	10	400		8	37	9	54		3	198	9	210		2	22	5	29		610	83	693
Total	141	5024	170	5335		108	535	110	753		116	3045	147	3308		54	281	109	444		8643	1197	9840
PM One Hour Volumes																							
4:00 PM - 5:00 PM	42	1766	27	1835	0.97	35	163	40	238	0.84	38	952	43	1033	0.87	20	85	42	147	0.88	2868	385	3253
4:15 PM - 5:15 PM	44	1756	31	1831	0.97	34	183	32	249	0.88	37	1049	50	1136	0.89	19	82	40	141	0.95	2967	390	3357
4:30 PM - 5:30 PM	44	1763	32	1839	0.96	33	200	32	265	0.93	33	1083	50	1166	0.89	12	92	37	141	0.95	3005	406	3411
4:45 PM - 5:45 PM	54	1684	92	1830	0.95	32	208	36	276	0.97	37	1159	69	1265	0.93	13	95	32	140	0.95	3095	416	3511
5:00 PM - 6:00 PM	60	1674	95	1829	0.95	33	200	39	272	0.97	41	1178	78	1297	0.95	14	99	36	149	0.93	3126	421	3547
5:15 PM - 6:15 PM	56	1632	94	1782	0.93	34	200	33	267	0.95	39	1150	66	1255	0.92	14	98	35	147	0.92	3037	414	3451
5:30 PM - 6:30 PM	54	1587	100	1741	0.96	43	188	30	261	0.96	46	1078	57	1181	0.87	20	96	33	149	0.93	2922	410	3332
5:45 PM - 6:45 PM	39	1633	51	1723	0.95	41	184	31	256	0.96	45	998	34	1077	0.87	21	101	37	159	0.86	2800	415	3215
6:00 PM - 7:00 PM	39	1584	48	1671	0.95	40	172	31	243	0.95	37	915	26	978	0.88	20	97	31	148	0.80	2649	391	3040

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Wythe St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Austin
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM		3	1			1	3	4					
6:15 AM - 6:30 AM						4	2						
6:30 AM - 6:45 AM	1	2				1		3					
6:45 AM - 7:00 AM		1	1	2	2	5							
7:00 AM - 7:15 AM	1	1	2	1	3	1	3	2					
7:15 AM - 7:30 AM	2	1	1		2		2	1					
7:30 AM - 7:45 AM	1	2	4	15	6	9		4					
7:45 AM - 8:00 AM			6	5	5	3		4					
8:00 AM - 8:15 AM	2	2	3	3	3	4	2	5					
8:15 AM - 8:30 AM	2	1	8	5	3	8		6					
8:30 AM - 8:45 AM		2	1	3	1	9		4					
8:45 AM - 9:00 AM		1	1	4	1	4		2					
Total	9	16	28	38	26	49	12	35					
AM One Hour Volumes													
6:00 AM - 7:00 AM	1	6	2	2	2	11	5	7	7	4	13	12	36
6:15 AM - 7:15 AM	2	4	3	3	5	11	5	5	6	6	16	10	38
6:30 AM - 7:30 AM	4	5	4	3	7	7	5	6	9	7	14	11	41
6:45 AM - 7:45 AM	4	5	8	18	13	15	5	7	9	26	28	12	75
7:00 AM - 8:00 AM	4	4	13	21	16	13	5	11	8	34	29	16	87
7:15 AM - 8:15 AM	5	5	14	23	16	16	4	14	10	37	32	18	97
7:30 AM - 8:30 AM	5	5	21	28	17	24	2	19	10	49	41	21	121
7:45 AM - 8:45 AM	4	5	18	16	12	24	2	19	9	34	36	21	100
8:00 AM - 9:00 AM	4	6	13	15	8	25	2	17	10	28	33	19	90
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	1	2	2	1	6	3	2						
4:15 PM - 4:30 PM	2	3	3	5	7	3	5	1					
4:30 PM - 4:45 PM	2	1		2	4	5	6	3					
4:45 PM - 5:00 PM	2		8	2	7		4	2					
5:00 PM - 5:15 PM		1		5	7	3	2						
5:15 PM - 5:30 PM	5	1	7	3	6	9	2	5					
5:30 PM - 5:45 PM	7	2	4	4	5	9	2	5					
5:45 PM - 6:00 PM	5	3	5	2	7	5	2	6					
6:00 PM - 6:15 PM	2	4	4	8	6	3	7	1					
6:15 PM - 6:30 PM	3		3	5	3	2		2					
6:30 PM - 6:45 PM	1	2	1	6	4	8	3	6					
6:45 PM - 7:00 PM	2	2	9	1	4	5	3	11					
Total	32	21	46	44	66	55	38	42					
PM One Hour Volumes													
4:00 PM - 5:00 PM	7	6	13	10	24	11	17	6	13	23	35	23	94
4:15 PM - 5:15 PM	6	5	11	14	25	11	17	6	11	25	36	23	95
4:30 PM - 5:30 PM	9	3	15	12	24	17	14	10	12	27	41	24	104
4:45 PM - 5:45 PM	14	4	19	14	25	21	10	12	18	33	46	22	119
5:00 PM - 6:00 PM	17	7	16	14	25	26	8	16	24	30	51	24	129
5:15 PM - 6:15 PM	19	10	20	17	24	26	13	17	29	37	50	30	146
5:30 PM - 6:30 PM	17	9	16	19	21	19	11	14	26	35	40	25	126
5:45 PM - 6:45 PM	11	9	13	21	20	18	12	15	20	34	38	27	119
6:00 PM - 7:00 PM	8	8	17	20	17	18	13	20	16	37	35	33	121

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Washington St. & Wythe St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Tylor
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: Wythe St.
EASTBOUND ROAD: Wythe St.

Time Period	Southbound N. Washington St. Right	Thru	Left	Total	Westbound Wythe St. Right	Thru	Left	Total	Northbound N. Washington St. Right	Thru	Left	Total	Eastbound Wythe St. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		3		3		1		1	3	1	4
6:15 AM - 6:30 AM				0				0				0			1	1	0	1	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0		2		2	1	1		2		1		1	2	3	5
7:00 AM - 7:15 AM				0				0				0				0	0	0	0
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM	1			1		1		1				0				0	1	1	2
7:45 AM - 8:00 AM				0			1	1				0		1		1	0	2	2
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM	1			1				0				0				0	1	0	1
8:30 AM - 8:45 AM				0		1		1		1		1		2		2	1	3	4
8:45 AM - 9:00 AM				0				0				0				0	0	0	0
Total	2	0	0	2	0	4	1	5	1	5	0	6	0	5	1	6	8	11	19
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	2	0	2	1	4	0	5	0	2	1	3	5	5	10
6:15 AM - 7:15 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	1	1	2	2	4	6
6:30 AM - 7:30 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	1	0	1	2	3	5
6:45 AM - 7:45 AM	1	0	0	1	0	3	0	3	1	1	0	2	0	1	0	1	3	4	7
7:00 AM - 8:00 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	1	3	4
7:15 AM - 8:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	1	3	4
7:30 AM - 8:30 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	1	2	3	5
7:45 AM - 8:45 AM	1	0	0	1	0	1	1	2	0	1	0	1	0	3	0	3	2	5	7
8:00 AM - 9:00 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	2	3	5
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM		1		1				0				0	1	1		2	1	2	3
4:30 PM - 4:45 PM				0		1		1			1	1		1		1	1	2	3
4:45 PM - 5:00 PM		1		1				0		4		4				0	5	0	5
5:00 PM - 5:15 PM				0				0		1		1				0	1	0	1
5:15 PM - 5:30 PM			1	1				0				0				0	1	0	1
5:30 PM - 5:45 PM		2		2		1		1				0				0	2	1	3
5:45 PM - 6:00 PM				0				0				0				0	0	0	0
6:00 PM - 6:15 PM				0				0		1		1		1		1	1	1	2
6:15 PM - 6:30 PM	1	1		2		2		2	1			1				0	3	2	5
6:30 PM - 6:45 PM	1		1	2				0				0				0	2	0	2
6:45 PM - 7:00 PM				0		2		2	1			1				0	1	2	3
Total	2	5	2	9	0	6	0	6	2	6	1	9	1	3	0	4	18	10	28
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	2	0	2	0	1	0	1	0	4	1	5	1	2	0	3	7	4	11
4:15 PM - 5:15 PM	0	2	0	2	0	1	0	1	0	5	1	6	1	2	0	3	8	4	12
4:30 PM - 5:30 PM	0	1	1	2	0	1	0	1	0	5	1	6	0	1	0	1	8	2	10
4:45 PM - 5:45 PM	0	3	1	4	0	1	0	1	0	5	0	5	0	0	0	0	9	1	10
5:00 PM - 6:00 PM	0	2	1	3	0	1	0	1	0	1	0	1	0	0	0	0	4	1	5
5:15 PM - 6:15 PM	0	2	1	3	0	1	0	1	0	1	0	1	0	1	0	1	4	2	6
5:30 PM - 6:30 PM	1	3	0	4	0	3	0	3	1	1	0	2	0	1	0	1	6	4	10
5:45 PM - 6:45 PM	2	1	1	4	0	2	0	2	1	1	0	2	0	1	0	1	6	3	9
6:00 PM - 7:00 PM	2	1	1	4	0	4	0	4	2	1	0	3	0	1	0	1	7	5	12

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: First St. & Site Driveway
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Majda
INPUTED BY: john wilson

SOUTHBOUND ROAD: 0
NORTHBOUND ROAD: Site Driveway
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

Time Period	Southbound 0 Right	Thru	Left	Total	PHF	Westbound First St. Right	Thru	Left	Total	PHF	Northbound Site Driveway Right	Thru	Left	Total	PHF	Eastbound First St. Right	Thru	Left	Total	PHF	North & South	East & West	Total
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
6:15 AM - 6:30 AM	0	0	0	0		0	0	1	1		0	0	1	1		0	0	0	0		1	1	2
6:30 AM - 6:45 AM	0	0	0	0		0	0	1	1		0	0	0	0		1	0	0	1		0	2	2
6:45 AM - 7:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0
7:00 AM - 7:15 AM	0	0	0	0		0	0	0	0		1	0	1	2		1	0	0	1		2	1	3
7:15 AM - 7:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0
7:30 AM - 7:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		3	0	0	3		0	3	3
7:45 AM - 8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		2	0	0	2		0	2	2
8:00 AM - 8:15 AM	0	0	0	0		0	0	2	2		0	0	1	1		3	0	0	3		1	5	6
8:15 AM - 8:30 AM	0	0	0	0		0	0	1	1		0	0	2	2		1	0	0	1		2	2	4
8:30 AM - 8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		4	0	0	4		0	4	4
8:45 AM - 9:00 AM	0	0	0	0		0	0	1	1		0	0	0	0		5	0	0	5		0	6	6
Total	0	0	0	0		0	0	6	6		1	0	6	7		20	0	0	20		7	26	33
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	0	0	0	0.00	0	0	2	2	0.50	0	0	2	2	0.50	1	0	0	1	0.25	2	3	5
6:15 AM - 7:15 AM	0	0	0	0	0.00	0	0	2	2	0.50	1	0	2	3	0.38	2	0	0	2	0.50	3	4	7
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	0	1	1	0.25	1	0	1	2	0.25	2	0	0	2	0.50	2	3	5
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	0	0	0	0.00	1	0	1	2	0.25	4	0	0	4	0.33	2	4	6
7:00 AM - 8:00 AM	0	0	0	0	0.00	0	0	0	0	0.00	1	0	1	2	0.25	6	0	0	6	0.50	2	6	8
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	0	2	2	0.25	0	0	1	1	0.25	8	0	0	8	0.67	1	10	11
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	0	3	3	0.38	0	0	3	3	0.38	9	0	0	9	0.75	3	12	15
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	0	3	3	0.38	0	0	3	3	0.38	10	0	0	10	0.63	3	13	16
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	0	4	4	0.50	0	0	3	3	0.38	13	0	0	13	0.65	3	17	20
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	0	0	0		0	0	0	0		0	0	4	4		3	0	0	3		4	3	7
4:15 PM - 4:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		2	0	0	2		0	2	2
4:30 PM - 4:45 PM	0	0	0	0		0	0	1	1		0	0	2	2		1	0	0	1		2	2	4
4:45 PM - 5:00 PM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
5:00 PM - 5:15 PM	0	0	0	0		0	0	0	0		1	0	2	3		2	0	0	2		3	2	5
5:15 PM - 5:30 PM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
5:30 PM - 5:45 PM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
5:45 PM - 6:00 PM	0	0	0	0		0	0	0	0		1	0	2	3		1	0	0	1		3	1	4
6:00 PM - 6:15 PM	0	0	0	0		0	0	0	0		1	0	2	3		3	0	0	3		3	3	6
6:15 PM - 6:30 PM	0	0	0	0		0	0	0	0		1	0	0	1		2	0	0	2		1	2	3
6:30 PM - 6:45 PM	0	0	0	0		0	0	0	0		0	0	1	1		0	0	0	0		1	0	1
6:45 PM - 7:00 PM	0	0	0	0		0	0	0	0		1	0	0	1		1	0	0	1		1	1	2
Total	0	0	0	0		0	0	1	1		5	0	16	21		15	0	0	15		21	16	37
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	0	0	0	0.00	0	0	1	1	0.25	0	0	7	7	0.44	6	0	0	6	0.50	7	7	14
4:15 PM - 5:15 PM	0	0	0	0	0.00	0	0	1	1	0.25	1	0	5	6	0.50	5	0	0	5	0.63	6	6	12
4:30 PM - 5:30 PM	0	0	0	0	0.00	0	0	1	1	0.25	1	0	6	7	0.58	3	0	0	3	0.38	7	4	11
4:45 PM - 5:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	1	0	5	6	0.50	2	0	0	2	0.25	6	2	8
5:00 PM - 6:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	2	0	6	8	0.67	3	0	0	3	0.38	8	3	11
5:15 PM - 6:15 PM	0	0	0	0	0.00	0	0	0	0	0.00	2	0	6	8	0.67	4	0	0	4	0.33	8	4	12
5:30 PM - 6:30 PM	0	0	0	0	0.00	0	0	0	0	0.00	3	0	5	8	0.67	6	0	0	6	0.50	8	6	14
5:45 PM - 6:45 PM	0	0	0	0	0.00	0	0	0	0	0.00	3	0	5	8	0.67	6	0	0	6	0.50	8	6	14
6:00 PM - 7:00 PM	0	0	0	0	0.00	0	0	0	0	0.00	3	0	3	6	0.50	6	0	0	6	0.50	6	6	12

Gorove/Slade Associates

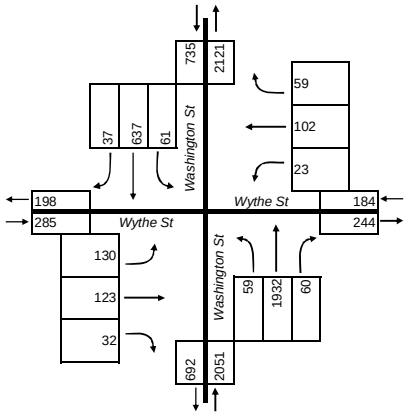
Project Name :	Robinson Terminal North
Project Number:	2270-006
Location:	City of Alexandria, Virginia
Data Source:	City of Alexandria T&ES

Intersection:								**Washington St and Wythe St**								
AM PEAK																
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Washington St**				**Wythe St**				**Washington St**				**Wythe St**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	3	52	0	1	1	4	1	1	1	303	2	1	1	8	9	2
6:15 AM	to	6:30 AM	5	62	2	1	1	9	0	4	13	425	4	2	0	11	5	1
6:30 AM	to	6:45 AM	5	85	2	2	7	12	1	5	8	535	2	4	1	7	10	2
6:45 AM	to	7:00 AM	8	89	5	1	7	17	2	2	19	598	3	6	2	13	20	1
7:00 AM	to	7:15 AM	5	100	5	2	9	26	11	5	13	567	7	8	2	11	27	4
7:15 AM	to	7:30 AM	9	112	3	2	10	10	1	6	13	607	2	1	2	9	42	0
7:30 AM	to	7:45 AM	2	167	11	1	10	25	3	6	10	523	11	7	5	17	34	3
7:45 AM	to	8:00 AM	7	121	4	3	8	20	3	7	10	527	14	5	10	26	21	6
8:00 AM	to	8:15 AM	4	135	12	4	15	34	4	9	7	474	12	16	7	30	35	7
8:15 AM	to	8:30 AM	12	168	15	5	17	18	4	14	15	475	13	13	9	28	38	3
8:30 AM	to	8:45 AM	12	177	19	4	15	30	9	15	11	450	12	19	10	26	33	8
8:45 AM	to	9:00 AM	9	157	15	4	12	20	6	7	27	533	22	30	6	39	24	13
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Washington St**				**Wythe St**				**Washington St**				**Wythe St**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	9	478	8	2	11	24	6	6	3	201	11	16	5	20	10	5
4:15 PM	to	4:30 PM	11	456	9	4	12	33	9	5	9	233	7	3	3	17	12	3
4:30 PM	to	4:45 PM	17	471	10	0	11	39	9	7	10	268	15	6	3	20	10	2
4:45 PM	to	5:00 PM	16	461	8	2	15	40	6	8	11	223	10	4	5	20	5	3
5:00 PM	to	5:15 PM	22	451	15	2	9	48	7	8	11	321	16	7	4	11	12	1
5:15 PM	to	5:30 PM	18	433	7	6	13	52	5	10	15	294	16	15	13	32	13	4
5:30 PM	to	5:45 PM	17	435	7	0	11	54	9	10	11	317	13	11	10	33	12	0
5:45 PM	to	6:00 PM	16	379	11	6	9	51	6	8	5	257	13	15	4	23	13	6
6:00 PM	to	6:15 PM	12	466	14	3	7	49	10	4	8	289	9	15	3	21	16	6
6:15 PM	to	6:30 PM	17	386	9	10	15	50	11	7	10	274	4	6	8	26	12	5
6:30 PM	to	6:45 PM																
6:45 PM	to	7:00 PM																
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Washington St**				**Wythe St**				**Washington St**				**Wythe St**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
8:00 AM	to	9:00 AM	37	637	61	17	59	102	23	45	60	1932	59	78	32	123	130	31
PM INTERSECTION PEAK HOUR																		
4:45 PM	to	5:45 PM	73	1780	37	10	48	194	27	36	48	1155	55	37	32	96	42	8
AM SYSTEM PEAK HOUR																		
8:00 AM	to	9:00 AM	37	637	61	17	59	102	23	45	60	1932	59	78	32	123	130	31
PM SYSTEM PEAK HOUR																		
4:45 PM	to	5:45 PM	73	1780	37	10	48	194	27	36	48	1155	55	37	32	96	42	8
PEAK HOUR			Southbound				Westbound				Northbound				Eastbound			
FACTORS			**Washington St**				**Wythe St**				**Washington St**				**Wythe St**			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR			0.77	0.90	0.80	N/A	0.87	0.75	0.64	N/A	0.56	0.91	0.67	N/A	0.80	0.79	0.86	N/A
PM PEAK HOUR			0.83	0.97	0.62	N/A	0.80	0.90	0.75	N/A	0.80	0.90	0.86	N/A	0.62	0.73	0.81	N/A
Overall AM PEAK HOUR FACTOR						=	0.94				**Overall PM PEAK HOUR FACTOR**				=	0.97		

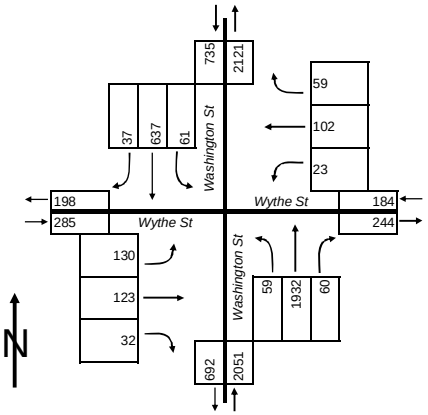
Date of Counts: Thursday, April 11, 2013

AM Weather Conditions: **PM Weather Conditions:**

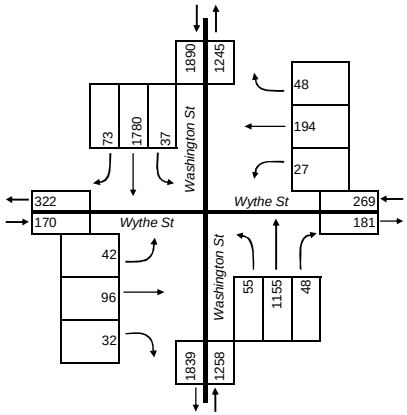
AM INTERSECTION PEAK VOLUMES



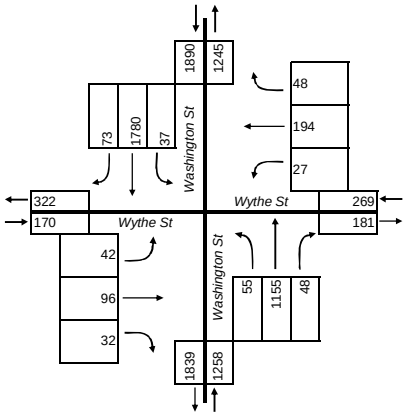
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Gorove/Slade Associates

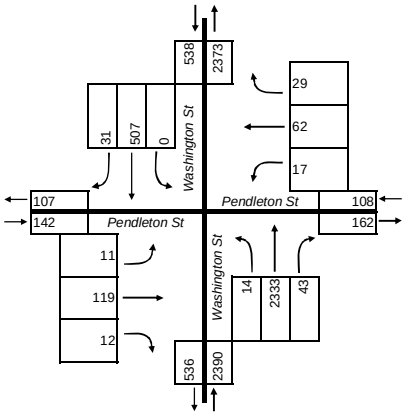
Project Name :	Robinson Terminal North
Project Number:	2270-006
Location:	City of Alexandria, Virginia
Data Source:	City of Alexandria T&ES

Intersection:	**Washington St and Pendleton St**															
AM PEAK																
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	**Washington St**				**Pendleton St**				**Washington St**				**Pendleton St**			
Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM to 6:15 AM	2	40	3	6	4	2	1	0	3	287	1	2	2	12	2	3
6:15 AM to 6:30 AM	1	48	0	6	2	6	4	2	5	412	1	4	1	10	1	2
6:30 AM to 6:45 AM	1	79	0	1	6	6	6	4	9	462	1	5	4	3	4	0
6:45 AM to 7:00 AM	3	79	0	3	3	7	5	1	5	579	2	1	2	10	9	5
7:00 AM to 7:15 AM	4	101	0	2	7	14	2	5	8	576	2	0	8	16	4	3
7:15 AM to 7:30 AM	5	131	0	0	2	10	6	4	9	601	4	4	2	20	5	3
7:30 AM to 7:45 AM	10	117	0	4	9	15	4	4	7	584	2	1	3	20	1	3
7:45 AM to 8:00 AM	8	133	0	7	11	20	4	7	11	559	4	2	1	34	2	6
8:00 AM to 8:15 AM	8	126	0	6	7	17	3	6	16	589	4	1	6	45	3	0
8:15 AM to 8:30 AM	4	158	0	7	8	16	1	8	23	516	2	2	5	40	6	2
8:30 AM to 8:45 AM	5	132	0	6	8	20	5	6	20	489	2	2	3	52	7	0
8:45 AM to 9:00 AM	12	178	0	4	11	24	8	6	19	493	3	1	9	42	8	2
PM PEAK																
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	**Washington St**				**Pendleton St**				**Washington St**				**Pendleton St**			
Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM to 4:15 PM	8	467	0	6	10	30	10	5	14	206	2	6	9	18	10	3
4:15 PM to 4:30 PM	7	462	2	9	10	28	7	5	8	225	2	4	11	36	8	9
4:30 PM to 4:45 PM	8	483	0	12	13	29	14	13	9	226	1	1	16	28	8	3
4:45 PM to 5:00 PM	8	496	0	8	5	35	8	16	6	253	2	6	12	27	12	4
5:00 PM to 5:15 PM	15	477	3	0	17	33	16	13	10	288	2	2	9	39	12	3
5:15 PM to 5:30 PM	22	447	0	7	19	42	11	1	10	296	1	2	10	42	6	1
5:30 PM to 5:45 PM	16	432	0	3	18	54	8	6	12	277	1	4	7	38	7	3
5:45 PM to 6:00 PM	14	422	5	8	22	48	11	11	10	259	3	11	9	33	7	5
6:00 PM to 6:15 PM	7	458	3	21	21	33	9	8	5	260	3	3	13	30	8	3
6:15 PM to 6:30 PM	4	371	6	7	13	37	12	10	7	215	5	6	8	31	9	2
6:30 PM to 6:45 PM																
6:45 PM to 7:00 PM																
PEAK HOURS																
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	**Washington St**				**Pendleton St**				**Washington St**				**Pendleton St**			
Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																
7:15 AM to 8:15 AM	31	507	0	17	29	62	17	21	43	2333	14	8	12	119	11	12
PM INTERSECTION PEAK HOUR																
4:45 PM to 5:45 PM	61	1852	3	18	59	164	43	36	38	1114	6	14	38	146	37	11
AM SYSTEM PEAK HOUR																
8:00 AM to 9:00 AM	29	594	0	23	34	77	17	26	78	2087	11	6	23	179	24	4
PM SYSTEM PEAK HOUR																
4:45 PM to 5:45 PM	61	1852	3	18	59	164	43	36	38	1114	6	14	38	146	37	11
PEAK HOUR	Southbound				Westbound				Northbound				Eastbound			
FACTORS	**Washington St**				**Pendleton St**				**Washington St**				**Pendleton St**			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR	0.60	0.83	0.00	N/A	0.77	0.80	0.53	N/A	0.85	0.89	0.69	N/A	0.64	0.86	0.75	N/A
PM PEAK HOUR	0.69	0.93	0.25	N/A	0.78	0.76	0.67	N/A	0.79	0.94	0.75	N/A	0.79	0.87	0.77	N/A
Overall AM PEAK HOUR FACTOR	=	0.96							**Overall PM PEAK HOUR FACTOR**				=	0.97		
AM Period Intersection Volume:	8384				**PM Period Intersection Volume:**	8397										

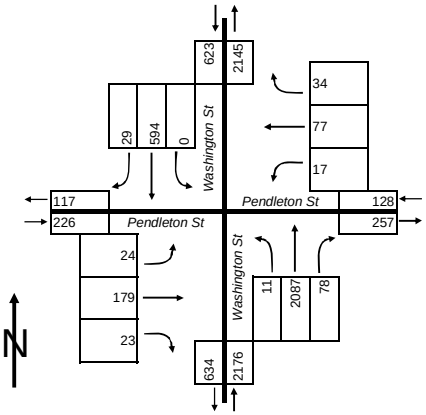
Date of Counts: Wednesday, April 03, 2013

AM Weather Conditions: **PM Weather Conditions:**

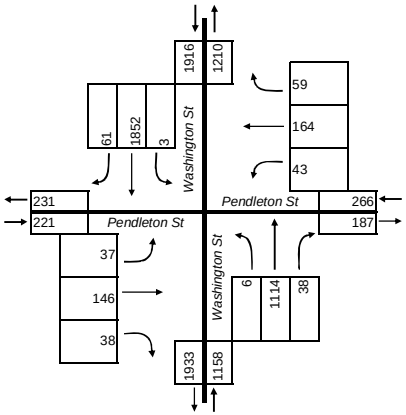
AM INTERSECTION PEAK VOLUMES



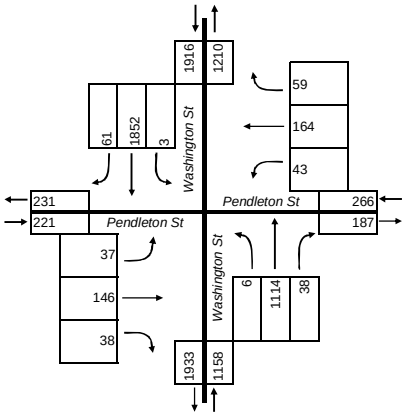
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Gorove/Slade Associates

Project Name :	Robinson Terminal North
Project Number:	2270-006
Location:	City of Alexandria, Virginia
Data Source:	City of Alexandria T&ES

Intersection: **N Washington St and Oronoco St**

AM PEAK																
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Oronoco St**				**Oronoco St**				**N Washington St**				**Oronoco St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to 6:15 AM	1	42	0	1	3	3	0	2	2	316	0	3	0	2	4	1
6:15 AM	to 6:30 AM	1	51	1	0	2	2	0	0	4	383	2	2	0	7	2	0
6:30 AM	to 6:45 AM	3	89	1	0	2	3	2	1	11	485	1	0	0	3	10	0
6:45 AM	to 7:00 AM	2	89	0	1	5	5	0	1	5	583	1	1	0	7	8	1
7:00 AM	to 7:15 AM	0	108	0	1	7	8	2	1	10	566	4	2	3	12	10	0
7:15 AM	to 7:30 AM	3	136	1	0	2	18	0	4	5	603	1	1	0	16	6	1
7:30 AM	to 7:45 AM	1	130	0	4	8	15	1	6	16	552	2	2	3	16	9	1
7:45 AM	to 8:00 AM	3	132	0	2	3	17	6	4	16	550	5	0	4	19	23	1
8:00 AM	to 8:15 AM	3	129	0	0	9	15	3	1	6	591	3	1	0	24	9	2
8:15 AM	to 8:30 AM	7	156	0	1	4	12	3	5	10	529	1	3	1	18	9	1
8:30 AM	to 8:45 AM	4	141	0	0	16	16	3	7	13	483	3	1	1	24	10	1
8:45 AM	to 9:00 AM	12	171	0	3	8	13	1	7	11	485	3	3	1	20	6	4
PM PEAK																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Oronoco St**				**Oronoco St**				**N Washington St**				**Oronoco St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to 4:15 PM	17	489	1	0	14	24	2	4	8	188	0	4	4	15	5	5
4:15 PM	to 4:30 PM	6	455	2	5	13	21	1	9	7	216	0	6	0	11	5	8
4:30 PM	to 4:45 PM	5	528	1	2	8	21	5	10	5	224	0	2	0	15	3	6
4:45 PM	to 5:00 PM	4	481	2	9	8	30	2	11	9	247	0	2	1	18	5	7
5:00 PM	to 5:15 PM	8	496	3	2	12	33	4	7	10	288	0	0	1	8	7	1
5:15 PM	to 5:30 PM	19	426	5	3	13	31	4	4	6	284	1	4	2	16	6	0
5:30 PM	to 5:45 PM	9	453	7	8	16	35	1	7	14	269	0	6	3	19	7	1
5:45 PM	to 6:00 PM	4	405	8	6	14	33	7	6	7	242	0	2	1	18	7	0
6:00 PM	to 6:15 PM	11	482	6	4	14	23	0	6	4	248	1	3	0	13	7	4
6:15 PM	to 6:30 PM	17	355	8	7	10	28	2	6	5	210	0	7	2	18	7	3
6:30 PM	to 6:45 PM																
6:45 PM	to 7:00 PM																
PEAK HOURS																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**Washington St and Oronoco S**				**Oronoco St**				**N Washington St**				**Oronoco St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
7:15 AM	to 8:15 AM	10	527	1	6	22	65	10	15	43	2296	11	4	7	75	47	5
PM INTERSECTION PEAK HOUR																	
4:45 PM	to 5:45 PM	40	1856	17	22	49	129	11	29	39	1088	1	12	7	61	25	9
AM SYSTEM PEAK HOUR																	
8:00 AM	to 9:00 AM	26	597	0	4	37	56	10	20	40	2088	10	8	3	86	34	8
PM SYSTEM PEAK HOUR																	
4:45 PM	to 5:45 PM	40	1856	17	22	49	129	11	29	39	1088	1	12	7	61	25	9
PEAK HOUR		Southbound				Westbound				Northbound				Eastbound			
FACTORS		**Washington St and Oronoco S**				**Oronoco St**				**N Washington St**				**Oronoco St**			
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
	AM PEAK HOUR	0.54	0.87	0.00	N/A	0.58	0.88	0.83	N/A	0.77	0.88	0.83	N/A	0.75	0.90	0.85	N/A
	PM PEAK HOUR	0.53	0.94	0.61	N/A	0.77	0.92	0.69	N/A	0.70	0.94	0.25	N/A	0.58	0.80	0.89	N/A

Overall AM PEAK HOUR FACTOR = 0.94 **Overall PM PEAK HOUR FACTOR** = 0.95

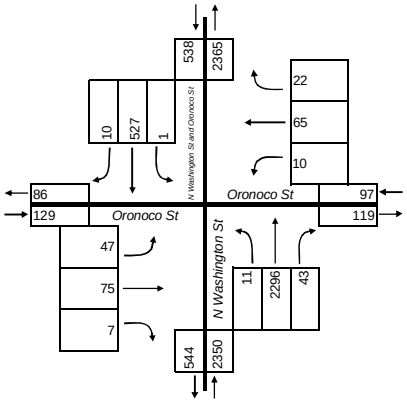
AM Period Intersection Volume: 8182 **PM Period Intersection Volume:** 7859

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM	4		8	8		4	8		20	20		8
PM	22		12	12		22	9		29	29		9

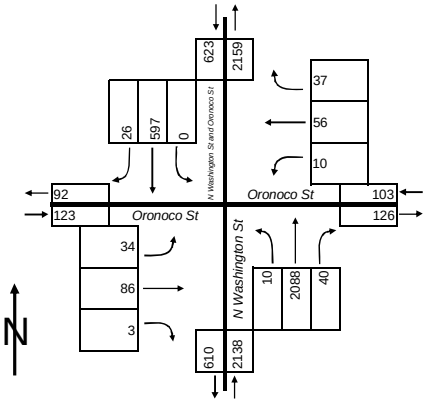
Date of Counts: Wednesday, April 03, 2013

AM Weather Conditions: **PM Weather Conditions:**

AM INTERSECTION PEAK VOLUMES

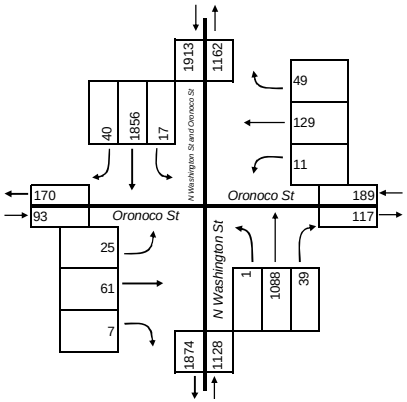


AM SYSTEM PEAK VOLUMES

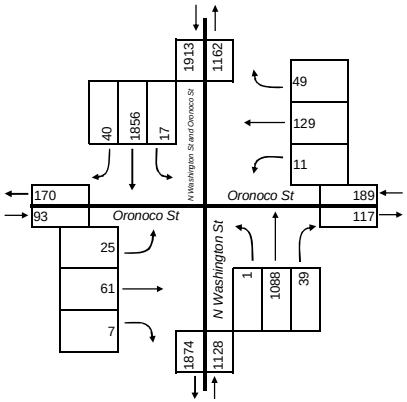


N

PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Gorove/Slade Associates

Project Name	Robinson Terminal North
Project Number	2270-006
Project Location	City of Alexandria, Virginia
Data Source	City of Alexandria T&ES

Intersection: **Washington St and Princess St**

AM PEAK																
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**N Washington St**				**Princess St**				**N Washington St**				**Princess St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to 6:15 AM	1	37	0	0	0	0	0	1	0	291	1	1	1	0	2	2
6:15 AM	to 6:30 AM	1	55	0	1	1	0	0	0	0	408	5	1	0	0	3	2
6:30 AM	to 6:45 AM	2	80	0	1	1	0	0	1	0	460	2		4	1	7	
6:45 AM	to 7:00 AM	6	88	0	1	0	1	1	1	0	593	6		1	2	5	2
7:00 AM	to 7:15 AM	6	100	0		1	0	0	1	1	543	5	1	2	0	6	2
7:15 AM	to 7:30 AM	8	132	0	1	1	2	0	1	1	611	5	1	2	1	7	1
7:30 AM	to 7:45 AM	8	112	0	1	1	2	0	3	0	549	17	1	3	0	9	
7:45 AM	to 8:00 AM	8	131	0	1	3	3	0	3	0	584	22	1	2	2	6	
8:00 AM	to 8:15 AM	5	132	0	2	3	4	0	1	2	571	14	2	4	4	12	2
8:15 AM	to 8:30 AM	3	156	0	1	3	1	0	2	3	529	13	2	2	3	11	5
8:30 AM	to 8:45 AM	10	139	1	2	1	4	0	1	2	466	10	5	1	4	16	3
8:45 AM	to 9:00 AM	9	161	0	5	0	4	1	6	2	498	10	4	5	3	14	2

PM PEAK																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**N Washington St**				**Princess St**				**N Washington St**				**Princess St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to 4:15 PM	7	454	3	3	1	6	0	4	4	173	16	5	5	3	14	12
4:15 PM	to 4:30 PM	9	484	0	4	0	2	0	5	2	210	12	2	4	2	12	14
4:30 PM	to 4:45 PM	7	472	1	5	3	11	0	8	1	209	12	2	10	4	11	10
4:45 PM	to 5:00 PM	15	517	0	1	2	8	2	11	2	250	11	0	3	9	12	7
5:00 PM	to 5:15 PM	10	481	0	5	3	11	1	8	1	266	16	8	4	9	16	9
5:15 PM	to 5:30 PM	16	430	0	4	2	13	0	6	0	286	13	3	3	3	14	7
5:30 PM	to 5:45 PM	11	423	0	5	1	8	1	6	0	251	17	2	6	6	12	7
5:45 PM	to 6:00 PM	14	434	2	2	5	13	2	6	0	250	13	4	4	9	10	1
6:00 PM	to 6:15 PM	20	449	1	6	4	22	1	9	1	229	9	0	11	6	9	4
6:15 PM	to 6:30 PM	15	378	6	0	3	9	1	6	3	211	7	4	5	5	6	7
6:30 PM	to 6:45 PM																
6:45 PM	to 7:00 PM																

PEAK HOURS																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		**N Washington St**				**Princess St**				**N Washington St**				**Princess St**			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
7:15 AM	to 8:15 AM	29	507	0	5	8	11	0	8	3	2315	58	5	11	7	34	3
PM INTERSECTION PEAK HOUR																	
4:30 PM	to 5:30 PM	48	1900	1	15	10	43	3	33	4	1011	52	13	20	25	53	33
AM SYSTEM PEAK HOUR																	
8:00 AM	to 9:00 AM	27	588	1	10	7	13	1	10	9	2064	47	13	12	14	53	12
PM SYSTEM PEAK HOUR																	
4:45 PM	to 5:45 PM	52	1851	0	15	8	40	4	31	3	1053	57	13	16	27	54	30

PEAK HOUR FACTORS	Southbound				Westbound				Northbound				Eastbound			
	N Washington St				**Princess St**				**N Washington St**				**Princess St**			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR	0.68	0.91	0.25	N/A	0.58	0.81	0.25	N/A	0.75	0.90	0.84	N/A	0.60	0.88	0.83	N/A
PM PEAK HOUR	0.81	0.90	0.00	N/A	0.67	0.77	0.50	N/A	0.38	0.92	0.84	N/A	0.67	0.75	0.84	N/A

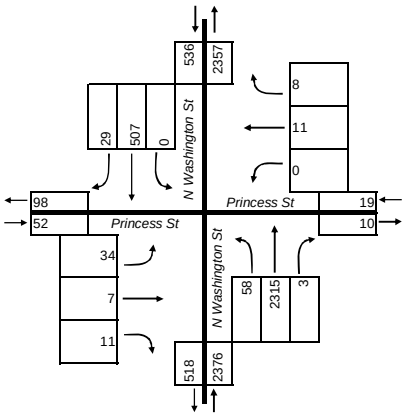
Overall AM PEAK HOUR FACTOR = 0.94 **Overall PM PEAK HOUR FACTOR** = 0.95

AM Period Intersection Volume: 7798 **PM Period Intersection Volume:** 7496

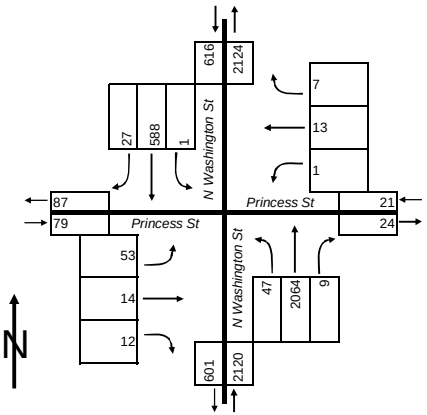
Date of Counts: Wednesday, April 03, 2013

AM Weather Conditions: **PM Weather Conditions:**

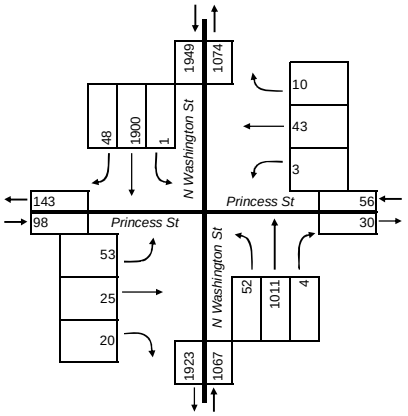
AM INTERSECTION PEAK VOLUMES



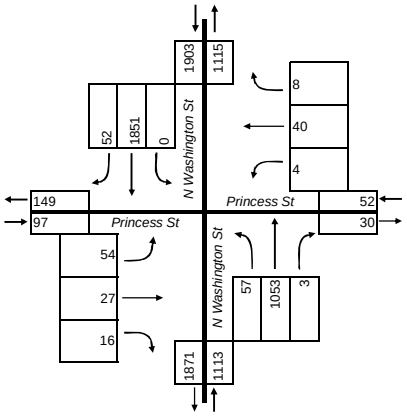
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: Route 1 & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Vanessa
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Washington St.
NORTHBOUND ROAD: N. Washington St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: 0

Time Period	Southbound N. Washington St.				Westbound First St.				Northbound N. Washington St.				Eastbound 0				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		4		4				0	4	0	4
6:15 AM - 6:30 AM				0	1			1		1		1				0	1	1	2
6:30 AM - 6:45 AM				0				0		1		1				0	1	0	1
6:45 AM - 7:00 AM		2		2				0				0				0	2	0	2
7:00 AM - 7:15 AM		1		1				0		1		1				0	2	0	2
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM				0				0		1		1				0	1	0	1
7:45 AM - 8:00 AM				0				0		1		1			1	1	1	1	2
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM				0				0		1		1				0	1	0	1
8:30 AM - 8:45 AM		1		1				0		2		2				0	3	0	3
8:45 AM - 9:00 AM			1	1				0		2		2				0	3	0	3
Total	0	4	1	5	1	0	0	1	0	14	0	14	0	0	1	1	19	2	21
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	2	0	2	1	0	0	1	0	6	0	6	0	0	0	0	8	1	9
6:15 AM - 7:15 AM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	6	1	7
6:30 AM - 7:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5
6:45 AM - 7:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5
7:00 AM - 8:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	4	1	5
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2	1	3
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	3	1	4
7:45 AM - 8:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	5	1	6
8:00 AM - 9:00 AM	0	1	1	2	0	0	0	0	0	5	0	5	0	0	0	0	7	0	7
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1		1		1				0				0	1	1	2
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM		1	2	3				0		1		1				0	4	0	4
4:45 PM - 5:00 PM				0				0	1	4		5				0	5	0	5
5:00 PM - 5:15 PM		1		1	1			1		2		2				0	3	1	4
5:15 PM - 5:30 PM				0				0				0				0	0	0	0
5:30 PM - 5:45 PM			1	1				0		1		1				0	2	0	2
5:45 PM - 6:00 PM			2	2				0				0				0	2	0	2
6:00 PM - 6:15 PM		1	1	2				0				0				0	2	0	2
6:15 PM - 6:30 PM				0	1			1				0				0	0	1	1
6:30 PM - 6:45 PM		1		1				0				0				0	1	0	1
6:45 PM - 7:00 PM		2		2				0		1		1				0	3	0	3
Total	0	7	6	13	2	1	0	3	1	9	0	10	0	0	0	0	23	3	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	2	2	4	0	1	0	1	1	5	0	6	0	0	0	0	10	1	11
4:15 PM - 5:15 PM	0	2	2	4	1	0	0	1	1	7	0	8	0	0	0	0	12	1	13
4:30 PM - 5:30 PM	0	2	2	4	1	0	0	1	1	7	0	8	0	0	0	0	12	1	13
4:45 PM - 5:45 PM	0	1	1	2	1	0	0	1	1	7	0	8	0	0	0	0	10	1	11
5:00 PM - 6:00 PM	0	1	3	4	1	0	0	1	0	3	0	3	0	0	0	0	7	1	8
5:15 PM - 6:15 PM	0	1	4	5	0	0	0	0	0	1	0	1	0	0	0	0	6	0	6
5:30 PM - 6:30 PM	0	1	4	5	1	0	0	1	0	1	0	1	0	0	0	0	6	1	7
5:45 PM - 6:45 PM	0	2	3	5	1	0	0	1	0	0	0	0	0	0	0	0	5	1	6
6:00 PM - 7:00 PM	0	4	1	5	1	0	0	1	0	1	0	1	0	0	0	0	6	1	7

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Salih
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

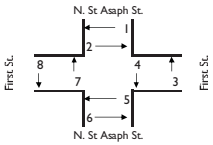
Time Period	Southbound N. St Asaph St.					Westbound First St.					Northbound N. St Asaph St.					Eastbound First St.					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	0	0	1		0	5	1	6		1	0	3	4		7	7	0	14		5	20	25
6:15 AM - 6:30 AM	0	0	0	0		0	10	2	12		1	0	3	4		2	9	0	11		4	23	27
6:30 AM - 6:45 AM	1	1	0	2		0	9	2	11		1	0	3	4		3	15	0	18		6	29	35
6:45 AM - 7:00 AM	0	0	1	1		0	10	2	12		1	1	12	14		5	8	0	13		15	25	40
7:00 AM - 7:15 AM	5	0	0	5		0	10	1	11		1	0	12	13		7	19	0	26		18	37	55
7:15 AM - 7:30 AM	0	2	0	2		0	14	0	14		1	0	38	39		16	26	0	42		41	56	97
7:30 AM - 7:45 AM	1	1	1	3		0	12	1	13		3	0	38	41		10	22	0	32		44	45	89
7:45 AM - 8:00 AM	0	0	0	0		0	18	3	21		1	0	36	37		17	36	0	53		37	74	111
8:00 AM - 8:15 AM	2	0	1	3		0	23	4	27		5	0	32	37		10	25	0	35		40	62	102
8:15 AM - 8:30 AM	0	1	0	1		0	13	4	17		5	0	26	31		21	36	0	57		32	74	106
8:30 AM - 8:45 AM	0	1	0	1		0	5	1	6		3	0	15	18		32	32	0	64		19	70	89
8:45 AM - 9:00 AM	0	1	0	1		0	7	3	10		4	0	17	21		20	44	0	64		22	74	96
Total	10	7	3	20		0	136	24	160		27	1	235	263		150	279	0	429		283	589	872
AM One Hour Volumes																							
6:00 AM - 7:00 AM	2	1	1	4	0.50	0	34	7	41	0.85	4	1	21	26	0.46	17	39	0	56	0.78	30	97	127
6:15 AM - 7:15 AM	6	1	1	8	0.40	0	39	7	46	0.96	4	1	30	35	0.63	17	51	0	68	0.65	43	114	157
6:30 AM - 7:30 AM	6	3	1	10	0.50	0	43	5	48	0.86	4	1	65	70	0.45	31	68	0	99	0.59	80	147	227
6:45 AM - 7:45 AM	6	3	2	11	0.55	0	46	4	50	0.89	6	1	100	107	0.65	38	75	0	113	0.67	118	163	281
7:00 AM - 8:00 AM	6	3	1	10	0.50	0	54	5	59	0.70	6	0	124	130	0.79	50	103	0	153	0.72	140	212	352
7:15 AM - 8:15 AM	3	3	2	8	0.67	0	67	8	75	0.69	10	0	144	154	0.94	53	109	0	162	0.76	162	237	399
7:30 AM - 8:30 AM	3	2	2	7	0.58	0	66	12	78	0.72	14	0	132	146	0.89	58	119	0	177	0.78	153	255	408
7:45 AM - 8:45 AM	2	2	1	5	0.42	0	59	12	71	0.66	14	0	109	123	0.83	80	129	0	209	0.82	128	280	408
8:00 AM - 9:00 AM	2	3	1	6	0.50	0	48	12	60	0.56	17	0	90	107	0.72	83	137	0	220	0.86	113	280	393
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	1	0	0	1		0	10	3	13		3	0	10	13		16	38	0	54		14	67	81
4:15 PM - 4:30 PM	2	0	1	3		0	10	5	15		2	0	10	12		27	45	0	72		15	87	102
4:30 PM - 4:45 PM	1	1	2	4		0	11	0	11		1	0	13	14		41	46	0	87		18	98	116
4:45 PM - 5:00 PM	1	0	1	2		0	6	1	7		1	0	9	10		27	49	0	76		12	83	95
5:00 PM - 5:15 PM	1	0	0	1		0	15	5	20		6	0	23	29		27	45	0	72		30	92	122
5:15 PM - 5:30 PM	1	0	1	2		0	13	2	15		1	0	21	22		28	58	0	86		24	101	125
5:30 PM - 5:45 PM	5	1	1	7		0	8	1	9		7	0	16	23		22	68	0	90		30	99	129
5:45 PM - 6:00 PM	1	1	0	2		0	15	4	19		6	0	15	21		25	61	0	86		23	105	128
6:00 PM - 6:15 PM	1	0	1	2		0	14	1	15		4	0	15	19		21	65	0	86		21	101	122
6:15 PM - 6:30 PM	1	1	1	3		0	10	3	13		6	0	8	14		27	43	0	70		17	83	100
6:30 PM - 6:45 PM	1	2	2	5		0	12	1	13		3	0	9	12		32	52	0	84		17	97	114
6:45 PM - 7:00 PM	2	1	0	3		0	14	0	14		1	0	13	14		32	48	0	80		17	94	111
Total	18	7	10	35		0	138	26	164		41	0	162	203		325	618	0	943		238	1107	1345
PM One Hour Volumes																							
4:00 PM - 5:00 PM	5	1	4	10	0.63	0	37	9	46	0.77	7	0	42	49	0.88	111	178	0	289	0.83	59	335	394
4:15 PM - 5:15 PM	5	1	4	10	0.63	0	42	11	53	0.66	10	0	55	65	0.56	122	185	0	307	0.88	75	360	435
4:30 PM - 5:30 PM	4	1	4	9	0.56	0	45	8	53	0.66	9	0	66	75	0.65	123	198	0	321	0.92	84	374	458
4:45 PM - 5:45 PM	8	1	3	12	0.43	0	42	9	51	0.64	15	0	69	84	0.72	104	220	0	324	0.90	96	375	471
5:00 PM - 6:00 PM	8	2	2	12	0.43	0	51	12	63	0.79	20	0	75	95	0.82	102	232	0	334	0.93	107	397	504
5:15 PM - 6:15 PM	8	2	3	13	0.46	0	50	8	58	0.76	18	0	67	85	0.92	96	252	0	348	0.97	98	406	504
5:30 PM - 6:30 PM	8	3	3	14	0.50	0	47	9	56	0.74	23	0	54	77	0.84	95	237	0	332	0.92	91	388	479
5:45 PM - 6:45 PM	4	4	4	12	0.60	0	51	9	60	0.79	19	0	47	66	0.79	105	221	0	326	0.95	78	386	464
6:00 PM - 7:00 PM	5	4	4	13	0.65	0	50	5	55	0.92	14	0	45	59	0.78	112	208	0	320	0.93	72	375	447

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Salih
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1		1			1		1					
6:15 AM - 6:30 AM			2		1	4							
6:30 AM - 6:45 AM	1				2	1		1					
6:45 AM - 7:00 AM		1		2		1							
7:00 AM - 7:15 AM				1			1	1					
7:15 AM - 7:30 AM							1	1					
7:30 AM - 7:45 AM	2	2	2	1				1					
7:45 AM - 8:00 AM		2	1		1		3						
8:00 AM - 8:15 AM			2		2			2					
8:15 AM - 8:30 AM			2		2								
8:30 AM - 8:45 AM					6	1		1					
8:45 AM - 9:00 AM			2		7		2						
Total	4	5	12	4	21	8	7	8					
AM One Hour Volumes													
6:00 AM - 7:00 AM	2	1	3	2	3	7	0	2	3	5	10	2	20
6:15 AM - 7:15 AM	1	1	2	3	3	6	1	2	2	5	9	3	19
6:30 AM - 7:30 AM	1	1	0	3	2	2	2	3	2	3	4	5	14
6:45 AM - 7:45 AM	2	3	2	4	0	1	2	3	5	6	1	5	17
7:00 AM - 8:00 AM	2	4	3	2	1	0	5	3	6	5	1	8	20
7:15 AM - 8:15 AM	2	4	5	1	3	0	4	4	6	6	3	8	23
7:30 AM - 8:30 AM	2	4	7	1	5	0	3	3	6	8	5	6	25
7:45 AM - 8:45 AM	0	2	5	0	11	1	3	3	2	5	12	6	25
8:00 AM - 9:00 AM	0	0	6	0	17	1	2	3	0	6	18	5	29
PM 15 Minute Volumes													
4:00 PM - 4:15 PM		2		1		1	2	1					
4:15 PM - 4:30 PM	8		8		2	2							
4:30 PM - 4:45 PM	3	1	4										
4:45 PM - 5:00 PM	2	3	3	2		2	1						
5:00 PM - 5:15 PM			3			6		2					
5:15 PM - 5:30 PM	7	3		2		6	3	5					
5:30 PM - 5:45 PM			2	1		6		3					
5:45 PM - 6:00 PM	1	1	2	1	1	8	3	4					
6:00 PM - 6:15 PM	3	2	1	1	1	8	1						
6:15 PM - 6:30 PM	2	2	1	5		4	6	5					
6:30 PM - 6:45 PM	1	2	3	2		1	4						
6:45 PM - 7:00 PM			5	5	2	2	4	1					
Total	27	16	32	20	6	46	24	21					
PM One Hour Volumes													
4:00 PM - 5:00 PM	13	6	15	3	2	5	3	1	19	18	7	4	48
4:15 PM - 5:15 PM	13	4	18	2	2	10	1	2	17	20	12	3	52
4:30 PM - 5:30 PM	12	7	10	4	0	14	4	7	19	14	14	11	58
4:45 PM - 5:45 PM	9	6	8	5	0	20	4	10	15	13	20	14	62
5:00 PM - 6:00 PM	8	4	7	4	1	26	6	14	12	11	27	20	70
5:15 PM - 6:15 PM	11	6	5	5	2	28	7	12	17	10	30	19	76
5:30 PM - 6:30 PM	6	5	6	8	2	26	10	12	11	14	28	22	75
5:45 PM - 6:45 PM	7	7	7	9	2	21	14	9	14	16	23	23	76
6:00 PM - 7:00 PM	6	6	10	13	3	15	15	6	12	23	18	21	74

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Salih
INPUTED BY: john wilson
SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

Time Period	Southbound N. St Asaph St. Right	Thru	Left	Total	Westbound First St. Right	Thru	Left	Total	Northbound N. St Asaph St. Right	Thru	Left	Total	Eastbound First St. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0				0	1			1	0	1	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM				0			1	1				0		1		1	0	2	2
7:15 AM - 7:30 AM				0				0				0	1			1	0	1	1
7:30 AM - 7:45 AM				0				0				0				0	0	0	0
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM		1		1				0	1			1				0	2	0	2
8:15 AM - 8:30 AM				0				0				0				0	0	0	0
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM				0				0				0		1		1	0	1	1
Total	0	1	0	1	0	0	1	1	1	0	0	1	2	2	0	4	2	5	7
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
6:15 AM - 7:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	0	3	3
6:30 AM - 7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	0	3	3
6:45 AM - 7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	0	3	3
7:00 AM - 8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	0	3	3
7:15 AM - 8:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	2	1	3
7:30 AM - 8:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2
7:45 AM - 8:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2
8:00 AM - 9:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	2	1	3
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM				0				0				0	2			2	0	2	2
4:45 PM - 5:00 PM				0				0				0	1			1	0	1	1
5:00 PM - 5:15 PM				0		1		1			1	1				0	1	1	2
5:15 PM - 5:30 PM				0				0				0	1			1	0	1	1
5:30 PM - 5:45 PM				0				0				0				0	0	0	0
5:45 PM - 6:00 PM				0				0				0	1			1	0	1	1
6:00 PM - 6:15 PM				0				0				0				0	0	0	0
6:15 PM - 6:30 PM				0				0				0				0	0	0	0
6:30 PM - 6:45 PM				0				0				0			1	1	0	1	1
6:45 PM - 7:00 PM				0				0				0				0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	1	1	5	0	1	6	1	7	8
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
4:15 PM - 5:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	3	0	0	3	1	4	5
4:30 PM - 5:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	4	0	0	4	1	5	6
4:45 PM - 5:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	1	3	4
5:00 PM - 6:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	1	3	4
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	2
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Amina
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: First St.
EASTBOUND ROAD: First St.

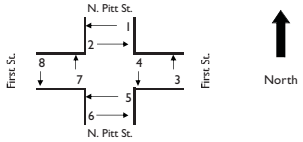
Time Period	Southbound N. Pitt St.					Westbound First St.					Northbound N. Pitt St.					Eastbound First St.					North & South	East & West	Total
	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	1	0	2		0	0	0	0		0	1	4	5		5	0	2	7		7	7	14
6:15 AM - 6:30 AM	2	1	0	3		0	0	0	0		0	5	11	16		7	0	2	9		19	9	28
6:30 AM - 6:45 AM	2	2	0	4		0	0	0	0		0	5	9	14		8	1	6	15		18	15	33
6:45 AM - 7:00 AM	2	7	0	9		0	0	0	0		0	13	9	22		3	1	4	8		31	8	39
7:00 AM - 7:15 AM	1	3	0	4		0	0	0	0		0	18	11	29		10	0	9	19		33	19	52
7:15 AM - 7:30 AM	2	5	0	7		0	0	0	0		0	57	13	70		18	0	9	27		77	27	104
7:30 AM - 7:45 AM	2	13	0	15		0	0	0	0		0	79	15	94		12	0	13	25		109	25	134
7:45 AM - 8:00 AM	4	8	0	12		0	0	0	0		0	63	16	79		20	0	13	33		91	33	124
8:00 AM - 8:15 AM	4	12	0	16		0	0	0	0		0	46	24	70		16	2	15	33		86	33	119
8:15 AM - 8:30 AM	4	5	0	9		0	0	0	0		0	32	10	42		20	0	18	38		51	38	89
8:30 AM - 8:45 AM	4	11	0	15		0	0	0	0		0	30	7	37		20	0	19	39		52	39	91
8:45 AM - 9:00 AM	3	12	0	15		0	0	0	0		0	19	9	28		28	0	15	43		43	43	86
Total	31	80	0	111		0	0	0	0		0	368	138	506		167	4	125	296		617	296	913
AM One Hour Volumes																							
6:00 AM - 7:00 AM	7	11	0	18	0.50	0	0	0	0	0.00	0	24	33	57	0.65	23	2	14	39	0.65	75	39	114
6:15 AM - 7:15 AM	7	13	0	20	0.56	0	0	0	0	0.00	0	41	40	81	0.70	28	2	21	51	0.67	101	51	152
6:30 AM - 7:30 AM	7	17	0	24	0.67	0	0	0	0	0.00	0	93	42	135	0.48	39	2	28	69	0.64	159	69	228
6:45 AM - 7:45 AM	7	28	0	35	0.58	0	0	0	0	0.00	0	167	48	215	0.57	43	1	35	79	0.73	250	79	329
7:00 AM - 8:00 AM	9	29	0	38	0.63	0	0	0	0	0.00	0	217	55	272	0.72	60	0	44	104	0.79	310	104	414
7:15 AM - 8:15 AM	12	38	0	50	0.78	0	0	0	0	0.00	0	245	68	313	0.83	66	2	50	118	0.89	363	118	481
7:30 AM - 8:30 AM	14	38	0	52	0.81	0	0	0	0	0.00	0	220	65	285	0.76	68	2	59	129	0.85	337	129	466
7:45 AM - 8:45 AM	16	36	0	52	0.81	0	0	0	0	0.00	0	171	57	228	0.72	76	2	65	143	0.92	280	143	423
8:00 AM - 9:00 AM	15	40	0	55	0.86	0	0	0	0	0.00	0	127	50	177	0.63	84	2	67	153	0.89	232	153	385
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	4	15	0	19		0	0	0	0		0	12	10	22		35	0	8	43		41	43	84
4:15 PM - 4:30 PM	3	14	0	17		0	0	0	0		0	12	10	22		36	0	7	43		39	43	82
4:30 PM - 4:45 PM	2	18	0	20		0	0	0	0		0	8	11	19		35	0	12	47		39	47	86
4:45 PM - 5:00 PM	1	25	0	26		0	0	0	0		0	13	5	18		41	0	10	51		44	51	95
5:00 PM - 5:15 PM	5	19	0	24		0	0	0	0		0	12	14	26		37	0	9	46		50	46	96
5:15 PM - 5:30 PM	1	22	0	23		0	0	0	0		0	13	14	27		50	0	7	57		50	57	107
5:30 PM - 5:45 PM	3	15	0	18		0	0	0	0		0	13	7	20		65	0	8	73		38	73	111
5:45 PM - 6:00 PM	4	21	0	25		0	0	0	0		0	16	18	34		53	0	10	63		59	63	122
6:00 PM - 6:15 PM	2	16	0	18		0	0	0	0		0	17	14	31		58	0	7	65		49	65	114
6:15 PM - 6:30 PM	2	21	0	23		0	0	0	0		0	15	13	28		45	0	6	51		51	51	102
6:30 PM - 6:45 PM	5	14	0	19		0	0	0	0		0	10	10	20		46	0	8	54		39	54	93
6:45 PM - 7:00 PM	0	20	0	20		0	0	0	0		0	13	13	26		43	0	8	51		46	51	97
Total	32	220	0	252		0	0	0	0		0	154	139	293		544	0	100	644		545	644	1189
PM One Hour Volumes																							
4:00 PM - 5:00 PM	10	72	0	82	0.79	0	0	0	0	0.00	0	45	36	81	0.92	147	0	37	184	0.90	163	184	347
4:15 PM - 5:15 PM	11	76	0	87	0.84	0	0	0	0	0.00	0	45	40	85	0.82	149	0	38	187	0.92	172	187	359
4:30 PM - 5:30 PM	9	84	0	93	0.89	0	0	0	0	0.00	0	46	44	90	0.83	163	0	38	201	0.88	183	201	384
4:45 PM - 5:45 PM	10	81	0	91	0.88	0	0	0	0	0.00	0	51	40	91	0.84	193	0	34	227	0.78	182	227	409
5:00 PM - 6:00 PM	13	77	0	90	0.90	0	0	0	0	0.00	0	54	53	107	0.79	205	0	34	239	0.82	197	239	436
5:15 PM - 6:15 PM	10	74	0	84	0.84	0	0	0	0	0.00	0	59	53	112	0.82	226	0	32	258	0.88	196	258	454
5:30 PM - 6:30 PM	11	73	0	84	0.84	0	0	0	0	0.00	0	61	52	113	0.83	221	0	31	252	0.86	197	252	449
5:45 PM - 6:45 PM	13	72	0	85	0.85	0	0	0	0	0.00	0	58	55	113	0.83	202	0	31	233	0.90	198	233	431
6:00 PM - 7:00 PM	9	71	0	80	0.87	0	0	0	0	0.00	0	55	50	105	0.85	192	0	29	221	0.85	185	221	406

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & First St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Amina
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1				1	1							
6:15 AM - 6:30 AM						1	1	3					
6:30 AM - 6:45 AM	4		1		1			1					
6:45 AM - 7:00 AM				1									
7:00 AM - 7:15 AM					2	1							
7:15 AM - 7:30 AM		2	1		4	4							
7:30 AM - 7:45 AM	1	1	2	3	9	7							
7:45 AM - 8:00 AM	3	2	1	2	4								
8:00 AM - 8:15 AM	4				5	3	3						
8:15 AM - 8:30 AM		1		1	4	2							
8:30 AM - 8:45 AM					2		1						
8:45 AM - 9:00 AM		2			2		2						
Total	13	8	5	7	34	19	7	4					
AM One Hour Volumes													
6:00 AM - 7:00 AM	5	0	1	1	2	2	1	4	5	2	4	5	16
6:15 AM - 7:15 AM	4	0	1	1	3	2	1	4	4	2	5	5	16
6:30 AM - 7:30 AM	4	2	2	1	7	5	0	1	6	3	12	1	22
6:45 AM - 7:45 AM	1	3	3	4	15	12	0	0	4	7	27	0	38
7:00 AM - 8:00 AM	4	5	4	5	19	12	0	0	9	9	31	0	49
7:15 AM - 8:15 AM	8	5	4	5	22	14	3	0	13	9	36	3	61
7:30 AM - 8:30 AM	8	4	3	6	22	12	3	0	12	9	34	3	58
7:45 AM - 8:45 AM	7	3	1	3	15	5	4	0	10	4	20	4	38
8:00 AM - 9:00 AM	4	3	0	1	13	5	6	0	7	1	18	6	32
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	3												
4:15 PM - 4:30 PM	3		2			3							
4:30 PM - 4:45 PM		2	1	1		3	1						
4:45 PM - 5:00 PM	1	1			1	4							
5:00 PM - 5:15 PM		2		1	1	2		1					
5:15 PM - 5:30 PM	1	1		4	2	4		1					
5:30 PM - 5:45 PM	3	2			3	2							
5:45 PM - 6:00 PM	1			1	2	1		2					
6:00 PM - 6:15 PM	6	2	1		4	1							
6:15 PM - 6:30 PM	2	2	2		1	8	1	3					
6:30 PM - 6:45 PM	4	2			2	4	2						
6:45 PM - 7:00 PM	1	3				1		3					
Total	25	17	6	7	16	33	4	10					
PM One Hour Volumes													
4:00 PM - 5:00 PM	7	3	3	1	1	10	1	0	10	4	11	1	26
4:15 PM - 5:15 PM	4	5	3	2	2	12	1	1	9	5	14	2	30
4:30 PM - 5:30 PM	2	6	1	6	4	13	1	2	8	7	17	3	35
4:45 PM - 5:45 PM	5	6	0	5	7	12	0	2	11	5	19	2	37
5:00 PM - 6:00 PM	5	5	0	6	8	9	0	4	10	6	17	4	37
5:15 PM - 6:15 PM	11	5	1	5	11	8	0	3	16	6	19	3	44
5:30 PM - 6:30 PM	12	6	3	1	10	12	1	5	18	4	22	6	50
5:45 PM - 6:45 PM	13	6	3	1	9	14	3	5	19	4	23	8	54
6:00 PM - 7:00 PM	13	9	3	0	7	14	3	6	22	3	21	9	55

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT:	Eden's Alexandria Site	**DATE:**	5/13/2015	**SOUTHBOUND ROAD:**	N. Pitt St.
W+A JOB NO:	6503	**DAY:**	Wednesday	**NORTHBOUND ROAD:**	N. Pitt St.
INTERSECTION:	N. St Asaph St. & First St.	**WEATHER:**	clear	**WESTBOUND ROAD:**	First St.
LOCATION:	City of Alexandria, Virginia	**COUNTED BY:**	Amina	**EASTBOUND ROAD:**	First St.
		INPUTED BY:	john wilson		

Time Period	Southbound N. Pitt St.				Westbound First St.				Northbound N. Pitt St.				Eastbound First St.				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0				0		1		1	0	1	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0		1		1				0		1		1	0	2	2
7:00 AM - 7:15 AM				0	1			1				0		2		2	0	3	3
7:15 AM - 7:30 AM				0				0				0		2		2	0	2	2
7:30 AM - 7:45 AM				0		2		2				0				0	0	2	2
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0				0		1	1	2	0	2	2
8:15 AM - 8:30 AM				0		1		1				0		2		2	0	3	3
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM				0		1		1				0		1		1	0	2	2
Total	0	0	0	0	1	5	0	6	0	0	0	0	0	10	1	11	0	17	17
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3
6:15 AM - 7:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	0	6	6
6:30 AM - 7:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	0	7	7
6:45 AM - 7:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	0	9	9
7:00 AM - 8:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	0	7	7
7:15 AM - 8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	0	6	6
7:30 AM - 8:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	0	7	7
7:45 AM - 8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	0	5	5
8:00 AM - 9:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	0	7	7
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM	1			1				0				0				0	1	0	1
4:15 PM - 4:30 PM				0		1		1				0				0	0	1	1
4:30 PM - 4:45 PM				0				0				0				0	0	0	0
4:45 PM - 5:00 PM				0		1		1				0		1		1	0	2	2
5:00 PM - 5:15 PM				0				0				0		1	1	2	0	2	2
5:15 PM - 5:30 PM				0		1		1				0		1		1	0	2	2
5:30 PM - 5:45 PM				0		1		1				0		2		2	0	3	3
5:45 PM - 6:00 PM				0				0				0		1		1	0	1	1
6:00 PM - 6:15 PM				0		1		1				0		1	1	2	0	3	3
6:15 PM - 6:30 PM				0		3		3				0		1		1	0	4	4
6:30 PM - 6:45 PM				0		1		1				0				0	0	1	1
6:45 PM - 7:00 PM				0				0				0				0	0	0	0
Total	1	0	0	1	0	9	0	9	0	0	0	0	0	8	2	10	1	19	20
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	1	3	4
4:15 PM - 5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	0	5	5
4:30 PM - 5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	0	6	6
4:45 PM - 5:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	0	9	9
5:00 PM - 6:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	1	6	0	8	8
5:15 PM - 6:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	0	9	9
5:30 PM - 6:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	1	6	0	11	11
5:45 PM - 6:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	1	4	0	9	9
6:00 PM - 7:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	0	8	8

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count

[illegible]

AM [illegible]	12	77	1,481	0	1,570	9	59	287	60	379	0	5,653	84	17	5,754	0	0	0	0	0	8	65	0	0	73	7,762		
AM Peak 6:45-7:45	3	29	521	0	553	1	11	87	16	115	0	2,259	16	4	2,279	0	0	0	0	0	3	22	0	0	25	2,972	0.97	AM Peak 6:45-7:45
PM [illegible]	15	139	4,991	0	5,145	61	190	594	203	1,048	0	3,278	169	21	3,468	0	0	0	0	0	11	200	0	0	211	9,872		
PM Peak 5:00-6:00	8	49	1,673	0	1,730	25	81	254	78	438	0	1,260	65	8	1,333	0	0	0	0	0	3	78	0	0	81	3,582	0.96	PM Peak 5:00-6:00

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

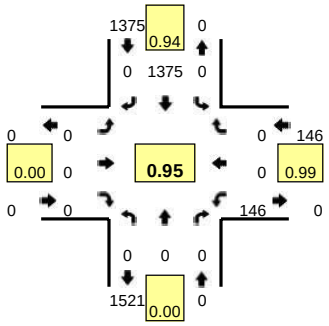
LOCATION: Henry St -- Montgomery St

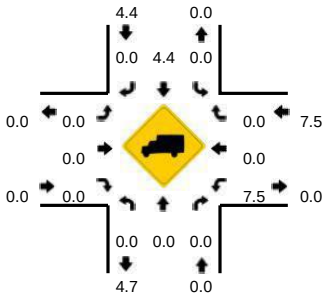
CITY/STATE: Alexandria, VA

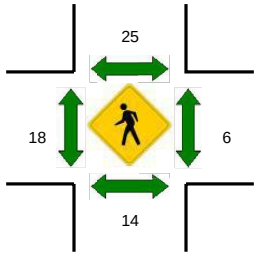
QC JOB #: 13647613

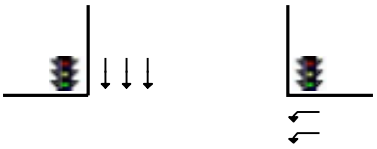
DATE: Wed, Nov 18 2015

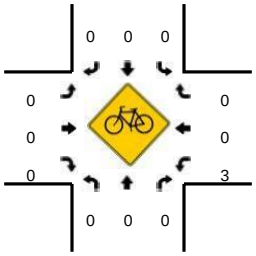
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

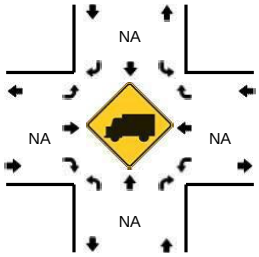


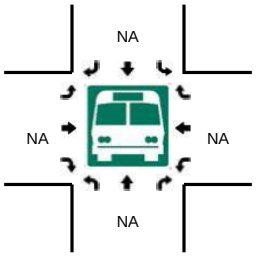












15-Min Count Period Beginning At	Henry St (Northbound)				Henry St (Southbound)				Montgomery St (Eastbound)				Montgomery St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	0	187	0	0	0	0	0	0	14	0	0	0	201	
6:45 AM	0	0	0	0	0	215	0	0	0	0	0	0	13	0	0	0	228	
7:00 AM	0	0	0	0	0	216	0	0	0	0	0	0	35	0	0	0	251	
7:15 AM	0	0	0	0	0	294	0	0	0	0	0	0	45	0	0	0	339	1019
7:30 AM	0	0	0	0	0	326	0	0	0	0	0	0	35	0	0	0	361	1179
7:45 AM	0	0	0	0	0	365	0	0	0	0	0	0	37	0	0	0	402	1353
8:00 AM	0	0	0	0	0	354	0	0	0	0	0	0	35	0	0	0	389	1491
8:15 AM	0	0	0	0	0	330	0	0	0	0	0	0	39	0	0	0	369	1521
8:30 AM	0	0	0	0	0	357	0	0	0	0	0	0	26	0	0	0	383	1543
8:45 AM	0	0	0	0	0	372	0	0	0	0	0	0	37	0	0	0	409	1550
9:00 AM	0	0	0	0	0	332	0	0	0	0	0	0	26	0	0	0	358	1519
9:15 AM	0	0	0	0	0	302	0	0	0	0	0	0	31	0	0	0	333	1483

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	1460	0	0	0	0	0	0	148	0	0	0	1608
Heavy Trucks	0	0	0		0	92	0		0	0	0		8	0	0		100
Pedestrians		8				24				28				8			68
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Henry St -- Montgomery St

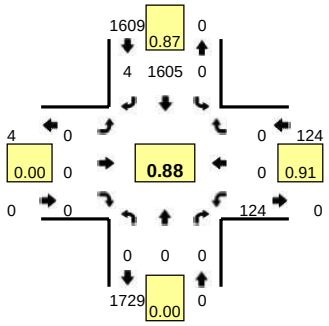
CITY/STATE: Alexandria, VA

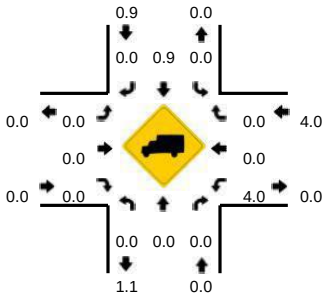
QC JOB #: 13647614

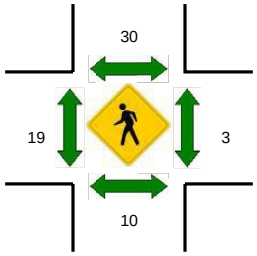
DATE: Wed, Nov 18 2015

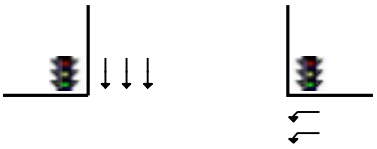
Peak-Hour: 4:45 PM -- 5:45 PM

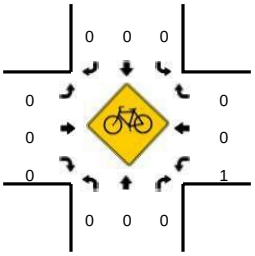
Peak 15-Min: 4:45 PM -- 5:00 PM

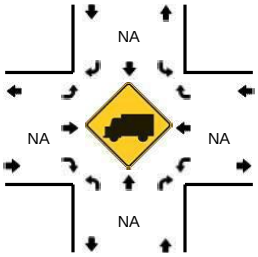


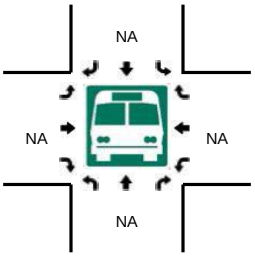












15-Min Count Period Beginning At	Henry St (Northbound)				Henry St (Southbound)				Montgomery St (Eastbound)				Montgomery St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	460	0	0	0	0	0	0	34	0	0	0	494	
4:15 PM	0	0	0	0	0	503	0	0	0	0	0	0	32	0	0	0	535	
4:30 PM	0	0	0	0	0	442	0	0	0	0	0	0	21	0	0	0	463	
4:45 PM	0	0	0	0	0	461	0	0	0	0	0	0	34	0	0	0	495	1987
5:00 PM	0	0	0	0	0	434	0	0	0	0	0	0	37	0	0	0	471	1964
5:15 PM	0	0	0	0	0	365	4	0	0	0	0	0	21	0	0	0	390	1819
5:30 PM	0	0	0	0	0	345	0	0	0	0	0	0	32	0	0	0	377	1733
5:45 PM	0	0	0	0	0	368	4	0	0	0	0	0	32	0	0	0	404	1642
6:00 PM	0	0	0	0	0	400	2	0	0	0	0	0	29	0	0	0	431	1602
6:15 PM	0	0	0	0	0	442	1	0	0	0	0	0	42	0	0	0	485	1697
6:30 PM	0	0	0	0	0	437	2	0	0	0	0	0	21	0	0	0	460	1780
6:45 PM	0	0	0	0	0	435	0	0	0	0	0	0	36	0	0	0	471	1847

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	1844	0	0	0	0	0	0	136	0	0	0	1980
Heavy Trucks	0	0	0		0	16	0		0	0	0		12	0	0		28
Pedestrians		4				32				36				0			72
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Patrick St -- Montgomery St

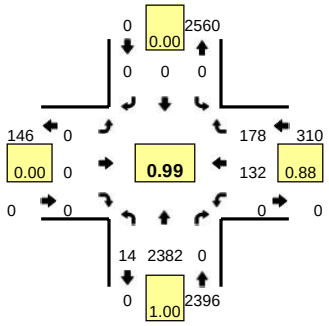
CITY/STATE: Alexandria, VA

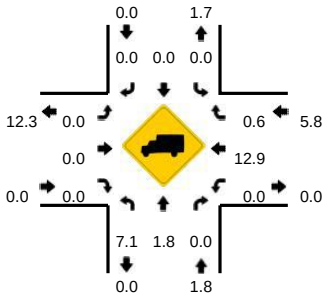
QC JOB #: 13647615

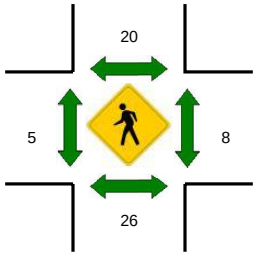
DATE: Wed, Nov 18 2015

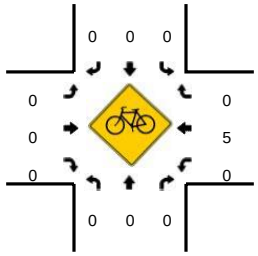
Peak-Hour: 7:30 AM -- 8:30 AM

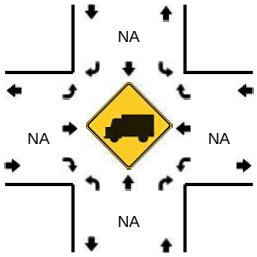
Peak 15-Min: 7:45 AM -- 8:00 AM

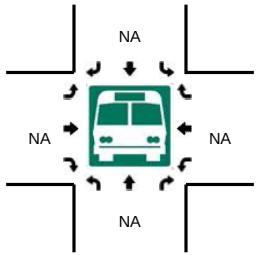












15-Min Count Period Beginning At	Patrick St (Northbound)				Patrick St (Southbound)				Montgomery St (Eastbound)				Montgomery St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	509	0	0	0	0	0	0	0	0	0	0	0	13	8	0	531	
6:45 AM	0	564	0	0	0	0	0	0	0	0	0	0	0	12	19	0	595	
7:00 AM	3	574	0	0	0	0	0	0	0	0	0	0	0	36	25	0	638	
7:15 AM	5	571	0	0	0	0	0	0	0	0	0	0	0	38	31	0	645	2409
7:30 AM	3	615	0	0	0	0	0	0	0	0	0	0	0	32	39	0	689	2567
7:45 AM	5	590	0	0	0	0	0	0	0	0	0	0	0	34	54	0	683	2655
8:00 AM	2	590	0	0	0	0	0	0	0	0	0	0	0	32	45	0	669	2686
8:15 AM	4	587	0	0	0	0	0	0	0	0	0	0	0	34	40	0	665	2706
8:30 AM	7	561	0	0	0	0	0	0	0	0	0	0	0	20	39	0	627	2644
8:45 AM	6	512	0	0	0	0	0	0	0	0	0	0	0	37	24	0	579	2540
9:00 AM	8	469	0	0	0	0	0	0	0	0	0	0	0	24	27	0	528	2399
9:15 AM	4	431	0	0	0	0	0	0	0	0	0	0	0	24	23	0	482	2216

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	2360	0	0	0	0	0	0	0	0	0	0	0	136	216	0	2732
Heavy Trucks	4	44	0		0	0	0		0	0	0		0	16	4		68
Pedestrians		16				24				4				8			52
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

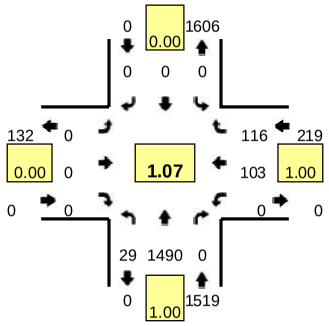
LOCATION: Patrick St -- Montgomery St

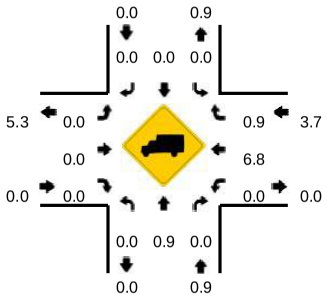
CITY/STATE: Alexandria, VA

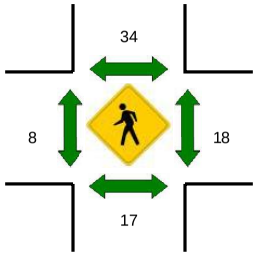
QC JOB #: 13647616

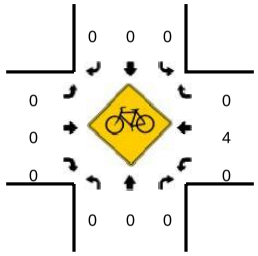
DATE: Wed, Nov 18 2015

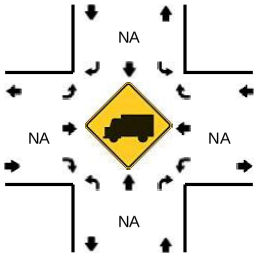
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

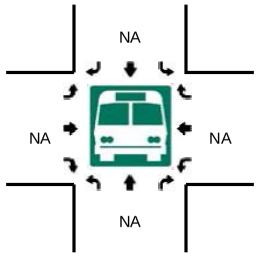












15-Min Count Period Beginning At	Patrick St (Northbound)				Patrick St (Southbound)				Montgomery St (Eastbound)				Montgomery St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	343	0	0	0	0	0	0	0	0	0	0	0	29	28	0	405	
4:15 PM	5	323	0	0	0	0	0	0	0	0	0	0	0	29	25	0	382	
4:30 PM	8	333	0	0	0	0	0	0	0	0	0	0	0	14	26	0	381	
4:45 PM	9	348	0	0	0	0	0	0	0	0	0	0	0	24	24	0	405	1573
5:00 PM	7	363	0	0	0	0	0	0	0	0	0	0	0	31	25	0	426	1594
5:15 PM	3	387	0	0	0	0	0	0	0	0	0	0	0	22	37	0	449	1661
5:30 PM	10	392	0	0	0	0	0	0	0	0	0	0	0	26	30	0	458	1738
5:45 PM	9	367	0	0	0	0	0	0	0	0	0	0	0	22	28	0	426	1759
6:00 PM	5	347	0	0	0	0	0	0	0	0	0	0	0	24	24	0	400	1733
6:15 PM	12	297	0	0	0	0	0	0	0	0	0	0	0	30	43	0	382	1666
6:30 PM	9	315	0	0	0	0	0	0	0	0	0	0	0	19	25	0	368	1576
6:45 PM	12	294	0	0	0	0	0	0	0	0	0	0	0	20	17	0	343	1493

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	1392	0	0	0	0	0	0	0	0	0	0	0	96	96	0	1620
Heavy Trucks	0	8	0		0	0	0		0	0	0		0	12	0		20
Pedestrians		12				20				4				16			52
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

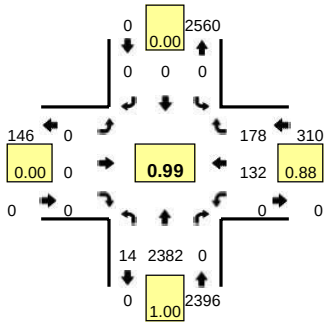
LOCATION: Patrick St -- Montgomery St

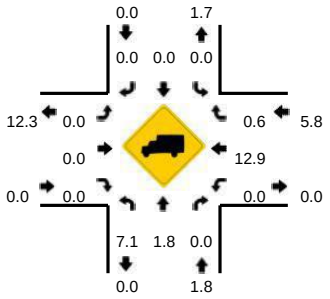
CITY/STATE: Alexandria, VA

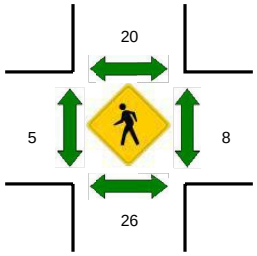
QC JOB #: 13647615

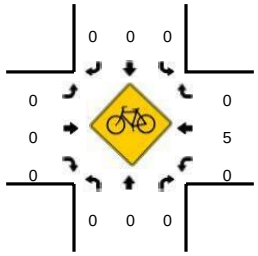
DATE: Wed, Nov 18 2015

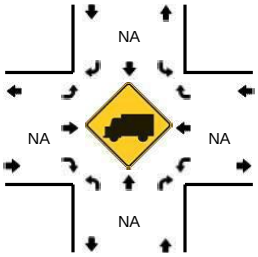
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

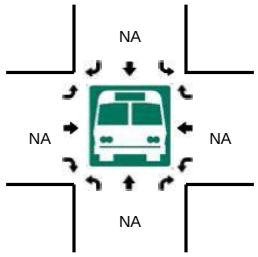












15-Min Count Period Beginning At	Patrick St (Northbound)				Patrick St (Southbound)				Montgomery St (Eastbound)				Montgomery St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	509	0	0	0	0	0	0	0	0	0	0	0	13	8	0	531	
6:45 AM	0	564	0	0	0	0	0	0	0	0	0	0	0	12	19	0	595	
7:00 AM	3	574	0	0	0	0	0	0	0	0	0	0	0	36	25	0	638	
7:15 AM	5	571	0	0	0	0	0	0	0	0	0	0	0	38	31	0	645	2409
7:30 AM	3	615	0	0	0	0	0	0	0	0	0	0	0	32	39	0	689	2567
7:45 AM	5	590	0	0	0	0	0	0	0	0	0	0	0	34	54	0	683	2655
8:00 AM	2	590	0	0	0	0	0	0	0	0	0	0	0	32	45	0	669	2686
8:15 AM	4	587	0	0	0	0	0	0	0	0	0	0	0	34	40	0	665	2706
8:30 AM	7	561	0	0	0	0	0	0	0	0	0	0	0	20	39	0	627	2644
8:45 AM	6	512	0	0	0	0	0	0	0	0	0	0	0	37	24	0	579	2540
9:00 AM	8	469	0	0	0	0	0	0	0	0	0	0	0	24	27	0	528	2399
9:15 AM	4	431	0	0	0	0	0	0	0	0	0	0	0	24	23	0	482	2216

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	2360	0	0	0	0	0	0	0	0	0	0	0	136	216	0	2732
Heavy Trucks	4	44	0		0	0	0		0	0	0		0	16	4		68
Pedestrians		16				24				4				8			52
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: 800 N. Washington Street
W+A JOB NO: 6604
INTERSECTION: Columbus St. & Montgomery St.
LOCATION: Alexandria,VA

DATE: 9/15/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Austin
INPUTED BY: agan

SOUTHBOUND ROAD: North Columbus Street
NORTHBOUND ROAD: North Columbus Street
WESTBOUND ROAD: Montgomery Street
EASTBOUND ROAD: Montgomery Street

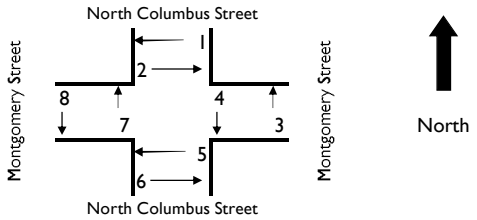
Time	Southbound North Columbus Street					Westbound Montgomery Street					Northbound North Columbus Street					Eastbound Montgomery Street					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	2	0	3		0	10	0	10		0	1	2	3		0	0	0	0		6	10	16
6:15 AM - 6:30 AM	3	0	0	3		0	9	0	9		0	1	1	2		0	0	0	0		5	9	14
6:30 AM - 6:45 AM	3	3	0	6		1	13	0	14		0	5	0	5		0	0	0	0		11	14	25
6:45 AM - 7:00 AM	2	4	0	6		0	12	1	13		0	6	3	9		0	0	0	0		15	13	28
7:00 AM - 7:15 AM	4	9	0	13		1	24	1	26		0	15	5	20		0	0	0	0		33	26	59
7:15 AM - 7:30 AM	8	6	0	14		2	27	0	29		0	27	8	35		0	0	0	0		49	29	78
7:30 AM - 7:45 AM	6	7	0	13		3	30	5	38		0	26	3	29		0	0	0	0		42	38	80
7:45 AM - 8:00 AM	8	8	0	16		2	42	1	45		0	32	11	43		0	0	0	0		59	45	104
8:00 AM - 8:15 AM	9	11	0	20		2	37	1	40		0	28	12	40		0	0	0	0		60	40	100
8:15 AM - 8:30 AM	3	7	0	10		3	34	2	39		0	24	9	33		0	0	0	0		43	39	82
8:30 AM - 8:45 AM	8	11	0	19		1	44	2	47		0	40	14	54		0	0	0	0		73	47	120
8:45 AM - 9:00 AM	3	12	0	15		3	39	3	45		0	14	7	21		0	0	0	0		36	45	81
Total	58	80	0	138		18	321	16	355		0	219	75	294		0	0	0	0		432	355	787
AM One Hour Volumes																							
6:00 AM - 7:00 AM	9	9	0	18	0.75	1	44	1	46	0.82	0	13	6	19	0.53	0	0	0	0	0.00	37	46	83
6:15 AM - 7:15 AM	12	16	0	28	0.54	2	58	2	62	0.60	0	27	9	36	0.45	0	0	0	0	0.00	64	62	126
6:30 AM - 7:30 AM	17	22	0	39	0.70	4	76	2	82	0.71	0	53	16	69	0.49	0	0	0	0	0.00	108	82	190
6:45 AM - 7:45 AM	20	26	0	46	0.82	6	93	7	106	0.70	0	74	19	93	0.66	0	0	0	0	0.00	139	106	245
7:00 AM - 8:00 AM	26	30	0	56	0.88	8	123	7	138	0.77	0	100	27	127	0.74	0	0	0	0	0.00	183	138	321
7:15 AM - 8:15 AM	31	32	0	63	0.79	9	136	7	152	0.84	0	113	34	147	0.85	0	0	0	0	0.00	210	152	362
7:30 AM - 8:30 AM	26	33	0	59	0.74	10	143	9	162	0.90	0	110	35	145	0.84	0	0	0	0	0.00	204	162	366
7:45 AM - 8:45 AM	28	37	0	65	0.81	8	157	6	171	0.91	0	124	46	170	0.79	0	0	0	0	0.00	235	171	406
8:00 AM - 9:00 AM	23	41	0	64	0.80	9	154	8	171	0.91	0	106	42	148	0.69	0	0	0	0	0.00	212	171	383
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	4	23	0	27		3	46	6	55		0	6	2	8		0	0	0	0		35	55	90
4:15 PM - 4:30 PM	3	36	0	39		1	42	10	53		0	7	5	12		0	0	0	0		51	53	104
4:30 PM - 4:45 PM	4	54	0	58		0	45	9	54		0	10	2	12		0	0	0	0		70	54	124
4:45 PM - 5:00 PM	2	57	0	59		3	62	15	80		0	10	0	10		0	0	0	0		69	80	149
5:00 PM - 5:15 PM	3	47	0	50		1	57	20	78		0	4	1	5		0	0	0	0		55	78	133
5:15 PM - 5:30 PM	3	53	0	56		3	55	13	71		0	9	3	12		0	0	0	0		68	71	139
5:30 PM - 5:45 PM	5	65	0	70		3	55	13	71		0	8	4	12		0	0	0	0		82	71	153
5:45 PM - 6:00 PM	8	59	0	67		4	57	9	70		0	11	6	17		0	0	0	0		84	70	154
6:00 PM - 6:15 PM	7	55	0	62		2	72	11	85		0	3	2	5		0	0	0	0		67	85	152
6:15 PM - 6:30 PM	7	45	0	52		1	60	6	67		0	7	1	8		0	0	0	0		60	67	127
6:30 PM - 6:45 PM	4	64	0	68		5	46	9	60		0	6	2	8		0	0	0	0		76	60	136
6:45 PM - 7:00 PM	2	28	0	30		1	51	5	57		0	5	1	6		0	0	0	0		36	57	93
Total	52	586	0	638		27	648	126	801		0	86	29	115		0	0	0	0		753	801	1554
PM One Hour Volumes																							
4:00 PM - 5:00 PM	13	170	0	183	0.78	7	195	40	242	0.76	0	33	9	42	0.88	0	0	0	0	0.00	225	242	467
4:15 PM - 5:15 PM	12	194	0	206	0.87	5	206	54	265	0.83	0	31	8	39	0.81	0	0	0	0	0.00	245	265	510
4:30 PM - 5:30 PM	12	211	0	223	0.94	7	219	57	283	0.88	0	33	6	39	0.81	0	0	0	0	0.00	262	283	545
4:45 PM - 5:45 PM	13	222	0	235	0.84	10	229	61	300	0.94	0	31	8	39	0.81	0	0	0	0	0.00	274	300	574
5:00 PM - 6:00 PM	19	224	0	243	0.87	11	224	55	290	0.93	0	32	14	46	0.68	0	0	0	0	0.00	289	290	579
5:15 PM - 6:15 PM	23	232	0	255	0.91	12	239	46	297	0.87	0	31	15	46	0.68	0	0	0	0	0.00	301	297	598
5:30 PM - 6:30 PM	27	224	0	251	0.90	10	244	39	293	0.86	0	29	13	42	0.62	0	0	0	0	0.00	293	293	586
5:45 PM - 6:45 PM	26	223	0	249	0.92	12	235	35	282	0.83	0	27	11	38	0.56	0	0	0	0	0.00	287	282	569
6:00 PM - 7:00 PM	20	192	0	212	0.78	9	229	31	269	0.79	0	21	6	27	0.84	0	0	0	0	0.00	239	269	508

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: 800 N. Washington Street
W+A JOB NO: 6604
INTERSECTION: Columbus St. & Montgomery St.
LOCATION: Alexandria,VA
DATE: 9/15/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Austin
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1	1						1					
6:15 AM - 6:30 AM	1				2			1					
6:30 AM - 6:45 AM				1	2								
6:45 AM - 7:00 AM	1	3						2					
7:00 AM - 7:15 AM	2							2					
7:15 AM - 7:30 AM						5							
7:30 AM - 7:45 AM	4	3	2			1		2					
7:45 AM - 8:00 AM	1	1				3	2	3					
8:00 AM - 8:15 AM	2		2	1	5	1	3						
8:15 AM - 8:30 AM	2	2	1	1	2			1					
8:30 AM - 8:45 AM	4	3	2	2		4	1	4					
8:45 AM - 9:00 AM	3	3	1	1	1	5	3	3					
Total	21	16	8	6	12	19	9	19					
AM One Hour Volumes													
6:00 AM - 7:00 AM	3	4	0	1	4	0	0	4	7	1	4	4	16
6:15 AM - 7:15 AM	4	3	0	1	4	0	0	5	7	1	4	5	17
6:30 AM - 7:30 AM	3	3	0	1	2	5	0	4	6	1	7	4	18
6:45 AM - 7:45 AM	7	6	2	0	0	6	0	6	13	2	6	6	27
7:00 AM - 8:00 AM	7	4	2	0	0	9	2	7	11	2	9	9	31
7:15 AM - 8:15 AM	7	4	4	1	5	10	5	5	11	5	15	10	41
7:30 AM - 8:30 AM	9	6	5	2	7	5	5	6	15	7	12	11	45
7:45 AM - 8:45 AM	9	6	5	4	7	8	6	8	15	9	15	14	53
8:00 AM - 9:00 AM	11	8	6	5	8	10	7	8	19	11	18	15	63
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	3	2	1		3	2		2					
4:15 PM - 4:30 PM			2			2		2					
4:30 PM - 4:45 PM			2				1	4					
4:45 PM - 5:00 PM		5	1	1		1	2	1					
5:00 PM - 5:15 PM	1	4		1	2		3						
5:15 PM - 5:30 PM	5	2	4		3	2	3	3					
5:30 PM - 5:45 PM	7	3	2		6	1	1	1					
5:45 PM - 6:00 PM	5	1		2	7	4	1	6					
6:00 PM - 6:15 PM	4	2	2		6	4	2						
6:15 PM - 6:30 PM	10	3	2	1	7	1	1	4					
6:30 PM - 6:45 PM	2	6	2		10	2	1	2					
6:45 PM - 7:00 PM	6	2	1	2	5	1	1	3					
Total	43	30	19	7	49	20	16	28					
PM One Hour Volumes													
4:00 PM - 5:00 PM	3	7	6	1	3	5	3	9	10	7	8	12	37
4:15 PM - 5:15 PM	1	9	5	2	2	3	6	7	10	7	5	13	35
4:30 PM - 5:30 PM	6	11	7	2	5	3	9	8	17	9	8	17	51
4:45 PM - 5:45 PM	13	14	7	2	11	4	9	5	27	9	15	14	65
5:00 PM - 6:00 PM	18	10	6	3	18	7	8	10	28	9	25	18	80
5:15 PM - 6:15 PM	21	8	8	2	22	11	7	10	29	10	33	17	89
5:30 PM - 6:30 PM	26	9	6	3	26	10	5	11	35	9	36	16	96
5:45 PM - 6:45 PM	21	12	6	3	30	11	5	12	33	9	41	17	100
6:00 PM - 7:00 PM	22	13	7	3	28	8	5	9	35	10	36	14	95

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT:	800 N. Washington Street	**DATE:**	9/15/2015	**SOUTHBOUND ROAD:**	North Columbus Street
W+A JOB NO:	6604	**DAY:**	Tuesday	**NORTHBOUND ROAD:**	North Columbus Street
INTERSECTION:	Columbus St. & Montgomery St.	**WEATHER:**	clear	**WESTBOUND ROAD:**	Montgomery Street
LOCATION:	Alexandria,VA	**COUNTED BY:**	Austin	**EASTBOUND ROAD:**	Montgomery Street
		INPUTED BY:	agan		

Time	Southbound North Columbus Street				Westbound Montgomery Street				Northbound North Columbus Street				Eastbound Montgomery Street				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		1		1				0	1	0	1
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM				0		1		1				0				0	0	1	1
6:45 AM - 7:00 AM				0		1		1				0				0	0	1	1
7:00 AM - 7:15 AM				0				0				0				0	0	0	0
7:15 AM - 7:30 AM				0				0				0		2		2	0	2	2
7:30 AM - 7:45 AM				0	1			1			1	1				0	1	1	2
7:45 AM - 8:00 AM		2		2				0		2		2		1		1	4	1	5
8:00 AM - 8:15 AM		1		1				0				0		1		1	1	1	2
8:15 AM - 8:30 AM		1		1		1		1				0				0	1	1	2
8:30 AM - 8:45 AM	1	1		2		1		1		1		1				0	3	1	4
8:45 AM - 9:00 AM		2		2				0				0				0	2	0	2
Total	1	7	0	8	1	4	0	5	0	4	1	5	0	4	0	4	13	9	22
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	1	2	3
6:15 AM - 7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2
6:30 AM - 7:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	4	4
6:45 AM - 7:45 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2	1	4	5
7:00 AM - 8:00 AM	0	2	0	2	1	0	0	1	0	2	1	3	0	3	0	3	5	4	9
7:15 AM - 8:15 AM	0	3	0	3	1	0	0	1	0	2	1	3	0	4	0	4	6	5	11
7:30 AM - 8:30 AM	0	4	0	4	1	1	0	2	0	2	1	3	0	2	0	2	7	4	11
7:45 AM - 8:45 AM	1	5	0	6	0	2	0	2	0	3	0	3	0	2	0	2	9	4	13
8:00 AM - 9:00 AM	1	5	0	6	0	2	0	2	0	1	0	1	0	1	0	1	7	3	10
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0	1			1				0	1	0	1
4:15 PM - 4:30 PM				0		1	1	2				0		1		1	0	3	3
4:30 PM - 4:45 PM		1		1				0				0				0	1	0	1
4:45 PM - 5:00 PM	2			2		2		2				0				0	2	2	4
5:00 PM - 5:15 PM	2	2		4		2		2				0				0	4	2	6
5:15 PM - 5:30 PM	1	1		2				0				0				0	2	0	2
5:30 PM - 5:45 PM				0	1	4		5				0				0	0	5	5
5:45 PM - 6:00 PM	1	1		2		1		1	1			1				0	3	1	4
6:00 PM - 6:15 PM		1		1	1	1		2			1	1				0	2	2	4
6:15 PM - 6:30 PM	1	2		3		3		3				0				0	3	3	6
6:30 PM - 6:45 PM	1			1		2		2				0				0	1	2	3
6:45 PM - 7:00 PM	1	1		2				0				0				0	2	0	2
Total	9	9	0	18	2	16	1	19	2	0	1	3	0	1	0	1	21	20	41
PM One Hour Volumes																			
4:00 PM - 5:00 PM	2	1	0	3	0	3	1	4	1	0	0	1	0	1	0	1	4	5	9
4:15 PM - 5:15 PM	4	3	0	7	0	5	1	6	0	0	0	0	0	1	0	1	7	7	14
4:30 PM - 5:30 PM	5	4	0	9	0	4	0	4	0	0	0	0	0	0	0	0	9	4	13
4:45 PM - 5:45 PM	5	3	0	8	1	8	0	9	0	0	0	0	0	0	0	0	8	9	17
5:00 PM - 6:00 PM	4	4	0	8	1	7	0	8	1	0	0	1	0	0	0	0	9	8	17
5:15 PM - 6:15 PM	2	3	0	5	2	6	0	8	1	0	1	2	0	0	0	0	7	8	15
5:30 PM - 6:30 PM	2	4	0	6	2	9	0	11	1	0	1	2	0	0	0	0	8	11	19
5:45 PM - 6:45 PM	3	4	0	7	1	7	0	8	1	0	1	2	0	0	0	0	9	8	17
6:00 PM - 7:00 PM	3	4	0	7	1	6	0	7	0	0	1	1	0	0	0	0	8	7	15

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jovana
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

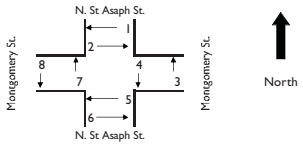
Time	Southbound N. St Asaph St.					Westbound Montgomery St.					Northbound N. St Asaph St.					Eastbound Montgomery St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	2	6	0	8		1	9	3	13		0	4	3	7		0	0	0	0		15	13	28
6:15 AM - 6:30 AM	2	1	0	3		0	10	0	10		0	5	2	7		0	0	0	0		10	10	20
6:30 AM - 6:45 AM	1	5	0	6		2	16	2	20		0	9	3	12		0	0	0	0		18	20	38
6:45 AM - 7:00 AM	5	3	0	8		3	26	2	31		0	13	8	21		0	0	0	0		29	31	60
7:00 AM - 7:15 AM	2	3	0	5		1	21	2	24		0	13	3	16		0	0	0	0		21	24	45
7:15 AM - 7:30 AM	5	11	0	16		1	24	1	26		0	47	9	56		0	0	0	0		72	26	98
7:30 AM - 7:45 AM	3	8	0	11		1	24	4	29		0	43	7	50		0	0	0	0		61	29	90
7:45 AM - 8:00 AM	5	14	0	19		1	35	2	38		0	50	13	63		0	0	0	0		82	38	120
8:00 AM - 8:15 AM	9	8	0	17		0	38	4	42		0	37	20	57		0	0	0	0		74	42	116
8:15 AM - 8:30 AM	8	16	0	24		3	24	10	37		0	32	19	51		0	0	0	0		75	37	112
8:30 AM - 8:45 AM	5	22	0	27		1	21	2	24		0	28	14	42		0	0	0	0		69	24	93
8:45 AM - 9:00 AM	3	16	0	19		4	31	3	38		0	21	16	37		0	0	0	0		56	38	94
Total	50	113	0	163		18	279	35	332		0	302	117	419		0	0	0	0		582	332	914
AM One Hour Volumes																							
6:00 AM - 7:00 AM	10	15	0	25	0.78	6	61	7	74	0.60	0	31	16	47	0.56	0	0	0	0	0.00	72	74	146
6:15 AM - 7:15 AM	10	12	0	22	0.69	6	73	6	85	0.69	0	40	16	56	0.67	0	0	0	0	0.00	78	85	163
6:30 AM - 7:30 AM	13	22	0	35	0.55	7	87	7	101	0.81	0	82	23	105	0.47	0	0	0	0	0.00	140	101	241
6:45 AM - 7:45 AM	15	25	0	40	0.63	6	95	9	110	0.89	0	116	27	143	0.64	0	0	0	0	0.00	183	110	293
7:00 AM - 8:00 AM	15	36	0	51	0.67	4	104	9	117	0.77	0	153	32	185	0.73	0	0	0	0	0.00	236	117	353
7:15 AM - 8:15 AM	22	41	0	63	0.83	3	121	11	135	0.80	0	177	49	226	0.90	0	0	0	0	0.00	289	135	424
7:30 AM - 8:30 AM	25	46	0	71	0.74	5	121	20	146	0.87	0	162	59	221	0.88	0	0	0	0	0.00	292	146	438
7:45 AM - 8:45 AM	27	60	0	87	0.81	5	118	18	141	0.84	0	147	66	213	0.85	0	0	0	0	0.00	300	141	441
8:00 AM - 9:00 AM	25	62	0	87	0.81	8	114	19	141	0.84	0	118	69	187	0.82	0	0	0	0	0.00	274	141	415
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	12	18	0	30		1	64	3	68		0	17	23	40		0	0	0	0		70	68	138
4:15 PM - 4:30 PM	4	28	0	32		1	43	2	46		0	13	9	22		0	0	0	0		54	46	100
4:30 PM - 4:45 PM	15	31	0	46		1	47	10	58		0	10	13	23		0	0	0	0		69	58	127
4:45 PM - 5:00 PM	7	25	0	32		3	58	8	69		0	14	17	31		0	0	0	0		63	69	132
5:00 PM - 5:15 PM	15	34	0	49		1	80	4	85		0	30	20	50		0	0	0	0		99	85	184
5:15 PM - 5:30 PM	13	24	0	37		1	72	7	80		0	20	19	39		0	0	0	0		76	80	156
5:30 PM - 5:45 PM	8	26	0	34		3	73	5	81		0	20	29	49		0	0	0	0		83	81	164
5:45 PM - 6:00 PM	8	33	0	41		3	79	4	86		0	20	20	40		0	0	0	0		81	86	167
6:00 PM - 6:15 PM	5	27	0	32		1	52	5	58		0	15	18	33		0	0	0	0		65	58	123
6:15 PM - 6:30 PM	9	31	0	40		3	57	6	66		0	16	18	34		0	0	0	0		74	66	140
6:30 PM - 6:45 PM	5	32	0	37		1	66	4	71		0	13	16	29		0	0	0	0		66	71	137
6:45 PM - 7:00 PM	11	29	0	40		1	41	7	49		0	19	10	29		0	0	0	0		69	49	118
Total	112	338	0	450		20	732	65	817		0	207	212	419		0	0	0	0		869	817	1686
PM One Hour Volumes																							
4:00 PM - 5:00 PM	38	102	0	140	0.76	6	212	23	241	0.87	0	54	62	116	0.73	0	0	0	0	0.00	256	241	497
4:15 PM - 5:15 PM	41	118	0	159	0.81	6	228	24	258	0.76	0	67	59	126	0.63	0	0	0	0	0.00	285	258	543
4:30 PM - 5:30 PM	50	114	0	164	0.84	6	257	29	292	0.86	0	74	69	143	0.72	0	0	0	0	0.00	307	292	599
4:45 PM - 5:45 PM	43	109	0	152	0.78	8	283	24	315	0.93	0	84	85	169	0.85	0	0	0	0	0.00	321	315	636
5:00 PM - 6:00 PM	44	117	0	161	0.82	8	304	20	332	0.97	0	90	88	178	0.89	0	0	0	0	0.00	339	332	671
5:15 PM - 6:15 PM	34	110	0	144	0.88	8	276	21	305	0.89	0	75	86	161	0.82	0	0	0	0	0.00	305	305	610
5:30 PM - 6:30 PM	30	117	0	147	0.90	10	261	20	291	0.85	0	71	85	156	0.80	0	0	0	0	0.00	303	291	594
5:45 PM - 6:45 PM	27	123	0	150	0.91	8	254	19	281	0.82	0	64	72	136	0.85	0	0	0	0	0.00	286	281	567
6:00 PM - 7:00 PM	30	119	0	149	0.93	6	216	22	244	0.86	0	63	62	125	0.92	0	0	0	0	0.00	274	244	518

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Montgomery St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jovana
INPUTED BY: john wilson



Time	Movement												
Period	1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1	1		1									
6:15 AM - 6:30 AM				1	2	1							
6:30 AM - 6:45 AM	2			1	2	2		2					
6:45 AM - 7:00 AM	1	1		2	3		3						
7:00 AM - 7:15 AM	2		2	2		1		2					
7:15 AM - 7:30 AM	1		2	4	5	3	2	2					
7:30 AM - 7:45 AM	3	1	4	2	3	2	2	4					
7:45 AM - 8:00 AM	3	2	2	1	1	1	2	2					
8:00 AM - 8:15 AM	3	4	3	5	3	4	3	2					
8:15 AM - 8:30 AM	8		6	1	8	1	4	2					
8:30 AM - 8:45 AM	2	4	3	2	4	1	5	3					
8:45 AM - 9:00 AM	8	2	4		5	5	4						
Total	34	15	26	22	36	21	25	19					
AM One Hour Volumes													
6:00 AM - 7:00 AM	4	2	0	5	7	3	3	2	6	5	10	5	26
6:15 AM - 7:15 AM	5	1	2	6	7	4	3	4	6	8	11	7	32
6:30 AM - 7:30 AM	6	1	4	9	10	6	5	6	7	13	16	11	47
6:45 AM - 7:45 AM	7	2	8	10	11	6	7	8	9	18	17	15	59
7:00 AM - 8:00 AM	9	3	10	9	9	7	6	10	12	19	16	16	63
7:15 AM - 8:15 AM	10	7	11	12	12	10	9	10	17	23	22	19	81
7:30 AM - 8:30 AM	17	7	15	9	15	8	11	10	24	24	23	21	92
7:45 AM - 8:45 AM	16	10	14	9	16	7	14	9	26	23	23	23	95
8:00 AM - 9:00 AM	21	10	16	8	20	11	16	7	31	24	31	23	109
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	2	5	2	1	4	7	7						
4:15 PM - 4:30 PM	8	1	2	4	2	2	10	5					
4:30 PM - 4:45 PM	1	1	6	1	8	8	3	6					
4:45 PM - 5:00 PM	2	3	3	3	7	5	3	6					
5:00 PM - 5:15 PM	3	9	3	8	6	7	1	9					
5:15 PM - 5:30 PM	7	1	3	5	12	3	6	11					
5:30 PM - 5:45 PM	10	7	1	4	16	5	6	9					
5:45 PM - 6:00 PM	1	3	4	2	23	3	2	4					
6:00 PM - 6:15 PM	3		5	3	21	7	3	11					
6:15 PM - 6:30 PM	5	11	9	8	13	5	5	16					
6:30 PM - 6:45 PM	2		3	4	12	7	2	8					
6:45 PM - 7:00 PM	7	3	10	3	10	16	7	2					
Total	51	44	51	46	134	75	55	87					
PM One Hour Volumes													
4:00 PM - 5:00 PM	13	10	13	9	21	22	23	17	23	22	43	40	128
4:15 PM - 5:15 PM	14	14	14	16	23	22	17	26	28	30	45	43	146
4:30 PM - 5:30 PM	13	14	15	17	33	23	13	32	27	32	56	45	160
4:45 PM - 5:45 PM	22	20	10	20	41	20	16	35	42	30	61	51	184
5:00 PM - 6:00 PM	21	20	11	19	57	18	15	33	41	30	75	48	194
5:15 PM - 6:15 PM	21	11	13	14	72	18	17	35	32	27	90	52	201
5:30 PM - 6:30 PM	19	21	19	17	73	20	16	40	40	36	93	56	225
5:45 PM - 6:45 PM	11	14	21	17	69	22	12	39	25	38	91	51	205
6:00 PM - 7:00 PM	17	14	27	18	56	35	17	37	31	45	91	54	221

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jovana
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

Time	Southbound N. St Asaph St.				Westbound Montgomery St.				Northbound N. St Asaph St.				Eastbound Montgomery St.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0	1			1				0	1	0	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0			1	1				0				0	0	1	1
7:00 AM - 7:15 AM	1	1		2				0				0				0	2	0	2
7:15 AM - 7:30 AM				0		2		2	1			1				0	1	2	3
7:30 AM - 7:45 AM				0		1		1				0		1		1	0	2	2
7:45 AM - 8:00 AM				0		1		1				0				0	0	1	1
8:00 AM - 8:15 AM		1		1		1	1	2	1			1				0	2	2	4
8:15 AM - 8:30 AM				0			1	1				0				0	0	1	1
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM		1		1				0				0				0	1	0	1
Total	1	3	0	4	0	5	3	8	3	0	0	3	0	1	0	1	7	9	16
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	1	2
6:15 AM - 7:15 AM	1	1	0	2	0	0	1	1	1	0	0	1	0	0	0	0	3	1	4
6:30 AM - 7:30 AM	1	1	0	2	0	2	1	3	1	0	0	1	0	0	0	0	3	3	6
6:45 AM - 7:45 AM	1	1	0	2	0	3	1	4	1	0	0	1	0	1	0	1	3	5	8
7:00 AM - 8:00 AM	1	1	0	2	0	4	0	4	1	0	0	1	0	1	0	1	3	5	8
7:15 AM - 8:15 AM	0	1	0	1	0	5	1	6	2	0	0	2	0	1	0	1	3	7	10
7:30 AM - 8:30 AM	0	1	0	1	0	3	2	5	1	0	0	1	0	1	0	1	2	6	8
7:45 AM - 8:45 AM	0	1	0	1	0	2	2	4	1	0	0	1	0	0	0	0	2	4	6
8:00 AM - 9:00 AM	0	2	0	2	0	1	2	3	1	0	0	1	0	0	0	0	3	3	6
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0		1		1				0	1	0	1
4:15 PM - 4:30 PM				0		2		2				0				0	0	2	2
4:30 PM - 4:45 PM		2		2				0		1		1		1		1	3	1	4
4:45 PM - 5:00 PM	1			1				0			1	1				0	2	0	2
5:00 PM - 5:15 PM	1			1		3		3		1		1				0	2	3	5
5:15 PM - 5:30 PM				0		1		1				0				0	0	1	1
5:30 PM - 5:45 PM				0			2	2				0				0	0	2	2
5:45 PM - 6:00 PM		1		1				0				0				0	1	0	1
6:00 PM - 6:15 PM		2		2			1	1		1		1				0	3	1	4
6:15 PM - 6:30 PM				0				0		1		1				0	1	0	1
6:30 PM - 6:45 PM				0		2		2				0				0	0	2	2
6:45 PM - 7:00 PM				0				0			1	1				0	1	0	1
Total	2	5	0	7	0	8	3	11	0	5	2	7	0	1	0	1	14	12	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	2	0	3	0	2	0	2	0	2	1	3	0	1	0	1	6	3	9
4:15 PM - 5:15 PM	2	2	0	4	0	5	0	5	0	2	1	3	0	1	0	1	7	6	13
4:30 PM - 5:30 PM	2	2	0	4	0	4	0	4	0	2	1	3	0	1	0	1	7	5	12
4:45 PM - 5:45 PM	2	0	0	2	0	4	2	6	0	1	1	2	0	0	0	0	4	6	10
5:00 PM - 6:00 PM	1	1	0	2	0	4	2	6	0	1	0	1	0	0	0	0	3	6	9
5:15 PM - 6:15 PM	0	3	0	3	0	1	3	4	0	1	0	1	0	0	0	0	4	4	8
5:30 PM - 6:30 PM	0	3	0	3	0	0	3	3	0	2	0	2	0	0	0	0	5	3	8
5:45 PM - 6:45 PM	0	3	0	3	0	2	1	3	0	2	0	2	0	0	0	0	5	3	8
6:00 PM - 7:00 PM	0	2	0	2	0	2	1	3	0	2	1	3	0	0	0	0	5	3	8

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: James
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

Time	Southbound N. Pitt St.					Westbound Montgomery St.					Northbound N. Pitt St.					Eastbound Montgomery St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	4	0	5		2	6	0	8		0	8	4	12		0	0	0	0		17	8	25
6:15 AM - 6:30 AM	3	7	0	10		6	8	1	15		0	9	4	13		0	0	0	0		23	15	38
6:30 AM - 6:45 AM	2	10	0	12		3	13	1	17		0	13	8	21		0	0	0	0		33	17	50
6:45 AM - 7:00 AM	6	5	0	11		2	21	1	24		0	23	2	25		0	0	0	0		36	24	60
7:00 AM - 7:15 AM	2	12	0	14		3	20	0	23		0	36	3	39		0	0	0	0		53	23	76
7:15 AM - 7:30 AM	6	16	0	22		6	18	1	25		0	76	4	80		0	0	0	0		102	25	127
7:30 AM - 7:45 AM	4	21	0	25		15	19	1	35		0	93	5	98		0	0	0	0		123	35	158
7:45 AM - 8:00 AM	5	25	0	30		8	19	1	28		0	62	12	74		0	0	0	0		104	28	132
8:00 AM - 8:15 AM	7	20	0	27		7	30	2	39		0	59	4	63		0	0	0	0		90	39	129
8:15 AM - 8:30 AM	4	17	0	21		7	16	2	25		0	44	13	57		0	0	0	0		78	25	103
8:30 AM - 8:45 AM	3	20	0	23		4	13	0	17		0	37	8	45		0	0	0	0		68	17	85
8:45 AM - 9:00 AM	10	29	0	39		4	14	2	20		0	24	7	31		0	0	0	0		70	20	90
Total	53	186	0	239		67	197	12	276		0	484	74	558		0	0	0	0		797	276	1073
AM One Hour Volumes																							
6:00 AM - 7:00 AM	12	26	0	38	0.79	13	48	3	64	0.67	0	53	18	71	0.71	0	0	0	0	0.00	109	64	173
6:15 AM - 7:15 AM	13	34	0	47	0.84	14	62	3	79	0.82	0	81	17	98	0.63	0	0	0	0	0.00	145	79	224
6:30 AM - 7:30 AM	16	43	0	59	0.67	14	72	3	89	0.89	0	148	17	165	0.52	0	0	0	0	0.00	224	89	313
6:45 AM - 7:45 AM	18	54	0	72	0.72	26	78	3	107	0.76	0	228	14	242	0.62	0	0	0	0	0.00	314	107	421
7:00 AM - 8:00 AM	17	74	0	91	0.76	32	76	3	111	0.79	0	267	24	291	0.74	0	0	0	0	0.00	382	111	493
7:15 AM - 8:15 AM	22	82	0	104	0.87	36	86	5	127	0.81	0	290	25	315	0.80	0	0	0	0	0.00	419	127	546
7:30 AM - 8:30 AM	20	83	0	103	0.86	37	84	6	127	0.81	0	258	34	292	0.74	0	0	0	0	0.00	395	127	522
7:45 AM - 8:45 AM	19	82	0	101	0.84	26	78	5	109	0.70	0	202	37	239	0.81	0	0	0	0	0.00	340	109	449
8:00 AM - 9:00 AM	24	86	0	110	0.71	22	73	6	101	0.65	0	164	32	196	0.78	0	0	0	0	0.00	306	101	407
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	6	42	0	48		7	50	5	62		0	18	6	24		0	0	0	0		72	62	134
4:15 PM - 4:30 PM	5	44	0	49		3	26	8	37		0	17	11	28		0	0	0	0		77	37	114
4:30 PM - 4:45 PM	5	48	0	53		4	38	3	45		0	16	11	27		0	0	0	0		80	45	125
4:45 PM - 5:00 PM	14	55	0	69		2	38	4	44		0	15	12	27		0	0	0	0		96	44	140
5:00 PM - 5:15 PM	5	50	0	55		4	59	3	66		0	22	7	29		0	0	0	0		84	66	150
5:15 PM - 5:30 PM	10	64	0	74		7	49	6	62		0	22	18	40		0	0	0	0		114	62	176
5:30 PM - 5:45 PM	5	65	0	70		4	64	11	79		0	20	14	34		0	0	0	0		104	79	183
5:45 PM - 6:00 PM	8	58	0	66		6	57	6	69		0	19	16	35		0	0	0	0		101	69	170
6:00 PM - 6:15 PM	4	66	0	70		4	42	2	48		0	27	4	31		0	0	0	0		101	48	149
6:15 PM - 6:30 PM	8	59	0	67		6	35	5	46		0	18	17	35		0	0	0	0		102	46	148
6:30 PM - 6:45 PM	7	56	0	63		8	48	5	61		0	12	9	21		0	0	0	0		84	61	145
6:45 PM - 7:00 PM	6	52	0	58		3	30	6	39		0	24	8	32		0	0	0	0		90	39	129
Total	83	659	0	742		58	536	64	658		0	230	133	363		0	0	0	0		1105	658	1763
PM One Hour Volumes																							
4:00 PM - 5:00 PM	30	189	0	219	0.79	16	152	20	188	0.76	0	66	40	106	0.95	0	0	0	0	0.00	325	188	513
4:15 PM - 5:15 PM	29	197	0	226	0.82	13	161	18	192	0.73	0	70	41	111	0.96	0	0	0	0	0.00	337	192	529
4:30 PM - 5:30 PM	34	217	0	251	0.85	17	184	16	217	0.82	0	75	48	123	0.77	0	0	0	0	0.00	374	217	591
4:45 PM - 5:45 PM	34	234	0	268	0.91	17	210	24	251	0.79	0	79	51	130	0.81	0	0	0	0	0.00	398	251	649
5:00 PM - 6:00 PM	28	237	0	265	0.90	21	229	26	276	0.87	0	83	55	138	0.86	0	0	0	0	0.00	403	276	679
5:15 PM - 6:15 PM	27	253	0	280	0.95	21	212	25	258	0.82	0	88	52	140	0.88	0	0	0	0	0.00	420	258	678
5:30 PM - 6:30 PM	25	248	0	273	0.98	20	198	24	242	0.77	0	84	51	135	0.96	0	0	0	0	0.00	408	242	650
5:45 PM - 6:45 PM	27	239	0	266	0.95	24	182	18	224	0.81	0	76	46	122	0.87	0	0	0	0	0.00	388	224	612
6:00 PM - 7:00 PM	25	233	0	258	0.92	21	155	18	194	0.80	0	81	38	119	0.85	0	0	0	0	0.00	377	194	571

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jovana
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

Time	Southbound N. St Asaph St.				Westbound Montgomery St.				Northbound N. St Asaph St.				Eastbound Montgomery St.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0	1			1				0	1	0	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0			1	1				0				0	0	1	1
7:00 AM - 7:15 AM	1	1		2				0				0				0	2	0	2
7:15 AM - 7:30 AM				0		2		2	1			1				0	1	2	3
7:30 AM - 7:45 AM				0		1		1				0		1		1	0	2	2
7:45 AM - 8:00 AM				0		1		1				0				0	0	1	1
8:00 AM - 8:15 AM		1		1		1	1	2	1			1				0	2	2	4
8:15 AM - 8:30 AM				0			1	1				0				0	0	1	1
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM		1		1				0				0				0	1	0	1
Total	1	3	0	4	0	5	3	8	3	0	0	3	0	1	0	1	7	9	16
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	1	2
6:15 AM - 7:15 AM	1	1	0	2	0	0	1	1	1	0	0	1	0	0	0	0	3	1	4
6:30 AM - 7:30 AM	1	1	0	2	0	2	1	3	1	0	0	1	0	0	0	0	3	3	6
6:45 AM - 7:45 AM	1	1	0	2	0	3	1	4	1	0	0	1	0	1	0	1	3	5	8
7:00 AM - 8:00 AM	1	1	0	2	0	4	0	4	1	0	0	1	0	1	0	1	3	5	8
7:15 AM - 8:15 AM	0	1	0	1	0	5	1	6	2	0	0	2	0	1	0	1	3	7	10
7:30 AM - 8:30 AM	0	1	0	1	0	3	2	5	1	0	0	1	0	1	0	1	2	6	8
7:45 AM - 8:45 AM	0	1	0	1	0	2	2	4	1	0	0	1	0	0	0	0	2	4	6
8:00 AM - 9:00 AM	0	2	0	2	0	1	2	3	1	0	0	1	0	0	0	0	3	3	6
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0		1		1				0	1	0	1
4:15 PM - 4:30 PM				0		2		2				0				0	0	2	2
4:30 PM - 4:45 PM		2		2				0		1		1		1		1	3	1	4
4:45 PM - 5:00 PM	1			1				0			1	1				0	2	0	2
5:00 PM - 5:15 PM	1			1		3		3		1		1				0	2	3	5
5:15 PM - 5:30 PM				0		1		1				0				0	0	1	1
5:30 PM - 5:45 PM				0			2	2				0				0	0	2	2
5:45 PM - 6:00 PM		1		1				0				0				0	1	0	1
6:00 PM - 6:15 PM		2		2			1	1		1		1				0	3	1	4
6:15 PM - 6:30 PM				0				0		1		1				0	1	0	1
6:30 PM - 6:45 PM				0		2		2				0				0	0	2	2
6:45 PM - 7:00 PM				0				0			1	1				0	1	0	1
Total	2	5	0	7	0	8	3	11	0	5	2	7	0	1	0	1	14	12	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	2	0	3	0	2	0	2	0	2	1	3	0	1	0	1	6	3	9
4:15 PM - 5:15 PM	2	2	0	4	0	5	0	5	0	2	1	3	0	1	0	1	7	6	13
4:30 PM - 5:30 PM	2	2	0	4	0	4	0	4	0	2	1	3	0	1	0	1	7	5	12
4:45 PM - 5:45 PM	2	0	0	2	0	4	2	6	0	1	1	2	0	0	0	0	4	6	10
5:00 PM - 6:00 PM	1	1	0	2	0	4	2	6	0	1	0	1	0	0	0	0	3	6	9
5:15 PM - 6:15 PM	0	3	0	3	0	1	3	4	0	1	0	1	0	0	0	0	4	4	8
5:30 PM - 6:30 PM	0	3	0	3	0	0	3	3	0	2	0	2	0	0	0	0	5	3	8
5:45 PM - 6:45 PM	0	3	0	3	0	2	1	3	0	2	0	2	0	0	0	0	5	3	8
6:00 PM - 7:00 PM	0	2	0	2	0	2	1	3	0	2	1	3	0	0	0	0	5	3	8

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Montgomery St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: James
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

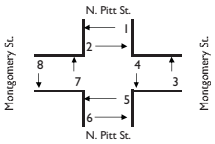
Time	Southbound N. Pitt St.					Westbound Montgomery St.					Northbound N. Pitt St.					Eastbound Montgomery St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	1	4	0	5		2	6	0	8		0	8	4	12		0	0	0	0		17	8	25
6:15 AM - 6:30 AM	3	7	0	10		6	8	1	15		0	9	4	13		0	0	0	0		23	15	38
6:30 AM - 6:45 AM	2	10	0	12		3	13	1	17		0	13	8	21		0	0	0	0		33	17	50
6:45 AM - 7:00 AM	6	5	0	11		2	21	1	24		0	23	2	25		0	0	0	0		36	24	60
7:00 AM - 7:15 AM	2	12	0	14		3	20	0	23		0	36	3	39		0	0	0	0		53	23	76
7:15 AM - 7:30 AM	6	16	0	22		6	18	1	25		0	76	4	80		0	0	0	0		102	25	127
7:30 AM - 7:45 AM	4	21	0	25		15	19	1	35		0	93	5	98		0	0	0	0		123	35	158
7:45 AM - 8:00 AM	5	25	0	30		8	19	1	28		0	62	12	74		0	0	0	0		104	28	132
8:00 AM - 8:15 AM	7	20	0	27		7	30	2	39		0	59	4	63		0	0	0	0		90	39	129
8:15 AM - 8:30 AM	4	17	0	21		7	16	2	25		0	44	13	57		0	0	0	0		78	25	103
8:30 AM - 8:45 AM	3	20	0	23		4	13	0	17		0	37	8	45		0	0	0	0		68	17	85
8:45 AM - 9:00 AM	10	29	0	39		4	14	2	20		0	24	7	31		0	0	0	0		70	20	90
Total	53	186	0	239		67	197	12	276		0	484	74	558		0	0	0	0		797	276	1073
AM One Hour Volumes																							
6:00 AM - 7:00 AM	12	26	0	38	0.79	13	48	3	64	0.67	0	53	18	71	0.71	0	0	0	0	0.00	109	64	173
6:15 AM - 7:15 AM	13	34	0	47	0.84	14	62	3	79	0.82	0	81	17	98	0.63	0	0	0	0	0.00	145	79	224
6:30 AM - 7:30 AM	16	43	0	59	0.67	14	72	3	89	0.89	0	148	17	165	0.52	0	0	0	0	0.00	224	89	313
6:45 AM - 7:45 AM	18	54	0	72	0.72	26	78	3	107	0.76	0	228	14	242	0.62	0	0	0	0	0.00	314	107	421
7:00 AM - 8:00 AM	17	74	0	91	0.76	32	76	3	111	0.79	0	267	24	291	0.74	0	0	0	0	0.00	382	111	493
7:15 AM - 8:15 AM	22	82	0	104	0.87	36	86	5	127	0.81	0	290	25	315	0.80	0	0	0	0	0.00	419	127	546
7:30 AM - 8:30 AM	20	83	0	103	0.86	37	84	6	127	0.81	0	258	34	292	0.74	0	0	0	0	0.00	395	127	522
7:45 AM - 8:45 AM	19	82	0	101	0.84	26	78	5	109	0.70	0	202	37	239	0.81	0	0	0	0	0.00	340	109	449
8:00 AM - 9:00 AM	24	86	0	110	0.71	22	73	6	101	0.65	0	164	32	196	0.78	0	0	0	0	0.00	306	101	407
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	6	42	0	48		7	50	5	62		0	18	6	24		0	0	0	0		72	62	134
4:15 PM - 4:30 PM	5	44	0	49		3	26	8	37		0	17	11	28		0	0	0	0		77	37	114
4:30 PM - 4:45 PM	5	48	0	53		4	38	3	45		0	16	11	27		0	0	0	0		80	45	125
4:45 PM - 5:00 PM	14	55	0	69		2	38	4	44		0	15	12	27		0	0	0	0		96	44	140
5:00 PM - 5:15 PM	5	50	0	55		4	59	3	66		0	22	7	29		0	0	0	0		84	66	150
5:15 PM - 5:30 PM	10	64	0	74		7	49	6	62		0	22	18	40		0	0	0	0		114	62	176
5:30 PM - 5:45 PM	5	65	0	70		4	64	11	79		0	20	14	34		0	0	0	0		104	79	183
5:45 PM - 6:00 PM	8	58	0	66		6	57	6	69		0	19	16	35		0	0	0	0		101	69	170
6:00 PM - 6:15 PM	4	66	0	70		4	42	2	48		0	27	4	31		0	0	0	0		101	48	149
6:15 PM - 6:30 PM	8	59	0	67		6	35	5	46		0	18	17	35		0	0	0	0		102	46	148
6:30 PM - 6:45 PM	7	56	0	63		8	48	5	61		0	12	9	21		0	0	0	0		84	61	145
6:45 PM - 7:00 PM	6	52	0	58		3	30	6	39		0	24	8	32		0	0	0	0		90	39	129
Total	83	659	0	742		58	536	64	658		0	230	133	363		0	0	0	0		1105	658	1763
PM One Hour Volumes																							
4:00 PM - 5:00 PM	30	189	0	219	0.79	16	152	20	188	0.76	0	66	40	106	0.95	0	0	0	0	0.00	325	188	513
4:15 PM - 5:15 PM	29	197	0	226	0.82	13	161	18	192	0.73	0	70	41	111	0.96	0	0	0	0	0.00	337	192	529
4:30 PM - 5:30 PM	34	217	0	251	0.85	17	184	16	217	0.82	0	75	48	123	0.77	0	0	0	0	0.00	374	217	591
4:45 PM - 5:45 PM	34	234	0	268	0.91	17	210	24	251	0.79	0	79	51	130	0.81	0	0	0	0	0.00	398	251	649
5:00 PM - 6:00 PM	28	237	0	265	0.90	21	229	26	276	0.87	0	83	55	138	0.86	0	0	0	0	0.00	403	276	679
5:15 PM - 6:15 PM	27	253	0	280	0.95	21	212	25	258	0.82	0	88	52	140	0.88	0	0	0	0	0.00	420	258	678
5:30 PM - 6:30 PM	25	248	0	273	0.98	20	198	24	242	0.77	0	84	51	135	0.96	0	0	0	0	0.00	408	242	650
5:45 PM - 6:45 PM	27	239	0	266	0.95	24	182	18	224	0.81	0	76	46	122	0.87	0	0	0	0	0.00	388	224	612
6:00 PM - 7:00 PM	25	233	0	258	0.92	21	155	18	194	0.80	0	81	38	119	0.85	0	0	0	0	0.00	377	194	571

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Montgomery St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: James
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM			2		1	1							
6:15 AM - 6:30 AM	2		1		2	2	1						
6:30 AM - 6:45 AM	3	1	2	1		1	1	1					
6:45 AM - 7:00 AM	1	1	2		2	1							
7:00 AM - 7:15 AM	3	2	1		1	1		2					
7:15 AM - 7:30 AM				1	2	2	3						
7:30 AM - 7:45 AM	2	26				1							
7:45 AM - 8:00 AM	3	5	3	1	1	1		1					
8:00 AM - 8:15 AM	3	9	2			1	1	1					
8:15 AM - 8:30 AM	5	3	8	1	1	1	1	1					
8:30 AM - 8:45 AM	2	5	2	3	2	2							
8:45 AM - 9:00 AM		1											
Total	24	53	23	7	12	14	7	6					
AM One Hour Volumes													
6:00 AM - 7:00 AM	6	2	7	1	5	5	2	1	8	8	10	3	29
6:15 AM - 7:15 AM	9	4	6	1	5	5	2	3	13	7	10	5	35
6:30 AM - 7:30 AM	7	4	5	2	5	5	4	3	11	7	10	7	35
6:45 AM - 7:45 AM	6	29	3	1	5	5	3	2	35	4	10	5	54
7:00 AM - 8:00 AM	8	33	4	2	4	5	3	3	41	6	9	6	62
7:15 AM - 8:15 AM	8	40	5	2	3	5	4	2	48	7	8	6	69
7:30 AM - 8:30 AM	13	43	13	2	2	4	2	3	56	15	6	5	82
7:45 AM - 8:45 AM	13	22	15	5	4	5	2	3	35	20	9	5	69
8:00 AM - 9:00 AM	10	18	12	4	3	4	2	2	28	16	7	4	55
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	2	2	2	1	4	6		9					
4:15 PM - 4:30 PM	9	1	2	1	4	6	3	5					
4:30 PM - 4:45 PM	1	3	9	6	6	5	1						
4:45 PM - 5:00 PM	3	3	2	1	8		2						
5:00 PM - 5:15 PM	1	6		2	3	5							
5:15 PM - 5:30 PM	1				2		1						
5:30 PM - 5:45 PM	4	3	2	1	19	4	2						
5:45 PM - 6:00 PM	3	1		1	5	2	1	1					
6:00 PM - 6:15 PM		2		3	11	6	2	6					
6:15 PM - 6:30 PM	4	5	4	1	5	2	1	4					
6:30 PM - 6:45 PM		3	3	5	8	6	1						
6:45 PM - 7:00 PM	4		4	6	6	5	2	1					
Total	32	29	28	28	81	47	16	26					
PM One Hour Volumes													
4:00 PM - 5:00 PM	15	9	15	9	22	17	6	14	24	24	39	20	107
4:15 PM - 5:15 PM	14	13	13	10	21	16	6	5	27	23	37	11	98
4:30 PM - 5:30 PM	6	12	11	9	19	10	4	0	18	20	29	4	71
4:45 PM - 5:45 PM	9	12	4	4	32	9	5	0	21	8	41	5	75
5:00 PM - 6:00 PM	9	10	2	4	29	11	4	1	19	6	40	5	70
5:15 PM - 6:15 PM	8	6	2	5	37	12	6	7	14	7	49	13	83
5:30 PM - 6:30 PM	11	11	6	6	40	14	6	11	22	12	54	17	105
5:45 PM - 6:45 PM	7	11	7	10	29	16	5	11	18	17	45	16	96
6:00 PM - 7:00 PM	8	10	11	15	30	19	6	11	18	26	49	17	110

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Montgomery St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: James
INPUTED BY: john wilson
SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Montgomery St.
EASTBOUND ROAD: Montgomery St.

Time Period	Southbound N. Pitt St. Right	Thru	Left	Total	Westbound Montgomery St. Right	Thru	Left	Total	Northbound N. Pitt St. Right	Thru	Left	Total	Eastbound Montgomery St. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		1		1				0	1	0	1
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM	1	2		3				0				0				0	3	0	3
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM		1		1	1			1		2		2				0	3	1	4
7:15 AM - 7:30 AM				0		1		1				0				0	0	1	1
7:30 AM - 7:45 AM		2		2				0				0		1		1	2	1	3
7:45 AM - 8:00 AM				0		1		1				0				0	0	1	1
8:00 AM - 8:15 AM		1		1		2		2				0				0	1	2	3
8:15 AM - 8:30 AM				0				0		1		1				0	1	0	1
8:30 AM - 8:45 AM				0	1			1				0				0	0	1	1
8:45 AM - 9:00 AM	4	2	1	7	3	5	4	12	1	1		2				0	9	12	21
Total	5	8	1	14	5	9	4	18	1	5	0	6	0	1	0	1	20	19	39
AM One Hour Volumes																			
6:00 AM - 7:00 AM	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4
6:15 AM - 7:15 AM	1	3	0	4	1	0	0	1	0	2	0	2	0	0	0	0	6	1	7
6:30 AM - 7:30 AM	1	3	0	4	1	1	0	2	0	2	0	2	0	0	0	0	6	2	8
6:45 AM - 7:45 AM	0	3	0	3	1	1	0	2	0	2	0	2	0	1	0	1	5	3	8
7:00 AM - 8:00 AM	0	3	0	3	1	2	0	3	0	2	0	2	0	1	0	1	5	4	9
7:15 AM - 8:15 AM	0	3	0	3	0	4	0	4	0	0	0	0	0	1	0	1	3	5	8
7:30 AM - 8:30 AM	0	3	0	3	0	3	0	3	0	1	0	1	0	1	0	1	4	4	8
7:45 AM - 8:45 AM	0	1	0	1	1	3	0	4	0	1	0	1	0	0	0	0	2	4	6
8:00 AM - 9:00 AM	4	3	1	8	4	7	4	15	1	2	0	3	0	0	0	0	11	15	26
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1				0				0				0	1	0	1
4:15 PM - 4:30 PM		2		2		2		2			1	1				0	3	2	5
4:30 PM - 4:45 PM				0				0				0		1		1	0	1	1
4:45 PM - 5:00 PM		2		2		2		2		2		2		1		1	4	3	7
5:00 PM - 5:15 PM				0		3		3		1		1				0	1	3	4
5:15 PM - 5:30 PM		1		1				0		1		1				0	2	0	2
5:30 PM - 5:45 PM				0		1		1		2		2				0	2	1	3
5:45 PM - 6:00 PM				0				0				0				0	0	0	0
6:00 PM - 6:15 PM		1		1		2	1	3				0	1			1	1	4	5
6:15 PM - 6:30 PM		2		2				0				0				0	2	0	2
6:30 PM - 6:45 PM	1			1		1		1				0				0	1	1	2
6:45 PM - 7:00 PM	1	1		2				0	1			1				0	3	0	3
Total	2	10	0	12	0	11	1	12	1	6	1	8	1	2	0	3	20	15	35
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	5	0	5	0	4	0	4	0	2	1	3	0	2	0	2	8	6	14
4:15 PM - 5:15 PM	0	4	0	4	0	7	0	7	0	3	1	4	0	2	0	2	8	9	17
4:30 PM - 5:30 PM	0	3	0	3	0	5	0	5	0	4	0	4	0	2	0	2	7	7	14
4:45 PM - 5:45 PM	0	3	0	3	0	6	0	6	0	6	0	6	0	1	0	1	9	7	16
5:00 PM - 6:00 PM	0	1	0	1	0	4	0	4	0	4	0	4	0	0	0	0	5	4	9
5:15 PM - 6:15 PM	0	2	0	2	0	3	1	4	0	3	0	3	1	0	0	1	5	5	10
5:30 PM - 6:30 PM	0	3	0	3	0	3	1	4	0	2	0	2	1	0	0	1	5	5	10
5:45 PM - 6:45 PM	1	3	0	4	0	3	1	4	0	0	0	0	1	0	0	1	4	5	9
6:00 PM - 7:00 PM	2	4	0	6	0	3	1	4	1	0	0	1	1	0	0	1	7	5	12

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

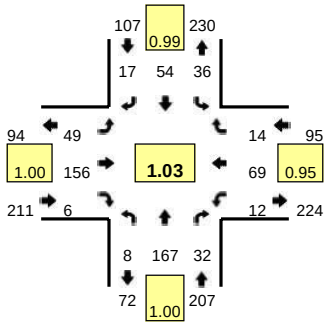
LOCATION: Fayette St -- Madison St

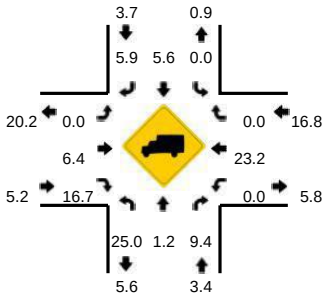
CITY/STATE: Alexandria, VA

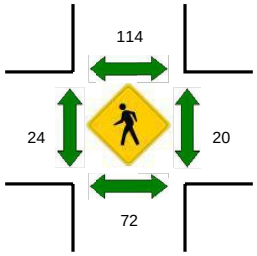
QC JOB #: 13647617

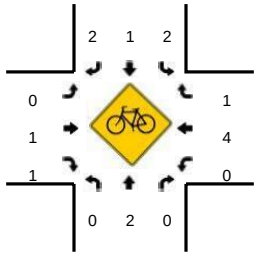
DATE: Wed, Nov 18 2015

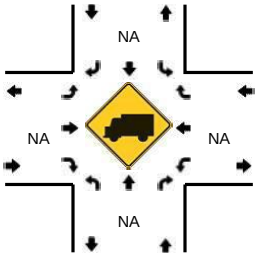
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

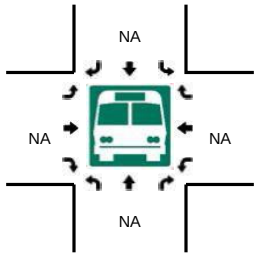












15-Min Count Period Beginning At	Fayette St (Northbound)				Fayette St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	19	6	0	3	8	1	0	4	18	2	0	0	4	2	0	68	
6:45 AM	1	15	6	0	2	8	5	0	5	20	1	0	2	4	1	0	70	
7:00 AM	0	18	3	0	6	7	6	0	8	18	1	0	3	11	1	0	82	
7:15 AM	3	30	5	0	10	5	3	0	7	26	4	1	0	18	4	0	116	336
7:30 AM	1	36	6	0	7	8	3	0	19	41	1	0	2	15	1	0	140	408
7:45 AM	1	41	5	0	8	11	8	0	11	39	1	0	5	17	3	0	150	488
8:00 AM	3	35	14	0	10	19	3	0	7	38	3	0	2	16	3	0	153	559
8:15 AM	3	55	7	0	11	16	3	0	12	38	1	0	3	21	7	0	177	620
8:30 AM	3	38	5	0	6	19	7	0	17	40	4	0	2	11	4	0	156	636
8:45 AM	1	34	10	0	6	16	5	0	17	30	0	0	2	10	5	0	136	622
9:00 AM	4	33	9	0	4	18	6	0	23	34	3	0	4	13	2	0	153	622
9:15 AM	0	31	8	0	5	20	2	0	9	27	3	0	3	10	3	0	121	566

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	164	20	0	32	44	32	0	44	156	4	0	20	68	12	0	600
Heavy Trucks	0	0	4		0	8	4		0	4	0		0	16	0		36
Pedestrians		48				132				20				12			212
Bicycles	0	0	0		0	1	1		0	0	1		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

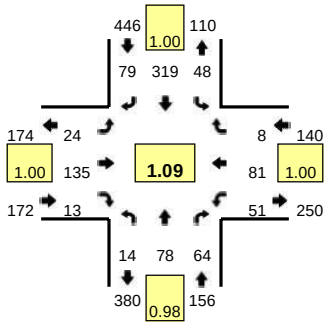
LOCATION: Fayette St -- Madison St

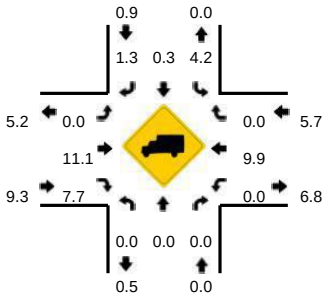
CITY/STATE: Alexandria, VA

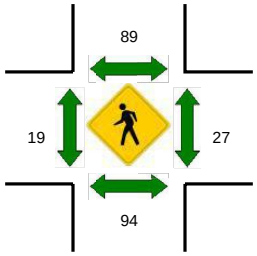
QC JOB #: 13647618

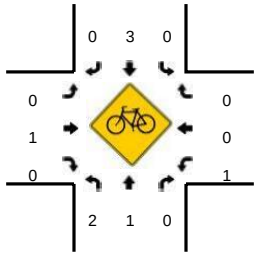
DATE: Wed, Nov 18 2015

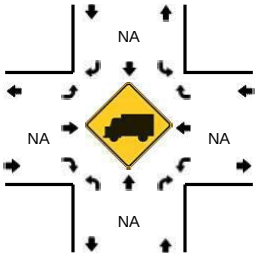
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

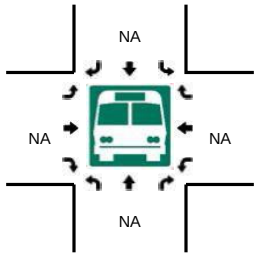












15-Min Count Period Beginning At	Fayette St (Northbound)				Fayette St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	14	11	0	9	50	8	0	5	17	3	0	3	15	2	0	140	
4:15 PM	0	10	10	0	6	69	10	0	4	22	0	0	3	11	2	1	148	
4:30 PM	2	15	9	1	7	67	10	0	3	27	3	0	2	9	1	0	156	
4:45 PM	2	20	18	0	13	71	18	0	3	31	3	0	6	21	2	1	209	653
5:00 PM	2	19	11	0	13	76	21	0	4	35	2	0	20	23	3	2	231	744
5:15 PM	2	16	13	0	12	88	20	0	10	34	3	0	13	17	1	0	229	825
5:30 PM	8	23	22	0	10	84	20	0	7	35	5	0	9	20	2	0	245	914
5:45 PM	1	26	12	0	12	94	10	0	13	24	5	1	18	14	1	0	231	936
6:00 PM	0	22	18	0	6	71	12	0	8	34	2	0	13	22	5	0	213	918
6:15 PM	2	23	13	0	13	58	15	0	4	30	2	0	7	19	7	0	193	882
6:30 PM	2	18	14	0	8	50	5	0	6	28	4	0	4	14	12	1	166	803
6:45 PM	2	18	7	0	13	35	7	0	9	32	2	0	2	15	6	1	149	721

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	80	72	0	52	284	72	0	12	124	12	0	24	84	8	4	836
Heavy Trucks	0	0	0		4	0	0		0	12	4		0	12	0		32
Pedestrians		72				92				24				12			200
Bicycles	1	0	0		0	1	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

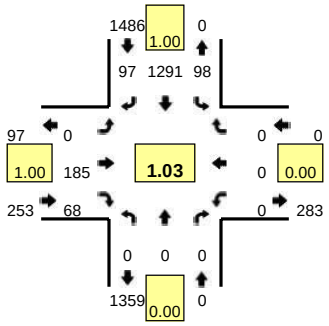
LOCATION: Henry St -- Madison St

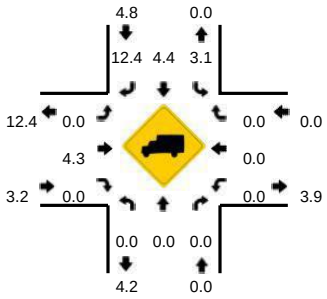
CITY/STATE: Alexandria, VA

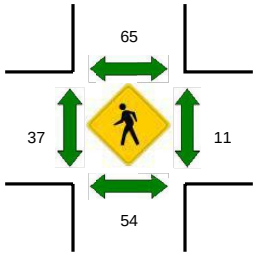
QC JOB #: 13647621

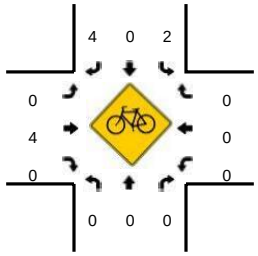
DATE: Wed, Nov 18 2015

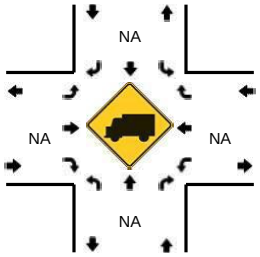
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

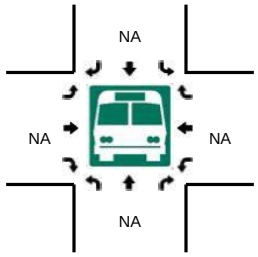












15-Min Count Period Beginning At	Henry St (Northbound)				Henry St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	0	0	0	10	191	5	0	0	29	8	0	0	0	0	0	243	
6:45 AM	0	0	0	0	12	196	7	0	0	17	15	0	0	0	0	0	247	
7:00 AM	0	0	0	0	12	210	16	0	0	15	17	0	0	0	0	0	270	
7:15 AM	0	0	0	0	16	304	18	0	0	33	19	0	0	0	0	0	390	1150
7:30 AM	0	0	0	0	19	339	20	0	0	47	18	0	0	0	0	0	443	1350
7:45 AM	0	0	0	0	22	319	23	0	0	45	12	0	0	0	0	0	421	1524
8:00 AM	0	0	0	0	23	324	24	0	0	45	14	0	0	0	0	0	430	1684
8:15 AM	0	0	0	0	34	309	30	0	0	48	24	0	0	0	0	0	445	1739
8:30 AM	0	0	0	0	43	342	18	0	0	44	11	0	0	0	0	0	458	1754
8:45 AM	0	0	0	0	24	341	18	0	0	35	15	0	0	0	0	0	433	1766
9:00 AM	0	0	0	0	31	289	17	0	0	35	9	0	0	0	0	0	381	1717
9:15 AM	0	0	0	0	30	299	17	0	0	33	6	0	0	0	0	0	385	1657

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	1276	92	0	0	180	48	0	0	0	0	0	1684
Heavy Trucks	0	0	0		4	72	16		0	8	0		0	0	0		100
Pedestrians		36				68				16				20			140
Bicycles	0	0	0		0	0	2		0	1	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

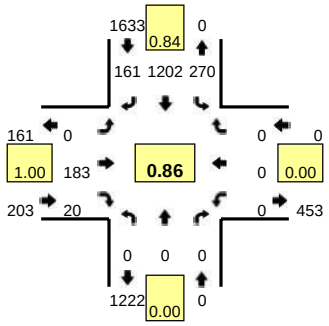
LOCATION: Henry St -- Madison St

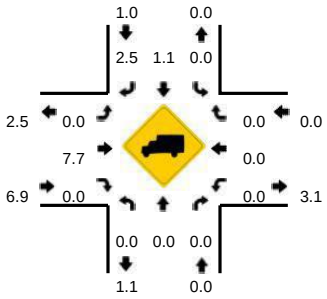
CITY/STATE: Alexandria, VA

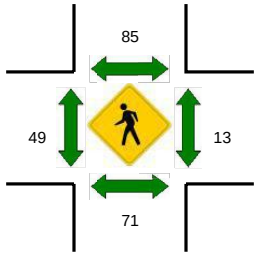
QC JOB #: 13647622

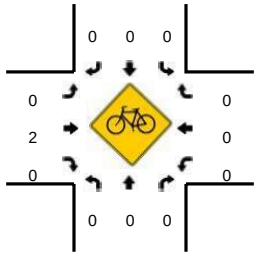
DATE: Wed, Nov 18 2015

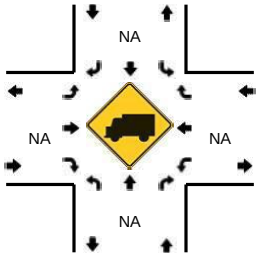
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

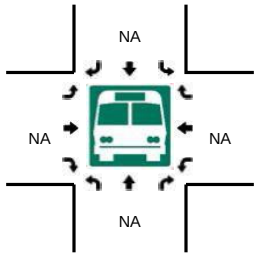












15-Min Count Period Beginning At	Henry St (Northbound)				Henry St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	27	432	23	0	0	29	0	0	0	0	0	0	511	
4:15 PM	0	0	0	0	43	439	25	0	0	28	10	0	0	0	0	0	545	
4:30 PM	0	0	0	0	51	375	19	0	0	33	3	0	0	0	0	0	481	
4:45 PM	0	0	0	0	61	390	35	0	0	44	5	0	0	0	0	0	535	2072
5:00 PM	0	0	0	0	65	324	54	0	0	46	7	0	0	0	0	0	496	2057
5:15 PM	0	0	0	0	68	250	33	0	0	47	3	0	0	0	0	0	401	1913
5:30 PM	0	0	0	0	76	238	39	0	0	46	5	0	0	0	0	0	404	1836
5:45 PM	0	0	0	0	63	285	44	0	0	31	7	0	0	0	0	0	430	1731
6:00 PM	0	0	0	0	60	355	42	0	0	44	5	0	0	0	0	0	506	1741
6:15 PM	0	0	0	0	68	337	40	0	0	47	10	0	0	0	0	0	502	1842
6:30 PM	0	0	0	0	50	347	31	0	0	40	9	0	0	0	0	0	477	1915
6:45 PM	0	0	0	0	35	404	27	0	0	36	8	0	0	0	0	0	510	1995

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	244	1560	140	0	0	176	20	0	0	0	0	0	2140
Heavy Trucks	0	0	0		0	20	4		0	16	0		0	0	0		40
Pedestrians		68				96				44				28			236
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

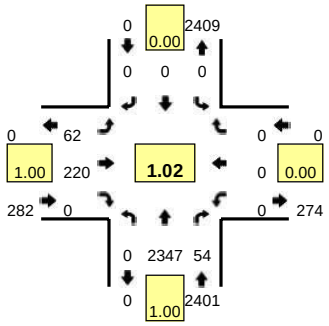
LOCATION: Patrick St -- Madison St

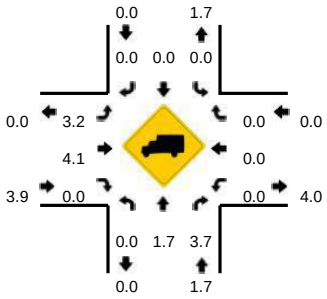
CITY/STATE: Alexandria, VA

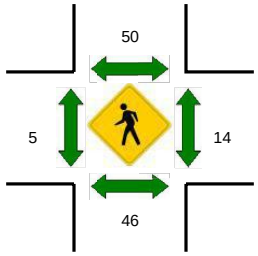
QC JOB #: 13647623

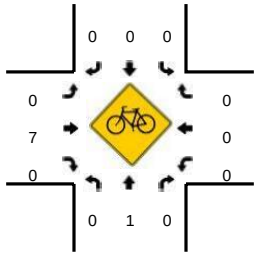
DATE: Wed, Nov 18 2015

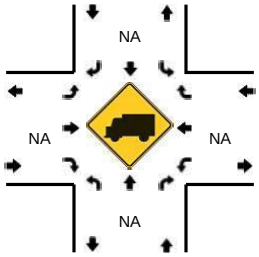
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

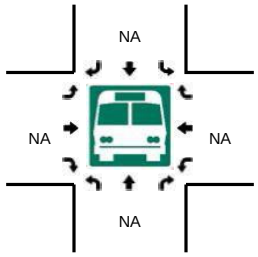












15-Min Count Period Beginning At	Patrick St (Northbound)				Patrick St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	0	494	17	0	0	0	0	0	13	24	0	0	0	0	0	0	548	
6:45 AM	0	549	15	0	0	0	0	0	7	26	0	0	0	0	0	0	597	
7:00 AM	0	569	13	0	0	0	0	0	11	20	0	0	0	0	1	0	614	
7:15 AM	0	563	18	0	0	0	0	0	16	34	0	0	0	0	0	0	631	2390
7:30 AM	0	602	19	0	0	0	0	0	15	44	0	0	0	0	0	0	680	2522
7:45 AM	0	577	12	0	0	0	0	0	17	53	0	0	0	0	0	0	659	2584
8:00 AM	0	583	9	0	0	0	0	0	12	57	0	0	0	0	0	0	661	2631
8:15 AM	0	585	14	0	0	0	0	0	18	66	0	0	0	0	0	0	683	2683
8:30 AM	0	539	13	0	0	0	0	0	18	73	0	0	0	0	0	0	643	2646
8:45 AM	0	507	30	0	0	0	0	0	11	53	0	0	0	0	0	0	601	2588
9:00 AM	0	485	28	0	0	0	0	0	11	60	0	0	0	0	0	0	584	2511
9:15 AM	0	439	35	0	0	0	0	0	7	55	0	0	0	0	0	0	536	2364

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	2308	48	0	0	0	0	0	68	212	0	0	0	0	0	0	2636
Heavy Trucks	0	48	4		0	0	0		4	8	0		0	0	0		64
Pedestrians		28				44				8				28			108
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

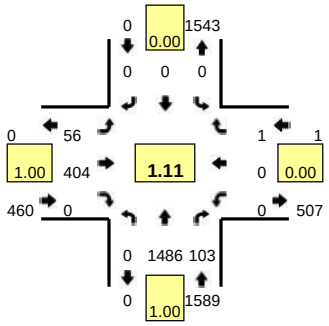
LOCATION: Patrick St -- Madison St

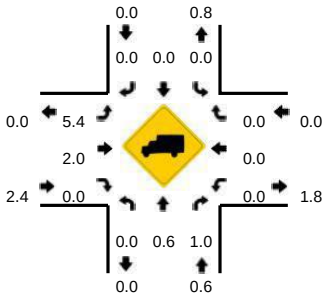
CITY/STATE: Alexandria, VA

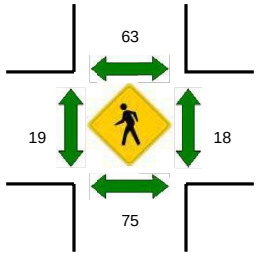
QC JOB #: 13647624

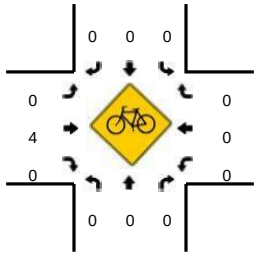
DATE: Wed, Nov 18 2015

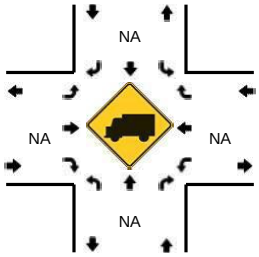
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

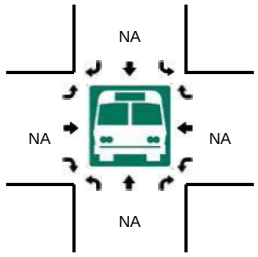












15-Min Count Period Beginning At	Patrick St (Northbound)				Patrick St (Southbound)				Madison St (Eastbound)				Madison St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	335	20	0	0	0	0	0	7	48	0	0	0	0	0	0	410	
4:15 PM	0	321	21	0	0	0	0	0	9	58	0	0	0	0	0	0	409	
4:30 PM	0	340	35	0	0	0	0	0	9	74	0	0	0	0	0	0	458	
4:45 PM	0	337	20	0	0	0	0	0	14	91	0	0	0	0	0	0	462	1739
5:00 PM	0	353	26	0	0	0	0	0	15	94	0	0	0	0	0	0	488	1817
5:15 PM	0	386	27	0	0	0	0	0	10	115	0	0	0	0	0	0	538	1946
5:30 PM	0	410	30	0	0	0	0	0	17	104	0	0	0	0	1	0	562	2050
5:45 PM	0	369	35	0	0	0	0	0	9	93	0	0	0	0	0	0	506	2094
6:00 PM	0	326	28	0	0	0	0	0	13	101	0	0	0	0	0	0	468	2074
6:15 PM	0	297	27	0	0	0	0	0	16	101	0	0	0	0	0	0	441	1977
6:30 PM	0	335	30	0	0	0	0	0	2	78	0	0	0	0	0	0	445	1860
6:45 PM	0	290	19	0	0	0	0	0	14	69	0	0	0	0	0	0	392	1746

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1348	80	0	0	0	0	0	56	364	0	0	0	0	0	0	1848
Heavy Trucks	0	8	0		0	0	0		0	12	0		0	0	0		20
Pedestrians		64				52				0				28			144
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/14/2015 7:11 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: 800 N. Washington Street
W+A JOB NO: 6604
INTERSECTION: Columbus St. & Madison St.
LOCATION: Alexandria, VA

DATE: 9/15/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Tyler
INPUTED BY: agan

SOUTHBOUND ROAD: North Columbus Street
NORTHBOUND ROAD: North Columbus Street
WESTBOUND ROAD: Madison Street
EASTBOUND ROAD: Madison Street

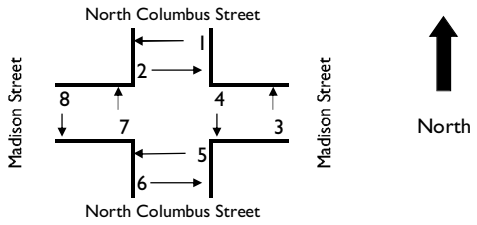
Time	Southbound North Columbus Street					Westbound Madison Street					Northbound North Columbus Street					Eastbound Madison Street					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	1	2	3		0	0	0	0		3	1	0	4		0	23	1	24		7	24	31
6:15 AM - 6:30 AM	0	0	0	0		0	0	0	0		4	1	0	5		0	34	1	35		5	35	40
6:30 AM - 6:45 AM	0	2	1	3		0	0	0	0		4	5	0	9		3	32	1	36		12	36	48
6:45 AM - 7:00 AM	0	3	3	6		0	0	0	0		6	6	0	12		1	48	3	52		18	52	70
7:00 AM - 7:15 AM	0	8	0	8		0	0	0	0		3	15	0	18		3	50	4	57		26	57	83
7:15 AM - 7:30 AM	0	5	0	5		0	0	0	0		7	29	0	36		5	37	5	47		41	47	88
7:30 AM - 7:45 AM	0	6	4	10		0	0	0	0		7	29	0	36		3	51	2	56		46	56	102
7:45 AM - 8:00 AM	0	7	3	10		0	0	0	0		17	40	0	57		7	75	6	88		67	88	155
8:00 AM - 8:15 AM	0	5	8	13		0	0	0	0		15	29	0	44		0	98	7	105		57	105	162
8:15 AM - 8:30 AM	0	4	3	7		0	0	0	0		21	33	0	54		1	91	4	96		61	96	157
8:30 AM - 8:45 AM	0	9	2	11		0	0	0	0		9	47	0	56		3	85	6	94		67	94	161
8:45 AM - 9:00 AM	0	12	4	16		0	0	0	0		12	26	0	38		3	74	0	77		54	77	131
Total	0	62	30	92		0	0	0	0		108	261	0	369		29	698	40	767		461	767	1228
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	6	6	12	0.50	0	0	0	0	0.00	17	13	0	30	0.63	4	137	6	147	0.71	42	147	189
6:15 AM - 7:15 AM	0	13	4	17	0.53	0	0	0	0	0.00	17	27	0	44	0.61	7	164	9	180	0.79	61	180	241
6:30 AM - 7:30 AM	0	18	4	22	0.69	0	0	0	0	0.00	20	55	0	75	0.52	12	167	13	192	0.84	97	192	289
6:45 AM - 7:45 AM	0	22	7	29	0.73	0	0	0	0	0.00	23	79	0	102	0.71	12	186	14	212	0.93	131	212	343
7:00 AM - 8:00 AM	0	26	7	33	0.83	0	0	0	0	0.00	34	113	0	147	0.64	18	213	17	248	0.70	180	248	428
7:15 AM - 8:15 AM	0	23	15	38	0.73	0	0	0	0	0.00	46	127	0	173	0.76	15	261	20	296	0.70	211	296	507
7:30 AM - 8:30 AM	0	22	18	40	0.77	0	0	0	0	0.00	60	131	0	191	0.84	11	315	19	345	0.82	231	345	576
7:45 AM - 8:45 AM	0	25	16	41	0.79	0	0	0	0	0.00	62	149	0	211	0.93	11	349	23	383	0.91	252	383	635
8:00 AM - 9:00 AM	0	30	17	47	0.73	0	0	0	0	0.00	57	135	0	192	0.86	7	348	17	372	0.89	239	372	611
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	28	1	29		0	0	0	0		0	9	0	9		6	48	0	54		38	54	92
4:15 PM - 4:30 PM	0	42	2	44		0	0	0	0		2	11	0	13		3	68	2	73		57	73	130
4:30 PM - 4:45 PM	0	58	8	66		0	0	0	0		3	8	0	11		8	47	4	59		77	59	136
4:45 PM - 5:00 PM	0	67	3	70		0	0	0	0		3	9	0	12		9	88	1	98		82	98	180
5:00 PM - 5:15 PM	0	66	3	69		0	0	0	0		6	3	0	9		9	82	1	92		78	92	170
5:15 PM - 5:30 PM	0	61	4	65		0	0	0	0		4	6	0	10		18	78	6	102		75	102	177
5:30 PM - 5:45 PM	0	76	4	80		0	0	0	0		2	6	0	8		10	77	5	92		88	92	180
5:45 PM - 6:00 PM	0	61	8	69		0	0	0	0		3	11	0	14		7	89	5	101		83	101	184
6:00 PM - 6:15 PM	0	59	8	67		0	0	0	0		2	4	0	6		14	82	2	98		73	98	171
6:15 PM - 6:30 PM	0	47	4	51		0	0	0	0		0	8	0	8		11	92	2	105		59	105	164
6:30 PM - 6:45 PM	0	60	11	71		0	0	0	0		2	7	0	9		10	67	2	79		80	79	159
6:45 PM - 7:00 PM	0	34	3	37		0	0	0	0		3	5	0	8		8	60	1	69		45	69	114
Total	0	659	59	718		0	0	0	0		30	87	0	117		113	878	31	1022		835	1022	1857
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	195	14	209	0.75	0	0	0	0	0.00	8	37	0	45	0.87	26	251	7	284	0.72	254	284	538
4:15 PM - 5:15 PM	0	233	16	249	0.89	0	0	0	0	0.00	14	31	0	45	0.87	29	285	8	322	0.82	294	322	616
4:30 PM - 5:30 PM	0	252	18	270	0.96	0	0	0	0	0.00	16	26	0	42	0.88	44	295	12	351	0.86	312	351	663
4:45 PM - 5:45 PM	0	270	14	284	0.89	0	0	0	0	0.00	15	24	0	39	0.81	46	325	13	384	0.94	323	384	707
5:00 PM - 6:00 PM	0	264	19	283	0.88	0	0	0	0	0.00	15	26	0	41	0.73	44	326	17	387	0.95	324	387	711
5:15 PM - 6:15 PM	0	257	24	281	0.88	0	0	0	0	0.00	11	27	0	38	0.68	49	326	18	393	0.96	319	393	712
5:30 PM - 6:30 PM	0	243	24	267	0.83	0	0	0	0	0.00	7	29	0	36	0.64	42	340	14	396	0.94	303	396	699
5:45 PM - 6:45 PM	0	227	31	258	0.91	0	0	0	0	0.00	7	30	0	37	0.66	42	330	11	383	0.91	295	383	678
6:00 PM - 7:00 PM	0	200	26	226	0.80	0	0	0	0	0.00	7	24	0	31	0.86	43	301	7	351	0.84	257	351	608

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: 800 N. Washington Street
W+A JOB NO: 6604
INTERSECTION: Columbus St. & Madison St.
LOCATION: Alexandria,VA
DATE: 9/15/2015
DAY: Tuesday
WEATHER: clear
COUNTED BY: Tyler
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	3	2			1								
6:15 AM - 6:30 AM					2	3							
6:30 AM - 6:45 AM	1	1		1	1	2		1					
6:45 AM - 7:00 AM	3	2	1	7	3			1					
7:00 AM - 7:15 AM	9	1	1	1	4	6							
7:15 AM - 7:30 AM	5	4	3	2	5	1	1						
7:30 AM - 7:45 AM	8	6	3	1	6	1	1						
7:45 AM - 8:00 AM	3	4	2	1	5	3		1					
8:00 AM - 8:15 AM	1	7	1	6	7	3		2					
8:15 AM - 8:30 AM	2	6	1	5	4	3							
8:30 AM - 8:45 AM	1	7	2	1	6	9							
8:45 AM - 9:00 AM	2	19	2	7	1	5	1	1					
Total	38	59	16	32	45	36	3	6					
AM One Hour Volumes													
6:00 AM - 7:00 AM	7	5	1	8	7	5	0	2	12	9	12	2	35
6:15 AM - 7:15 AM	13	4	2	9	10	11	0	2	17	11	21	2	51
6:30 AM - 7:30 AM	18	8	5	11	13	9	1	2	26	16	22	3	67
6:45 AM - 7:45 AM	25	13	8	11	18	8	2	1	38	19	26	3	86
7:00 AM - 8:00 AM	25	15	9	5	20	11	2	1	40	14	31	3	88
7:15 AM - 8:15 AM	17	21	9	10	23	8	2	3	38	19	31	5	93
7:30 AM - 8:30 AM	14	23	7	13	22	10	1	3	37	20	32	4	93
7:45 AM - 8:45 AM	7	24	6	13	22	18	0	3	31	19	40	3	93
8:00 AM - 9:00 AM	6	39	6	19	18	20	1	3	45	25	38	4	112
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	1	4	1	2	4	5							
4:15 PM - 4:30 PM		4			5	6	1	2					
4:30 PM - 4:45 PM	3	5	2		11	2		3					
4:45 PM - 5:00 PM	5	10	4	1	5	7	4	2					
5:00 PM - 5:15 PM	5	3	4		12	1	2	1					
5:15 PM - 5:30 PM	3	5	8		10	6	2	3					
5:30 PM - 5:45 PM	6	7	3		5	7	1	4					
5:45 PM - 6:00 PM	8	19	3	3	5	2	1	3					
6:00 PM - 6:15 PM	9	7	1	1	11	9	3	1					
6:15 PM - 6:30 PM	8	11	1		8	7	1	3					
6:30 PM - 6:45 PM	9	10	2	1	10	12	4	1					
6:45 PM - 7:00 PM	2	6	2		5	5		4					
Total	59	91	31	8	91	69	19	27					
PM One Hour Volumes													
4:00 PM - 5:00 PM	9	23	7	3	25	20	5	7	32	10	45	12	99
4:15 PM - 5:15 PM	13	22	10	1	33	16	7	8	35	11	49	15	110
4:30 PM - 5:30 PM	16	23	18	1	38	16	8	9	39	19	54	17	129
4:45 PM - 5:45 PM	19	25	19	1	32	21	9	10	44	20	53	19	136
5:00 PM - 6:00 PM	22	34	18	3	32	16	6	11	56	21	48	17	142
5:15 PM - 6:15 PM	26	38	15	4	31	24	7	11	64	19	55	18	156
5:30 PM - 6:30 PM	31	44	8	4	29	25	6	11	75	12	54	17	158
5:45 PM - 6:45 PM	34	47	7	5	34	30	9	8	81	12	64	17	174
6:00 PM - 7:00 PM	28	34	6	2	34	33	8	9	62	8	67	17	154

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT:	800 N. Washington Street	**DATE:**	9/15/2015	**SOUTHBOUND ROAD:**	North Columbus Street
W+A JOB NO:	6604	**DAY:**	Tuesday	**NORTHBOUND ROAD:**	North Columbus Street
INTERSECTION:	Columbus St. & Madison St.	**WEATHER:**	clear	**WESTBOUND ROAD:**	Madison Street
LOCATION:	Alexandria,VA	**COUNTED BY:**	Tyler	**EASTBOUND ROAD:**	Madison Street
		INPUTED BY:	agan		

Time	Southbound North Columbus Street				Westbound Madison Street				Northbound North Columbus Street				Eastbound Madison Street				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		1		1				0	1	0	1
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM				0				0				0				0	0	0	0
7:15 AM - 7:30 AM				0				0	1			1		1		1	1	1	2
7:30 AM - 7:45 AM		2		2				0		1		1				0	3	0	3
7:45 AM - 8:00 AM		1		1				0				0		2		2	1	2	3
8:00 AM - 8:15 AM		1		1				0				0		1	1	2	1	2	3
8:15 AM - 8:30 AM				0				0				0		2		2	0	2	2
8:30 AM - 8:45 AM				0				0		1		1		1		1	1	1	2
8:45 AM - 9:00 AM		2		2				0				0		4		4	2	4	6
Total	0	6	0	6	0	0	0	0	1	3	0	4	0	11	1	12	10	12	22
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	1	1	2
6:45 AM - 7:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	1	0	1	4	1	5
7:00 AM - 8:00 AM	0	3	0	3	0	0	0	0	1	1	0	2	0	3	0	3	5	3	8
7:15 AM - 8:15 AM	0	4	0	4	0	0	0	0	1	1	0	2	0	4	1	5	6	5	11
7:30 AM - 8:30 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	5	1	6	5	6	11
7:45 AM - 8:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	6	1	7	3	7	10
8:00 AM - 9:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	8	1	9	4	9	13
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1				0				0		2	1	3	1	3	4
4:15 PM - 4:30 PM	1			1				0				0		1		1	1	1	2
4:30 PM - 4:45 PM		1		1				0				0				0	1	0	1
4:45 PM - 5:00 PM		2		2				0				0		2		2	2	2	4
5:00 PM - 5:15 PM		2		2				0				0		7		7	2	7	9
5:15 PM - 5:30 PM		1		1				0				0		1		1	1	1	2
5:30 PM - 5:45 PM				0				0				0	1	3		4	0	4	4
5:45 PM - 6:00 PM				0	1			1				0	1	4	1	6	0	7	7
6:00 PM - 6:15 PM				0		1		1				0		4		4	0	5	5
6:15 PM - 6:30 PM		2		2		2		2				0		1		1	2	3	5
6:30 PM - 6:45 PM				0				0				0		1		1	0	1	1
6:45 PM - 7:00 PM		1		1				0				0				0	1	0	1
Total	1	10	0	11	1	3	0	4	0	0	0	0	2	26	2	30	11	34	45
PM One Hour Volumes																			
4:00 PM - 5:00 PM	1	4	0	5	0	0	0	0	0	0	0	0	0	5	1	6	5	6	11
4:15 PM - 5:15 PM	1	5	0	6	0	0	0	0	0	0	0	0	0	10	0	10	6	10	16
4:30 PM - 5:30 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	10	0	10	6	10	16
4:45 PM - 5:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	1	13	0	14	5	14	19
5:00 PM - 6:00 PM	0	3	0	3	1	0	0	1	0	0	0	0	2	15	1	18	3	19	22
5:15 PM - 6:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	2	12	1	15	1	17	18
5:30 PM - 6:30 PM	0	2	0	2	1	3	0	4	0	0	0	0	2	12	1	15	2	19	21
5:45 PM - 6:45 PM	0	2	0	2	1	3	0	4	0	0	0	0	1	10	1	12	2	16	18
6:00 PM - 7:00 PM	0	3	0	3	0	3	0	3	0	0	0	0	0	6	0	6	3	9	12

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina & Boddie
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

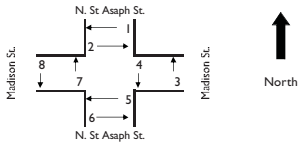
Time	Southbound N. St Asaph St.					Westbound Madison St.					Northbound N. St Asaph St.					Eastbound Madison St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	6	1	7		0	0	0	0		2	4	0	6		3	18	2	23		13	23	36
6:15 AM - 6:30 AM	0	2	0	2		0	0	0	0		1	3	0	4		1	35	2	38		6	38	44
6:30 AM - 6:45 AM	0	2	0	2		0	0	0	0		4	5	0	9		2	20	4	26		11	26	37
6:45 AM - 7:00 AM	0	4	1	5		0	0	0	0		2	15	0	17		2	31	5	38		22	38	60
7:00 AM - 7:15 AM	0	4	0	4		0	0	0	0		4	22	0	26		5	26	8	39		30	39	69
7:15 AM - 7:30 AM	0	6	3	9		0	0	0	0		2	47	0	49		2	33	11	46		58	46	104
7:30 AM - 7:45 AM	0	6	3	9		0	0	0	0		5	47	0	52		11	60	12	83		61	83	144
7:45 AM - 8:00 AM	0	9	1	10		0	0	0	0		9	53	0	62		10	76	27	113		72	113	185
8:00 AM - 8:15 AM	0	11	0	11		0	0	0	0		10	44	0	54		10	69	26	105		65	105	170
8:15 AM - 8:30 AM	0	18	4	22		0	0	0	0		9	39	0	48		11	76	18	105		70	105	175
8:30 AM - 8:45 AM	0	14	3	17		0	0	0	0		8	37	0	45		8	72	17	97		62	97	159
8:45 AM - 9:00 AM	0	13	4	17		0	0	0	0		7	30	0	37		15	85	17	117		54	117	171
Total	0	95	20	115		0	0	0	0		63	346	0	409		80	601	149	830		524	830	1354
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	14	2	16	0.57	0	0	0	0	0.00	9	27	0	36	0.53	8	104	13	125	0.82	52	125	177
6:15 AM - 7:15 AM	0	12	1	13	0.65	0	0	0	0	0.00	11	45	0	56	0.54	10	112	19	141	0.90	69	141	210
6:30 AM - 7:30 AM	0	16	4	20	0.56	0	0	0	0	0.00	12	89	0	101	0.52	11	110	28	149	0.81	121	149	270
6:45 AM - 7:45 AM	0	20	7	27	0.75	0	0	0	0	0.00	13	131	0	144	0.69	20	150	36	206	0.62	171	206	377
7:00 AM - 8:00 AM	0	25	7	32	0.80	0	0	0	0	0.00	20	169	0	189	0.76	28	195	58	281	0.62	221	281	502
7:15 AM - 8:15 AM	0	32	7	39	0.89	0	0	0	0	0.00	26	191	0	217	0.88	33	238	76	347	0.77	256	347	603
7:30 AM - 8:30 AM	0	44	8	52	0.59	0	0	0	0	0.00	33	183	0	216	0.87	42	281	83	406	0.90	268	406	674
7:45 AM - 8:45 AM	0	52	8	60	0.68	0	0	0	0	0.00	36	173	0	209	0.84	39	293	88	420	0.93	269	420	689
8:00 AM - 9:00 AM	0	56	11	67	0.76	0	0	0	0	0.00	34	150	0	184	0.85	44	302	78	424	0.91	251	424	675
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	29	5	34		0	0	0	0		6	11	0	17		12	44	6	62		51	62	113
4:15 PM - 4:30 PM	0	35	4	39		0	0	0	0		9	13	0	22		15	43	7	65		61	65	126
4:30 PM - 4:45 PM	0	39	6	45		0	0	0	0		8	14	0	22		10	53	8	71		67	71	138
4:45 PM - 5:00 PM	0	28	10	38		0	0	0	0		5	18	0	23		15	45	13	73		61	73	134
5:00 PM - 5:15 PM	0	52	4	56		0	0	0	0		4	25	0	29		25	62	12	99		85	99	184
5:15 PM - 5:30 PM	0	37	6	43		0	0	0	0		5	18	0	23		20	62	12	94		66	94	160
5:30 PM - 5:45 PM	0	44	6	50		0	0	0	0		8	24	0	32		13	71	10	94		82	94	176
5:45 PM - 6:00 PM	0	41	3	44		0	0	0	0		5	20	0	25		25	64	18	107		69	107	176
6:00 PM - 6:15 PM	0	36	4	40		0	0	0	0		4	18	0	22		19	64	14	97		62	97	159
6:15 PM - 6:30 PM	0	35	7	42		0	0	0	0		6	14	0	20		17	54	13	84		62	84	146
6:30 PM - 6:45 PM	0	34	5	39		0	0	0	0		4	16	0	20		15	60	7	82		59	82	141
6:45 PM - 7:00 PM	0	30	6	36		0	0	0	0		5	19	0	24		21	62	12	95		60	95	155
Total	0	440	66	506		0	0	0	0		69	210	0	279		207	684	132	1023		785	1023	1808
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	131	25	156	0.87	0	0	0	0	0.00	28	56	0	84	0.91	52	185	34	271	0.93	240	271	511
4:15 PM - 5:15 PM	0	154	24	178	0.79	0	0	0	0	0.00	26	70	0	96	0.83	65	203	40	308	0.78	274	308	582
4:30 PM - 5:30 PM	0	156	26	182	0.81	0	0	0	0	0.00	22	75	0	97	0.84	70	222	45	337	0.85	279	337	616
4:45 PM - 5:45 PM	0	161	26	187	0.83	0	0	0	0	0.00	22	85	0	107	0.84	73	240	47	360	0.91	294	360	654
5:00 PM - 6:00 PM	0	174	19	193	0.86	0	0	0	0	0.00	22	87	0	109	0.85	83	259	52	394	0.92	302	394	696
5:15 PM - 6:15 PM	0	158	19	177	0.89	0	0	0	0	0.00	22	80	0	102	0.80	77	261	54	392	0.92	279	392	671
5:30 PM - 6:30 PM	0	156	20	176	0.88	0	0	0	0	0.00	23	76	0	99	0.77	74	253	55	382	0.89	275	382	657
5:45 PM - 6:45 PM	0	146	19	165	0.94	0	0	0	0	0.00	19	68	0	87	0.87	76	242	52	370	0.86	252	370	622
6:00 PM - 7:00 PM	0	135	22	157	0.93	0	0	0	0	0.00	19	67	0	86	0.90	72	240	46	358	0.92	243	358	601

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina & Boddie
INPUTED BY: john wilson



Time	Movement												
Period	1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	1	1	2	1									
6:15 AM - 6:30 AM	2					2							
6:30 AM - 6:45 AM	2	2	2	1	3	3	1						
6:45 AM - 7:00 AM	33	1	3	4	5	6	2	3					
7:00 AM - 7:15 AM	3	9	7	9	10	8	4	1					
7:15 AM - 7:30 AM	3		4	2	6	4	2	5					
7:30 AM - 7:45 AM	7	6	6	6	9	7	6	7					
7:45 AM - 8:00 AM	6	4	7	8	7	5	2	4					
8:00 AM - 8:15 AM	8	5	9	9	8	8	3	5					
8:15 AM - 8:30 AM	7	4	7	6	7	10	6	3					
8:30 AM - 8:45 AM	10	9	4	6	12	8	11	8					
8:45 AM - 9:00 AM	1		8	7	7	11	8	3					
Total	83	41	59	59	74	72	45	39					
AM One Hour Volumes													
6:00 AM - 7:00 AM	38	4	7	6	8	11	3	3	42	13	19	6	80
6:15 AM - 7:15 AM	40	12	12	14	18	19	7	4	52	26	37	11	126
6:30 AM - 7:30 AM	41	12	16	16	24	21	9	9	53	32	45	18	148
6:45 AM - 7:45 AM	46	16	20	21	30	25	14	16	62	41	55	30	188
7:00 AM - 8:00 AM	19	19	24	25	32	24	14	17	38	49	56	31	174
7:15 AM - 8:15 AM	24	15	26	25	30	24	13	21	39	51	54	34	178
7:30 AM - 8:30 AM	28	19	29	29	31	30	17	19	47	58	61	36	202
7:45 AM - 8:45 AM	31	22	27	29	34	31	22	20	53	56	65	42	216
8:00 AM - 9:00 AM	26	18	28	28	34	37	28	19	44	56	71	47	218
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	3		10	9	6	8	4	4					
4:15 PM - 4:30 PM	4	11	24	15	7	5	7	10					
4:30 PM - 4:45 PM	3	16	24	8	10	13	4	1					
4:45 PM - 5:00 PM	2	6	5	8	8	5	7	9					
5:00 PM - 5:15 PM	10	7	11	11	9	13	3	4					
5:15 PM - 5:30 PM	4	6	15	20	13	10	1	6					
5:30 PM - 5:45 PM	11	17	15	13	14	20	8	2					
5:45 PM - 6:00 PM	6	4	8	11	13	13	5	4					
6:00 PM - 6:15 PM	12	9	9	22	9	16	3	6					
6:15 PM - 6:30 PM	4	8	14	14	9	18	5	14					
6:30 PM - 6:45 PM	2	4	6	23	9	8	1	9					
6:45 PM - 7:00 PM	10	5	18	25	14	9	2	6					
Total	71	93	159	179	121	138	50	75					
PM One Hour Volumes													
4:00 PM - 5:00 PM	12	33	63	40	31	31	22	24	45	103	62	46	256
4:15 PM - 5:15 PM	19	40	64	42	34	36	21	24	59	106	70	45	280
4:30 PM - 5:30 PM	19	35	55	47	40	41	15	20	54	102	81	35	272
4:45 PM - 5:45 PM	27	36	46	52	44	48	19	21	63	98	92	40	293
5:00 PM - 6:00 PM	31	34	49	55	49	56	17	16	65	104	105	33	307
5:15 PM - 6:15 PM	33	36	47	66	49	59	17	18	69	113	108	35	325
5:30 PM - 6:30 PM	33	38	46	60	45	67	21	26	71	106	112	47	336
5:45 PM - 6:45 PM	24	25	37	70	40	55	14	33	49	107	95	47	298
6:00 PM - 7:00 PM	28	26	47	84	41	51	11	35	54	131	92	46	323

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina & Boddie
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

Time	Southbound N. St Asaph St.				Westbound Madison St.				Northbound N. St Asaph St.				Eastbound Madison St.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0		1		1				0	1	0	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM	1			1				0		2		2				0	3	0	3
7:00 AM - 7:15 AM		1		1				0				0		1		1	1	1	2
7:15 AM - 7:30 AM				0				0		1		1		1		1	1	1	2
7:30 AM - 7:45 AM				0				0				0			1	1	0	1	1
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM		1		1				0		1		1		1		1	2	1	3
8:15 AM - 8:30 AM		1		1				0				0				0	1	0	1
8:30 AM - 8:45 AM		1		1				0		1		1				0	2	0	2
8:45 AM - 9:00 AM		1		1				0				0	1			1	1	1	2
Total	1	5	0	6	0	0	0	0	0	6	0	6	1	3	1	5	12	5	17
AM One Hour Volumes																			
6:00 AM - 7:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4	0	4
6:15 AM - 7:15 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	1	0	1	5	1	6
6:30 AM - 7:30 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	2	0	2	5	2	7
6:45 AM - 7:45 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	2	1	3	5	3	8
7:00 AM - 8:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	1	3	2	3	5
7:15 AM - 8:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	2	1	3	3	3	6
7:30 AM - 8:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	1	2	3	2	5
7:45 AM - 8:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	1	0	1	5	1	6
8:00 AM - 9:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	1	1	0	2	6	2	8
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1	1			1				0				0	1	1	2
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM		2		2				0		1		1				0	3	0	3
4:45 PM - 5:00 PM				0				0				0		1		1	0	1	1
5:00 PM - 5:15 PM				0				0		1		1	1			1	1	1	2
5:15 PM - 5:30 PM				0				0				0		2		2	0	2	2
5:30 PM - 5:45 PM		2		2				0				0		1		1	2	1	3
5:45 PM - 6:00 PM		1		1				0				0				0	1	0	1
6:00 PM - 6:15 PM		2		2			2	2				0		1		1	2	3	5
6:15 PM - 6:30 PM				0				0				0		1		1	0	1	1
6:30 PM - 6:45 PM				0				0				0		2		2	0	2	2
6:45 PM - 7:00 PM				0				0	2			2		2		2	2	2	4
Total	0	8	0	8	1	0	2	3	2	2	0	4	1	10	0	11	12	14	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	0	1	0	1	4	2	6
4:15 PM - 5:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	1	0	2	4	2	6
4:30 PM - 5:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	3	0	4	4	4	8
4:45 PM - 5:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	4	0	5	3	5	8
5:00 PM - 6:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	3	0	4	4	4	8
5:15 PM - 6:15 PM	0	5	0	5	0	0	2	2	0	0	0	0	0	4	0	4	5	6	11
5:30 PM - 6:30 PM	0	5	0	5	0	0	2	2	0	0	0	0	0	3	0	3	5	5	10
5:45 PM - 6:45 PM	0	3	0	3	0	0	2	2	0	0	0	0	0	4	0	4	3	6	9
6:00 PM - 7:00 PM	0	2	0	2	0	0	2	2	2	0	0	2	0	6	0	6	4	8	12

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Camil
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

Time	Southbound N. Pitt St.					Westbound Madison St.					Northbound N. Pitt St.					Eastbound Madison St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	3	1	4		0	0	0	0		2	7	0	9		2	20	2	24		13	24	37
6:15 AM - 6:30 AM	0	4	3	7		0	0	0	0		0	7	0	7		1	25	4	30		14	30	44
6:30 AM - 6:45 AM	0	10	1	11		0	0	0	0		1	13	0	14		1	18	6	25		25	25	50
6:45 AM - 7:00 AM	0	5	1	6		0	0	0	0		0	20	0	20		6	20	6	32		26	32	58
7:00 AM - 7:15 AM	0	6	7	13		0	0	0	0		2	37	0	39		7	24	2	33		52	33	85
7:15 AM - 7:30 AM	0	14	3	17		0	0	0	0		2	75	0	77		3	28	10	41		94	41	135
7:30 AM - 7:45 AM	0	14	11	25		0	0	0	0		5	86	0	91		9	53	6	68		116	68	184
7:45 AM - 8:00 AM	0	17	12	29		0	0	0	0		2	78	0	80		9	67	9	85		109	85	194
8:00 AM - 8:15 AM	0	14	8	22		0	0	0	0		1	64	0	65		18	54	8	80		87	80	167
8:15 AM - 8:30 AM	0	13	8	21		0	0	0	0		6	48	0	54		10	61	12	83		75	83	158
8:30 AM - 8:45 AM	0	11	7	18		0	0	0	0		8	42	0	50		13	67	10	90		68	90	158
8:45 AM - 9:00 AM	0	22	13	35		0	0	0	0		1	24	0	25		12	74	8	94		60	94	154
Total	0	133	75	208		0	0	0	0		30	501	0	531		91	511	83	685		739	685	1424
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	22	6	28	0.64	0	0	0	0	0.00	3	47	0	50	0.63	10	83	18	111	0.87	78	111	189
6:15 AM - 7:15 AM	0	25	12	37	0.71	0	0	0	0	0.00	3	77	0	80	0.51	15	87	18	120	0.91	117	120	237
6:30 AM - 7:30 AM	0	35	12	47	0.69	0	0	0	0	0.00	5	145	0	150	0.49	17	90	24	131	0.80	197	131	328
6:45 AM - 7:45 AM	0	39	22	61	0.61	0	0	0	0	0.00	9	218	0	227	0.62	25	125	24	174	0.64	288	174	462
7:00 AM - 8:00 AM	0	51	33	84	0.72	0	0	0	0	0.00	11	276	0	287	0.79	28	172	27	227	0.67	371	227	598
7:15 AM - 8:15 AM	0	59	34	93	0.80	0	0	0	0	0.00	10	303	0	313	0.86	39	202	33	274	0.81	406	274	680
7:30 AM - 8:30 AM	0	58	39	97	0.84	0	0	0	0	0.00	14	276	0	290	0.80	46	235	35	316	0.93	387	316	703
7:45 AM - 8:45 AM	0	55	35	90	0.78	0	0	0	0	0.00	17	232	0	249	0.78	50	249	39	338	0.94	339	338	677
8:00 AM - 9:00 AM	0	60	36	96	0.69	0	0	0	0	0.00	16	178	0	194	0.75	53	256	38	347	0.92	290	347	637
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	47	10	57		0	0	0	0		6	17	0	23		13	37	9	59		80	59	139
4:15 PM - 4:30 PM	0	36	15	51		0	0	0	0		3	21	0	24		12	38	7	57		75	57	132
4:30 PM - 4:45 PM	0	47	8	55		0	0	0	0		4	26	0	30		19	39	6	64		85	64	149
4:45 PM - 5:00 PM	0	54	8	62		0	0	0	0		5	26	0	31		18	38	5	61		93	61	154
5:00 PM - 5:15 PM	0	50	12	62		0	0	0	0		5	23	0	28		17	44	10	71		90	71	161
5:15 PM - 5:30 PM	0	64	14	78		0	0	0	0		2	35	0	37		12	53	10	75		115	75	190
5:30 PM - 5:45 PM	0	69	25	94		0	0	0	0		4	31	0	35		16	55	14	85		129	85	214
5:45 PM - 6:00 PM	0	64	12	76		0	0	0	0		2	29	0	31		16	45	9	70		107	70	177
6:00 PM - 6:15 PM	0	54	19	73		0	0	0	0		4	29	0	33		17	48	9	74		106	74	180
6:15 PM - 6:30 PM	0	52	14	66		0	0	0	0		3	26	0	29		14	40	10	64		95	64	159
6:30 PM - 6:45 PM	0	47	15	62		0	0	0	0		9	16	0	25		23	44	9	76		87	76	163
6:45 PM - 7:00 PM	0	47	18	65		0	0	0	0		5	26	0	31		15	51	9	75		96	75	171
Total	0	631	170	801		0	0	0	0		52	305	0	357		192	532	107	831		1158	831	1989
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	184	41	225	0.91	0	0	0	0	0.00	18	90	0	108	0.87	62	152	27	241	0.94	333	241	574
4:15 PM - 5:15 PM	0	187	43	230	0.93	0	0	0	0	0.00	17	96	0	113	0.91	66	159	28	253	0.89	343	253	596
4:30 PM - 5:30 PM	0	215	42	257	0.82	0	0	0	0	0.00	16	110	0	126	0.85	66	174	31	271	0.90	383	271	654
4:45 PM - 5:45 PM	0	237	59	296	0.79	0	0	0	0	0.00	16	115	0	131	0.89	63	190	39	292	0.86	427	292	719
5:00 PM - 6:00 PM	0	247	63	310	0.82	0	0	0	0	0.00	13	118	0	131	0.89	61	197	43	301	0.89	441	301	742
5:15 PM - 6:15 PM	0	251	70	321	0.85	0	0	0	0	0.00	12	124	0	136	0.92	61	201	42	304	0.89	457	304	761
5:30 PM - 6:30 PM	0	239	70	309	0.82	0	0	0	0	0.00	13	115	0	128	0.91	63	188	42	293	0.86	437	293	730
5:45 PM - 6:45 PM	0	217	60	277	0.91	0	0	0	0	0.00	18	100	0	118	0.89	70	177	37	284	0.93	395	284	679
6:00 PM - 7:00 PM	0	200	66	266	0.91	0	0	0	0	0.00	21	97	0	118	0.89	69	183	37	289	0.95	384	289	673

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Gina & Boddie
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. St Asaph St.
NORTHBOUND ROAD: N. St Asaph St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

Time	Southbound N. St Asaph St.				Westbound Madison St.				Northbound N. St Asaph St.				Eastbound Madison St.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0				0		1		1				0	1	0	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM	1			1				0		2		2				0	3	0	3
7:00 AM - 7:15 AM		1		1				0				0		1		1	1	1	2
7:15 AM - 7:30 AM				0				0		1		1		1		1	1	1	2
7:30 AM - 7:45 AM				0				0				0			1	1	0	1	1
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM		1		1				0		1		1		1		1	2	1	3
8:15 AM - 8:30 AM		1		1				0				0				0	1	0	1
8:30 AM - 8:45 AM		1		1				0		1		1				0	2	0	2
8:45 AM - 9:00 AM		1		1				0				0	1			1	1	1	2
Total	1	5	0	6	0	0	0	0	0	6	0	6	1	3	1	5	12	5	17
AM One Hour Volumes																			
6:00 AM - 7:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4	0	4
6:15 AM - 7:15 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	1	0	1	5	1	6
6:30 AM - 7:30 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	2	0	2	5	2	7
6:45 AM - 7:45 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	2	1	3	5	3	8
7:00 AM - 8:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	1	3	2	3	5
7:15 AM - 8:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	2	1	3	3	3	6
7:30 AM - 8:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	1	2	3	2	5
7:45 AM - 8:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	1	0	1	5	1	6
8:00 AM - 9:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	1	1	0	2	6	2	8
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1	1			1				0				0	1	1	2
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM		2		2				0		1		1				0	3	0	3
4:45 PM - 5:00 PM				0				0				0		1		1	0	1	1
5:00 PM - 5:15 PM				0				0		1		1	1			1	1	1	2
5:15 PM - 5:30 PM				0				0				0		2		2	0	2	2
5:30 PM - 5:45 PM		2		2				0				0		1		1	2	1	3
5:45 PM - 6:00 PM		1		1				0				0				0	1	0	1
6:00 PM - 6:15 PM		2		2			2	2				0		1		1	2	3	5
6:15 PM - 6:30 PM				0				0				0		1		1	0	1	1
6:30 PM - 6:45 PM				0				0				0		2		2	0	2	2
6:45 PM - 7:00 PM				0				0	2			2		2		2	2	2	4
Total	0	8	0	8	1	0	2	3	2	2	0	4	1	10	0	11	12	14	26
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	0	1	0	1	4	2	6
4:15 PM - 5:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	1	0	2	4	2	6
4:30 PM - 5:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	3	0	4	4	4	8
4:45 PM - 5:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	4	0	5	3	5	8
5:00 PM - 6:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	3	0	4	4	4	8
5:15 PM - 6:15 PM	0	5	0	5	0	0	2	2	0	0	0	0	0	4	0	4	5	6	11
5:30 PM - 6:30 PM	0	5	0	5	0	0	2	2	0	0	0	0	0	3	0	3	5	5	10
5:45 PM - 6:45 PM	0	3	0	3	0	0	2	2	0	0	0	0	0	4	0	4	3	6	9
6:00 PM - 7:00 PM	0	2	0	2	0	0	2	2	2	0	0	2	0	6	0	6	4	8	12

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Camil
INPUTED BY: john wilson

SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

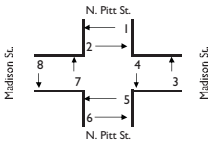
Time	Southbound N. Pitt St.					Westbound Madison St.					Northbound N. Pitt St.					Eastbound Madison St.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	3	1	4		0	0	0	0		2	7	0	9		2	20	2	24		13	24	37
6:15 AM - 6:30 AM	0	4	3	7		0	0	0	0		0	7	0	7		1	25	4	30		14	30	44
6:30 AM - 6:45 AM	0	10	1	11		0	0	0	0		1	13	0	14		1	18	6	25		25	25	50
6:45 AM - 7:00 AM	0	5	1	6		0	0	0	0		0	20	0	20		6	20	6	32		26	32	58
7:00 AM - 7:15 AM	0	6	7	13		0	0	0	0		2	37	0	39		7	24	2	33		52	33	85
7:15 AM - 7:30 AM	0	14	3	17		0	0	0	0		2	75	0	77		3	28	10	41		94	41	135
7:30 AM - 7:45 AM	0	14	11	25		0	0	0	0		5	86	0	91		9	53	6	68		116	68	184
7:45 AM - 8:00 AM	0	17	12	29		0	0	0	0		2	78	0	80		9	67	9	85		109	85	194
8:00 AM - 8:15 AM	0	14	8	22		0	0	0	0		1	64	0	65		18	54	8	80		87	80	167
8:15 AM - 8:30 AM	0	13	8	21		0	0	0	0		6	48	0	54		10	61	12	83		75	83	158
8:30 AM - 8:45 AM	0	11	7	18		0	0	0	0		8	42	0	50		13	67	10	90		68	90	158
8:45 AM - 9:00 AM	0	22	13	35		0	0	0	0		1	24	0	25		12	74	8	94		60	94	154
Total	0	133	75	208		0	0	0	0		30	501	0	531		91	511	83	685		739	685	1424
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	22	6	28	0.64	0	0	0	0	0.00	3	47	0	50	0.63	10	83	18	111	0.87	78	111	189
6:15 AM - 7:15 AM	0	25	12	37	0.71	0	0	0	0	0.00	3	77	0	80	0.51	15	87	18	120	0.91	117	120	237
6:30 AM - 7:30 AM	0	35	12	47	0.69	0	0	0	0	0.00	5	145	0	150	0.49	17	90	24	131	0.80	197	131	328
6:45 AM - 7:45 AM	0	39	22	61	0.61	0	0	0	0	0.00	9	218	0	227	0.62	25	125	24	174	0.64	288	174	462
7:00 AM - 8:00 AM	0	51	33	84	0.72	0	0	0	0	0.00	11	276	0	287	0.79	28	172	27	227	0.67	371	227	598
7:15 AM - 8:15 AM	0	59	34	93	0.80	0	0	0	0	0.00	10	303	0	313	0.86	39	202	33	274	0.81	406	274	680
7:30 AM - 8:30 AM	0	58	39	97	0.84	0	0	0	0	0.00	14	276	0	290	0.80	46	235	35	316	0.93	387	316	703
7:45 AM - 8:45 AM	0	55	35	90	0.78	0	0	0	0	0.00	17	232	0	249	0.78	50	249	39	338	0.94	339	338	677
8:00 AM - 9:00 AM	0	60	36	96	0.69	0	0	0	0	0.00	16	178	0	194	0.75	53	256	38	347	0.92	290	347	637
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	47	10	57		0	0	0	0		6	17	0	23		13	37	9	59		80	59	139
4:15 PM - 4:30 PM	0	36	15	51		0	0	0	0		3	21	0	24		12	38	7	57		75	57	132
4:30 PM - 4:45 PM	0	47	8	55		0	0	0	0		4	26	0	30		19	39	6	64		85	64	149
4:45 PM - 5:00 PM	0	54	8	62		0	0	0	0		5	26	0	31		18	38	5	61		93	61	154
5:00 PM - 5:15 PM	0	50	12	62		0	0	0	0		5	23	0	28		17	44	10	71		90	71	161
5:15 PM - 5:30 PM	0	64	14	78		0	0	0	0		2	35	0	37		12	53	10	75		115	75	190
5:30 PM - 5:45 PM	0	69	25	94		0	0	0	0		4	31	0	35		16	55	14	85		129	85	214
5:45 PM - 6:00 PM	0	64	12	76		0	0	0	0		2	29	0	31		16	45	9	70		107	70	177
6:00 PM - 6:15 PM	0	54	19	73		0	0	0	0		4	29	0	33		17	48	9	74		106	74	180
6:15 PM - 6:30 PM	0	52	14	66		0	0	0	0		3	26	0	29		14	40	10	64		95	64	159
6:30 PM - 6:45 PM	0	47	15	62		0	0	0	0		9	16	0	25		23	44	9	76		87	76	163
6:45 PM - 7:00 PM	0	47	18	65		0	0	0	0		5	26	0	31		15	51	9	75		96	75	171
Total	0	631	170	801		0	0	0	0		52	305	0	357		192	532	107	831		1158	831	1989
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	184	41	225	0.91	0	0	0	0	0.00	18	90	0	108	0.87	62	152	27	241	0.94	333	241	574
4:15 PM - 5:15 PM	0	187	43	230	0.93	0	0	0	0	0.00	17	96	0	113	0.91	66	159	28	253	0.89	343	253	596
4:30 PM - 5:30 PM	0	215	42	257	0.82	0	0	0	0	0.00	16	110	0	126	0.85	66	174	31	271	0.90	383	271	654
4:45 PM - 5:45 PM	0	237	59	296	0.79	0	0	0	0	0.00	16	115	0	131	0.89	63	190	39	292	0.86	427	292	719
5:00 PM - 6:00 PM	0	247	63	310	0.82	0	0	0	0	0.00	13	118	0	131	0.89	61	197	43	301	0.89	441	301	742
5:15 PM - 6:15 PM	0	251	70	321	0.85	0	0	0	0	0.00	12	124	0	136	0.92	61	201	42	304	0.89	457	304	761
5:30 PM - 6:30 PM	0	239	70	309	0.82	0	0	0	0	0.00	13	115	0	128	0.91	63	188	42	293	0.86	437	293	730
5:45 PM - 6:45 PM	0	217	60	277	0.91	0	0	0	0	0.00	18	100	0	118	0.89	70	177	37	284	0.93	395	284	679
6:00 PM - 7:00 PM	0	200	66	266	0.91	0	0	0	0	0.00	21	97	0	118	0.89	69	183	37	289	0.95	384	289	673

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Camil
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	2	2		1	1	2	1	1					
6:15 AM - 6:30 AM	3	2	1	1	1	4	2	1					
6:30 AM - 6:45 AM	4	1			3	5	1	1					
6:45 AM - 7:00 AM	2	5	1	2	3	3	2	2					
7:00 AM - 7:15 AM	3	2		3	4	5	1	2					
7:15 AM - 7:30 AM	5	4	1	5	3	3	1	3					
7:30 AM - 7:45 AM	1	6	2	1	3	5	1	3					
7:45 AM - 8:00 AM	2	7	2	4	4	3	2	2					
8:00 AM - 8:15 AM	6	3	3	4	3	5	1	2					
8:15 AM - 8:30 AM	7	4	1	3	2	6	3	4					
8:30 AM - 8:45 AM	4	5	2	2	5	12	3	3					
8:45 AM - 9:00 AM	3	3	8	1	6	9	2	3					
Total	42	44	21	27	38	62	20	27					
AM One Hour Volumes													
6:00 AM - 7:00 AM	11	10	2	4	8	14	6	5	21	6	22	11	60
6:15 AM - 7:15 AM	12	10	2	6	11	17	6	6	22	8	28	12	70
6:30 AM - 7:30 AM	14	12	2	10	13	16	5	8	26	12	29	13	80
6:45 AM - 7:45 AM	11	17	4	11	13	16	5	10	28	15	29	15	87
7:00 AM - 8:00 AM	11	19	5	13	14	16	5	10	30	18	30	15	93
7:15 AM - 8:15 AM	14	20	8	14	13	16	5	10	34	22	29	15	100
7:30 AM - 8:30 AM	16	20	8	12	12	19	7	11	36	20	31	18	105
7:45 AM - 8:45 AM	19	19	8	13	14	26	9	11	38	21	40	20	119
8:00 AM - 9:00 AM	20	15	14	10	16	32	9	12	35	24	48	21	128
PM 15 Minute Volumes													
4:00 PM - 4:15 PM	3	3	4	3	7	13	1	3					
4:15 PM - 4:30 PM	4	4	5	3	8	6	4	4					
4:30 PM - 4:45 PM	4	7	4	1	7	5	3	2					
4:45 PM - 5:00 PM	5	2	5	1	5	8	1	2					
5:00 PM - 5:15 PM	6	5	3	5	8	6	2	5					
5:15 PM - 5:30 PM	7	6	6	7	7	8	4	4					
5:30 PM - 5:45 PM	12	6	10	5	11	15	7	18					
5:45 PM - 6:00 PM	10	17	5	3	5	12	6	4					
6:00 PM - 6:15 PM	22	11	6	4	10	11	8	15					
6:15 PM - 6:30 PM	15	16	10	8	20	22	10	16					
6:30 PM - 6:45 PM	5	11	5	4	8	23	8	6					
6:45 PM - 7:00 PM	9	3	3	3	5	10	2	4					
Total	102	91	66	47	101	139	56	83					
PM One Hour Volumes													
4:00 PM - 5:00 PM	16	16	18	8	27	32	9	11	32	26	59	20	137
4:15 PM - 5:15 PM	19	18	17	10	28	25	10	13	37	27	53	23	140
4:30 PM - 5:30 PM	22	20	18	14	27	27	10	13	42	32	54	23	151
4:45 PM - 5:45 PM	30	19	24	18	31	37	14	29	49	42	68	43	202
5:00 PM - 6:00 PM	35	34	24	20	31	41	19	31	69	44	72	50	235
5:15 PM - 6:15 PM	51	40	27	19	33	46	25	41	91	46	79	66	282
5:30 PM - 6:30 PM	59	50	31	20	46	60	31	53	109	51	106	84	350
5:45 PM - 6:45 PM	52	55	26	19	43	68	32	41	107	45	111	73	336
6:00 PM - 7:00 PM	51	41	24	19	43	66	28	41	92	43	109	69	313

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. St Asaph St. & Madison St.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Camil
INPUTED BY: john wilson
SOUTHBOUND ROAD: N. Pitt St.
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Madison St.
EASTBOUND ROAD: Madison St.

Time Period	Southbound N. Pitt St. Right	Thru	Left	Total	Westbound Madison St. Right	Thru	Left	Total	Northbound N. Pitt St. Right	Thru	Left	Total	Eastbound Madison St. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		1		1				0	1	0	1
6:15 AM - 6:30 AM				0				0				0		1		1	0	1	1
6:30 AM - 6:45 AM		2		2				0				0				0	2	0	2
6:45 AM - 7:00 AM				0				0				0		1	1	2	0	2	2
7:00 AM - 7:15 AM				0				0				0		1	1	2	0	2	2
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM		1	1	2				0				0				0	2	0	2
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM		1		1				0		1		1		1		1	2	1	3
8:15 AM - 8:30 AM			1	1				0		1		1			12	12	2	12	14
8:30 AM - 8:45 AM				0				0		1		1				0	1	0	1
8:45 AM - 9:00 AM		1		1				0		1		1				0	2	0	2
Total	0	5	2	7	0	0	0	0	0	5	0	5	0	4	14	18	12	18	30
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	1	3	3	3	6
6:15 AM - 7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	3	2	5	2	5	7
6:30 AM - 7:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2	4	2	4	6
6:45 AM - 7:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	4	2	4	6
7:00 AM - 8:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2	2	2	4
7:15 AM - 8:15 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	1	0	1	4	1	5
7:30 AM - 8:30 AM	0	2	2	4	0	0	0	0	0	2	0	2	0	1	12	13	6	13	19
7:45 AM - 8:45 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	1	12	13	5	13	18
8:00 AM - 9:00 AM	0	2	1	3	0	0	0	0	0	4	0	4	0	1	12	13	7	13	20
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM		1		1				0		1		1				0	2	0	2
4:15 PM - 4:30 PM		2	1	3				0				0				0	3	0	3
4:30 PM - 4:45 PM		2		2				0		2		2				0	4	0	4
4:45 PM - 5:00 PM				0				0		2		2				0	2	0	2
5:00 PM - 5:15 PM		2		2				0		1		1	1			1	3	1	4
5:15 PM - 5:30 PM				0				0		2		2				0	2	0	2
5:30 PM - 5:45 PM				0				0				0	1			1	0	1	1
5:45 PM - 6:00 PM				0				0				0				0	0	0	0
6:00 PM - 6:15 PM	1	2		3		1		1				0			1	1	3	2	5
6:15 PM - 6:30 PM		2		2			1	1				0	1			1	2	2	4
6:30 PM - 6:45 PM				0				0				0	1	1		2	0	2	2
6:45 PM - 7:00 PM		1		1		1		1				0		3	1	4	1	5	6
Total	1	12	1	14	0	2	1	3	0	8	0	8	4	4	2	10	22	13	35
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	5	1	6	0	0	0	0	0	5	0	5	0	0	0	0	11	0	11
4:15 PM - 5:15 PM	0	6	1	7	0	0	0	0	0	5	0	5	1	0	0	1	12	1	13
4:30 PM - 5:30 PM	0	4	0	4	0	0	0	0	0	7	0	7	1	0	0	1	11	1	12
4:45 PM - 5:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	2	0	0	2	7	2	9
5:00 PM - 6:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	0	2	5	2	7
5:15 PM - 6:15 PM	1	2	0	3	0	1	0	1	0	2	0	2	1	0	1	2	5	3	8
5:30 PM - 6:30 PM	1	4	0	5	0	1	1	2	0	0	0	0	2	0	1	3	5	5	10
5:45 PM - 6:45 PM	1	4	0	5	0	1	1	2	0	0	0	0	2	1	1	4	5	6	11
6:00 PM - 7:00 PM	1	5	0	6	0	2	1	3	0	0	0	0	2	4	2	8	6	11	17

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	1	2	0	0	0	3	1	9	1	0	3	11	0	8	0	1	3	9	4	10	2	0	4	16	39
6:15 AM	1	1	0	0	0	2	0	12	0	0	5	12	1	8	1	0	5	10	0	11	2	0	0	13	37
6:30 AM	6	1	0	0	1	7	1	23	1	0	1	25	0	10	1	0	1	11	1	7	2	0	4	10	53
6:45 AM	1	5	1	0	1	7	1	33	0	0	4	34	0	12	1	1	10	14	3	12	3	1	1	19	74
Hourly Total	9	9	1	0	2	19	3	77	2	0	13	82	1	38	3	2	19	44	8	40	9	1	9	58	203
7:00 AM	6	11	0	0	3	17	0	32	0	0	2	32	3	39	3	0	15	45	1	10	0	0	1	11	105
7:15 AM	3	5	0	0	4	8	2	22	0	0	0	24	4	51	15	0	9	70	3	20	3	0	4	26	128
7:30 AM	8	6	0	0	2	14	3	32	2	0	7	37	0	52	10	1	15	63	9	11	6	0	3	26	140
7:45 AM	7	8	2	0	9	17	6	30	1	0	2	37	5	51	15	0	11	71	5	30	13	0	5	48	173
Hourly Total	24	30	2	0	18	56	11	116	3	0	11	130	12	193	43	1	50	249	18	71	22	0	13	111	546
8:00 AM	10	8	2	0	6	20	2	26	5	0	10	33	6	54	12	0	19	72	7	28	6	0	7	41	166
8:15 AM	6	12	1	0	13	19	1	27	3	0	7	31	5	53	19	0	14	77	8	36	6	0	11	50	177
8:30 AM	13	18	0	0	11	31	2	30	0	0	3	32	8	45	10	0	6	63	10	47	13	0	13	70	196
8:45 AM	4	9	2	0	6	15	3	20	0	0	1	23	1	34	12	0	8	47	4	44	12	0	9	60	145
Hourly Total	33	47	5	0	36	85	8	103	8	0	21	119	20	186	53	0	47	259	29	155	37	0	40	221	684
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	9	38	1	0	8	48	4	36	4	0	10	44	4	15	7	0	13	26	16	30	5	0	20	51	169
4:15 PM	7	42	2	0	5	51	0	31	2	0	15	33	3	24	10	0	10	37	15	23	4	0	15	42	163
4:30 PM	12	48	2	0	4	62	1	46	3	0	7	50	3	16	12	0	8	31	13	28	4	0	11	45	188
4:45 PM	6	52	2	0	13	60	0	44	5	0	14	49	1	18	11	0	17	30	18	30	8	0	24	56	195
Hourly Total	34	180	7	0	30	221	5	157	14	0	46	176	11	73	40	0	48	124	62	111	21	0	70	194	715
5:00 PM	14	72	3	0	9	89	1	52	4	0	10	57	5	18	7	0	10	30	20	40	16	0	11	76	252
5:15 PM	13	61	4	0	7	78	9	45	3	0	8	57	3	28	5	0	6	36	19	32	8	0	17	59	230
5:30 PM	14	71	5	0	9	90	5	42	4	0	11	51	7	28	9	1	10	45	22	26	4	0	9	52	238
5:45 PM	16	78	4	0	9	98	2	51	4	0	31	57	2	17	9	0	5	28	29	32	11	0	25	72	255
Hourly Total	57	282	16	0	34	355	17	190	15	0	60	222	17	91	30	1	31	139	90	130	39	0	62	259	975
Grand Total	157	548	31	0	120	736	44	643	42	0	151	729	61	581	169	4	195	815	207	507	128	1	194	843	3123
Approach %	21.3	74.5	4.2	0.0	-	-	6.0	88.2	5.8	0.0	-	-	7.5	71.3	20.7	0.5	-	-	24.6	60.1	15.2	0.1	-	-	-
Total %	5.0	17.5	1.0	0.0	-	23.6	1.4	20.6	1.3	0.0	-	23.3	2.0	18.6	5.4	0.1	-	26.1	6.6	16.2	4.1	0.0	-	27.0	-
Lights	157	535	31	0	-	723	41	621	40	0	-	702	61	560	168	4	-	793	205	490	122	1	-	818	3036
% Lights	100.0	97.6	100.0	-	-	98.2	93.2	96.6	95.2	-	-	96.3	100.0	96.4	99.4	100.0	-	97.3	99.0	96.6	95.3	100.0	-	97.0	97.2
Mediums	0	4	0	0	-	4	2	6	0	0	-	8	0	5	1	0	-	6	2	6	6	0	-	14	32
% Mediums	0.0	0.7	0.0	-	-	0.5	4.5	0.9	0.0	-	-	1.1	0.0	0.9	0.6	0.0	-	0.7	1.0	1.2	4.7	0.0	-	1.7	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	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
Bicycles on Road	0	9	0	0	-	9	1	16	2	0	-	19	0	16	0	0	-	16	0	11	0	0	-	11	55

% Bicycles on Road	0.0	1.6	0.0	-	-	1.2	2.3	2.5	4.8	-	-	2.6	0.0	2.8	0.0	0.0	-	2.0	0.0	2.2	0.0	0.0	-	1.3	1.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.8	-	-	-	-	-	0.0	-	-	-	-	-	0.5	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	119	-	-	-	-	-	151	-	-	-	-	-	194	-	-	-	-	-	194	-	-
% Pedestrians	-	-	-	-	99.2	-	-	-	-	-	100.0	-	-	-	-	-	99.5	-	-	-	-	-	100.0	-	-

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
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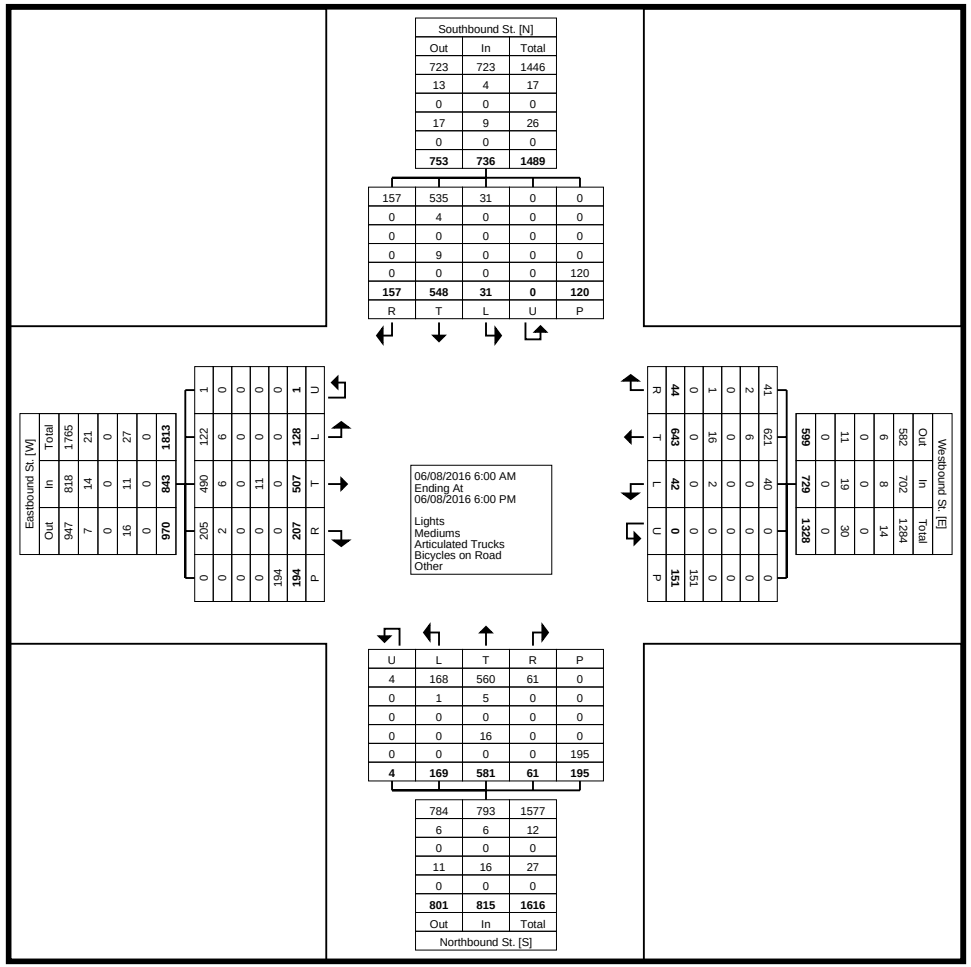
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 3



Turning Movement Data Plot

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 4

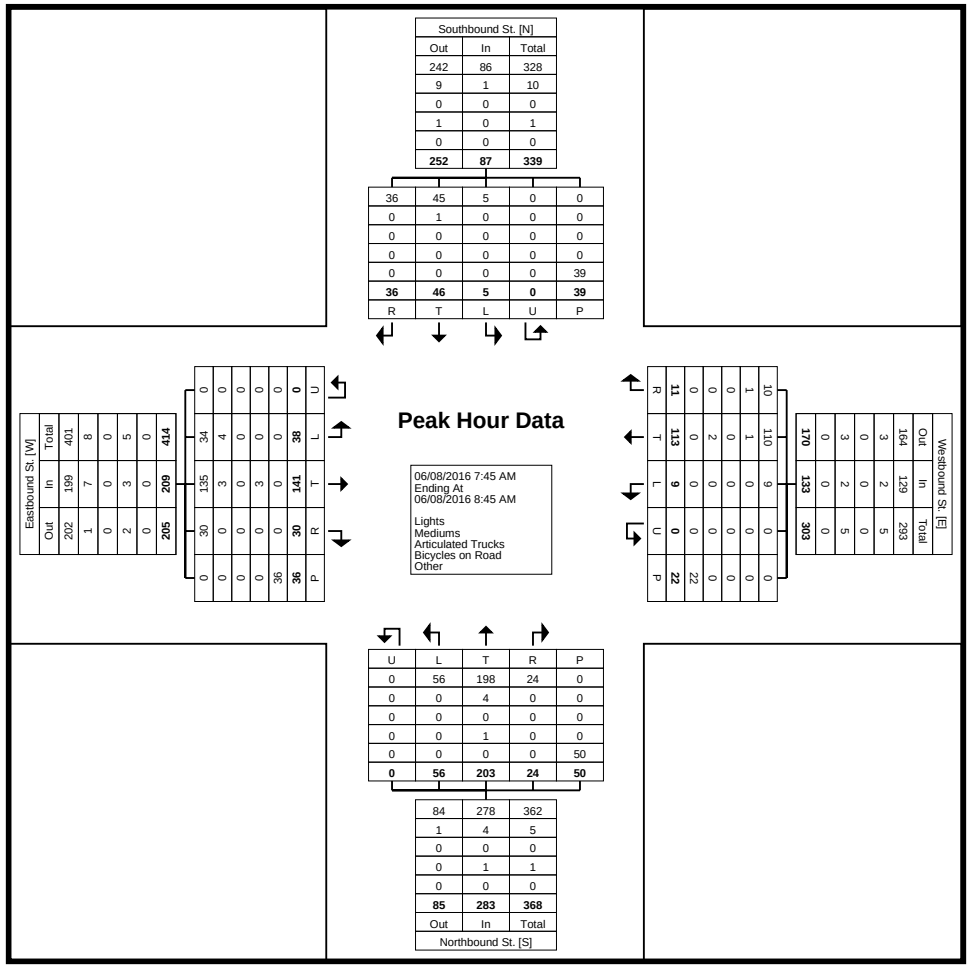
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	7	8	2	0	9	17	6	30	1	0	2	37	5	51	15	0	11	71	5	30	13	0	5	48	173
8:00 AM	10	8	2	0	6	20	2	26	5	0	10	33	6	54	12	0	19	72	7	28	6	0	7	41	166
8:15 AM	6	12	1	0	13	19	1	27	3	0	7	31	5	53	19	0	14	77	8	36	6	0	11	50	177
8:30 AM	13	18	0	0	11	31	2	30	0	0	3	32	8	45	10	0	6	63	10	47	13	0	13	70	196
Total	36	46	5	0	39	87	11	113	9	0	22	133	24	203	56	0	50	283	30	141	38	0	36	209	712
Approach %	41.4	52.9	5.7	0.0	-	-	8.3	85.0	6.8	0.0	-	-	8.5	71.7	19.8	0.0	-	-	14.4	67.5	18.2	0.0	-	-	-
Total %	5.1	6.5	0.7	0.0	-	12.2	1.5	15.9	1.3	0.0	-	18.7	3.4	28.5	7.9	0.0	-	39.7	4.2	19.8	5.3	0.0	-	29.4	-
PHF	0.692	0.639	0.625	0.000	-	0.702	0.458	0.942	0.450	0.000	-	0.899	0.750	0.940	0.737	0.000	-	0.919	0.750	0.750	0.731	0.000	-	0.746	0.908
Lights	36	45	5	0	-	86	10	110	9	0	-	129	24	198	56	0	-	278	30	135	34	0	-	199	692
% Lights	100.0	97.8	100.0	-	-	98.9	90.9	97.3	100.0	-	-	97.0	100.0	97.5	100.0	-	-	98.2	100.0	95.7	89.5	-	-	95.2	97.2
Mediums	0	1	0	0	-	1	1	1	0	0	-	2	0	4	0	0	-	4	0	3	4	0	-	7	14
% Mediums	0.0	2.2	0.0	-	-	1.1	9.1	0.9	0.0	-	-	1.5	0.0	2.0	0.0	-	-	1.4	0.0	2.1	10.5	-	-	3.3	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	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
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	1	0	0	-	1	0	3	0	0	-	3	6
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	1.5	0.0	0.5	0.0	-	-	0.4	0.0	2.1	0.0	-	-	1.4	0.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	2.6	-	-	-	-	-	0.0	-	-	-	-	-	2.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	38	-	-	-	-	-	22	-	-	-	-	-	49	-	-	-	-	-	36	-	-
% Pedestrians	-	-	-	-	97.4	-	-	-	-	-	100.0	-	-	-	-	-	98.0	-	-	-	-	-	100.0	-	-

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 5



Turning Movement Peak Hour Data Plot (7:45 AM)

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
5:00 PM	14	72	3	0	9	89	1	52	4	0	10	57	5	18	7	0	10	30	20	40	16	0	11	76	252
5:15 PM	13	61	4	0	7	78	9	45	3	0	8	57	3	28	5	0	6	36	19	32	8	0	17	59	230
5:30 PM	14	71	5	0	9	90	5	42	4	0	11	51	7	28	9	1	10	45	22	26	4	0	9	52	238
5:45 PM	16	78	4	0	9	98	2	51	4	0	31	57	2	17	9	0	5	28	29	32	11	0	25	72	255
Total	57	282	16	0	34	355	17	190	15	0	60	222	17	91	30	1	31	139	90	130	39	0	62	259	975
Approach %	16.1	79.4	4.5	0.0	-	-	7.7	85.6	6.8	0.0	-	-	12.2	65.5	21.6	0.7	-	-	34.7	50.2	15.1	0.0	-	-	-
Total %	5.8	28.9	1.6	0.0	-	36.4	1.7	19.5	1.5	0.0	-	22.8	1.7	9.3	3.1	0.1	-	14.3	9.2	13.3	4.0	0.0	-	26.6	-
PHF	0.891	0.904	0.800	0.000	-	0.906	0.472	0.913	0.938	0.000	-	0.974	0.607	0.813	0.833	0.250	-	0.772	0.776	0.813	0.609	0.000	-	0.852	0.956
Lights	57	279	16	0	-	352	15	184	13	0	-	212	17	87	30	1	-	135	90	126	37	0	-	253	952
% Lights	100.0	98.9	100.0	-	-	99.2	88.2	96.8	86.7	-	-	95.5	100.0	95.6	100.0	100.0	-	97.1	100.0	96.9	94.9	-	-	97.7	97.6
Mediums	0	0	0	0	-	0	1	1	0	0	-	2	0	0	0	0	-	0	0	1	2	0	-	3	5
% Mediums	0.0	0.0	0.0	-	-	0.0	5.9	0.5	0.0	-	-	0.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.8	5.1	-	-	1.2	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	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
Bicycles on Road	0	3	0	0	-	3	1	5	2	0	-	8	0	4	0	0	-	4	0	3	0	0	-	3	18
% Bicycles on Road	0.0	1.1	0.0	-	-	0.8	5.9	2.6	13.3	-	-	3.6	0.0	4.4	0.0	0.0	-	2.9	0.0	2.3	0.0	-	-	1.2	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	34	-	-	-	-	-	60	-	-	-	-	-	31	-	-	-	-	-	62	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

City of Alexandria
301 King Street

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Site Code:
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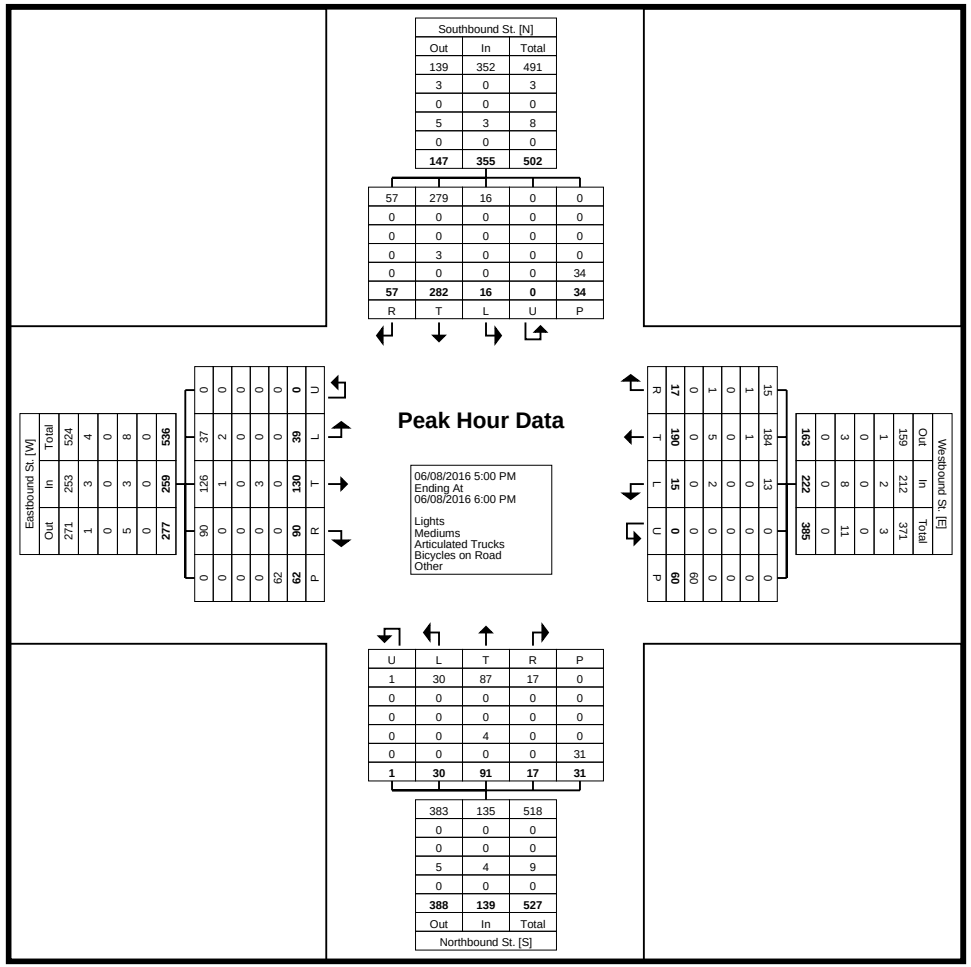


Turning Movement Peak Hour Data Plot (5:00 PM)

City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: N St Asaph St and Wythe St
06/08/2016
Site Code:
Start Date: 06/08/2016
Page No: 8

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: E. Abingdon Dr./Bashford Drive
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Yajaira
INPUTED BY: john wilson

SOUTHBOUND ROAD: 0
NORTHBOUND ROAD: E. Abingdon Dr.
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

Time	Southbound 0				Westbound Bashford Ln.				Northbound E. Abingdon Dr.				Eastbound Bashford Ln.				North & South	East & West	Total
Period	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0		4		4				0	4	0	4
6:15 AM - 6:30 AM				0	1			1		3		3			2	2	3	3	6
6:30 AM - 6:45 AM				0				0		1		1				0	1	0	1
6:45 AM - 7:00 AM				0	1			1		2		2		1		1	2	2	4
7:00 AM - 7:15 AM			1	1				0		3		3				0	4	0	4
7:15 AM - 7:30 AM				0				0		1		1		1	1	2	1	2	3
7:30 AM - 7:45 AM				0				0		1		1		3	3	6	1	6	7
7:45 AM - 8:00 AM			2	2		1		1		1		1				0	3	1	4
8:00 AM - 8:15 AM				0				0				0			1	1	0	1	1
8:15 AM - 8:30 AM				0	2	1		3				0			4	4	0	7	7
8:30 AM - 8:45 AM		1		1	1			1	1			1			3	3	2	4	6
8:45 AM - 9:00 AM		1		1	1		1	2		2		2			1	1	3	3	6
Total	0	2	3	5	6	2	1	9	1	18	0	19	0	5	15	20	24	29	53
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	2	0	0	2	0	10	0	10	0	1	2	3	10	5	15
6:15 AM - 7:15 AM	0	0	1	1	2	0	0	2	0	9	0	9	0	1	2	3	10	5	15
6:30 AM - 7:30 AM	0	0	1	1	1	0	0	1	0	7	0	7	0	2	1	3	8	4	12
6:45 AM - 7:45 AM	0	0	1	1	1	0	0	1	0	7	0	7	0	5	4	9	8	10	18
7:00 AM - 8:00 AM	0	0	3	3	0	1	0	1	0	6	0	6	0	4	4	8	9	9	18
7:15 AM - 8:15 AM	0	0	2	2	0	1	0	1	0	3	0	3	0	4	5	9	5	10	15
7:30 AM - 8:30 AM	0	0	2	2	2	2	0	4	0	2	0	2	0	3	8	11	4	15	19
7:45 AM - 8:45 AM	0	1	2	3	3	2	0	5	1	1	0	2	0	0	8	8	5	13	18
8:00 AM - 9:00 AM	0	2	0	2	4	1	1	6	1	2	0	3	0	0	9	9	5	15	20
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM	2		1	3				0				0				0	3	0	3
4:30 PM - 4:45 PM		3		3				0		1		1		1	1	2	4	2	6
4:45 PM - 5:00 PM				0		2		2		5		5				0	5	2	7
5:00 PM - 5:15 PM				0	1			1		2		2			1	1	2	2	4
5:15 PM - 5:30 PM	1			1	1			1				0		1		1	1	2	3
5:30 PM - 5:45 PM	1	1		2				0				0				0	2	0	2
5:45 PM - 6:00 PM		2		2		1		1				0			1	1	2	2	4
6:00 PM - 6:15 PM		2		2	1	1		2				0		1		1	2	3	5
6:15 PM - 6:30 PM	5			5				0		1		1				0	6	0	6
6:30 PM - 6:45 PM		1		1				0		1		1				0	2	0	2
6:45 PM - 7:00 PM		1	1	2				0		1		1		1		1	3	1	4
Total	9	10	2	21	3	4	0	7	0	11	0	11	0	4	3	7	32	14	46
PM One Hour Volumes																			
4:00 PM - 5:00 PM	2	3	1	6	0	2	0	2	0	6	0	6	0	1	1	2	12	4	16
4:15 PM - 5:15 PM	2	3	1	6	1	2	0	3	0	8	0	8	0	1	2	3	14	6	20
4:30 PM - 5:30 PM	1	3	0	4	2	2	0	4	0	8	0	8	0	2	2	4	12	8	20
4:45 PM - 5:45 PM	2	1	0	3	2	2	0	4	0	7	0	7	0	1	1	2	10	6	16
5:00 PM - 6:00 PM	2	3	0	5	2	1	0	3	0	2	0	2	0	1	2	3	7	6	13
5:15 PM - 6:15 PM	2	5	0	7	2	2	0	4	0	0	0	0	0	2	1	3	7	7	14
5:30 PM - 6:30 PM	6	5	0	11	1	2	0	3	0	1	0	1	0	1	1	2	12	5	17
5:45 PM - 6:45 PM	5	5	0	10	1	2	0	3	0	2	0	2	0	1	1	2	12	5	17
6:00 PM - 7:00 PM	5	4	1	10	1	1	0	2	0	3	0	3	0	2	0	2	13	4	17

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - All Vehicles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Bashford Ln.
LOCATION: City of Alexandria, Virginia

DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Jonathan
INPUTED BY: john wilson

SOUTHBOUND ROAD: 0
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

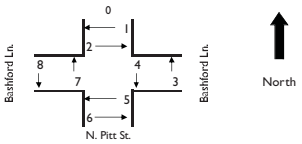
Time	Southbound 0					Westbound Bashford Ln.					Northbound N. Pitt St.					Eastbound Bashford Ln.					North & South	East & West	Total
Period	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF	Right	Thru	Left	Total	PHF			
AM 15 Minute Volumes																							
6:00 AM - 6:15 AM	0	0	0	0		0	2	0	2		0	0	2	2		1	5	0	6		2	8	10
6:15 AM - 6:30 AM	0	0	0	0		0	5	0	5		1	0	3	4		3	4	0	7		4	12	16
6:30 AM - 6:45 AM	0	0	0	0		0	15	1	16		0	0	6	6		1	6	0	7		6	23	29
6:45 AM - 7:00 AM	0	0	0	0		0	22	1	23		2	0	4	6		4	5	0	9		6	32	38
7:00 AM - 7:15 AM	0	0	0	0		0	40	1	41		0	0	11	11		6	7	0	13		11	54	65
7:15 AM - 7:30 AM	0	0	0	0		0	47	1	48		1	0	24	25		8	20	0	28		25	76	101
7:30 AM - 7:45 AM	0	0	0	0		0	61	1	62		3	0	22	25		5	27	0	32		25	94	119
7:45 AM - 8:00 AM	0	0	0	0		0	54	2	56		2	0	23	25		10	34	0	44		25	100	125
8:00 AM - 8:15 AM	0	0	0	0		0	39	3	42		0	0	22	22		7	25	0	32		22	74	96
8:15 AM - 8:30 AM	0	0	0	0		0	29	0	29		2	0	11	13		6	38	0	44		13	73	86
8:30 AM - 8:45 AM	0	0	0	0		0	37	0	37		1	0	15	16		10	52	0	62		16	99	115
8:45 AM - 9:00 AM	0	0	0	0		0	23	1	24		1	0	12	13		9	42	0	51		13	75	88
Total	0	0	0	0		0	374	11	385		13	0	155	168		70	265	0	335		168	720	888
AM One Hour Volumes																							
6:00 AM - 7:00 AM	0	0	0	0	0.00	0	44	2	46	0.50	3	0	15	18	0.75	9	20	0	29	0.81	18	75	93
6:15 AM - 7:15 AM	0	0	0	0	0.00	0	82	3	85	0.52	3	0	24	27	0.61	14	22	0	36	0.69	27	121	148
6:30 AM - 7:30 AM	0	0	0	0	0.00	0	124	4	128	0.67	3	0	45	48	0.48	19	38	0	57	0.51	48	185	233
6:45 AM - 7:45 AM	0	0	0	0	0.00	0	170	4	174	0.70	6	0	61	67	0.67	23	59	0	82	0.64	67	256	323
7:00 AM - 8:00 AM	0	0	0	0	0.00	0	202	5	207	0.83	6	0	80	86	0.86	29	88	0	117	0.66	86	324	410
7:15 AM - 8:15 AM	0	0	0	0	0.00	0	201	7	208	0.84	6	0	91	97	0.97	30	106	0	136	0.77	97	344	441
7:30 AM - 8:30 AM	0	0	0	0	0.00	0	183	6	189	0.76	7	0	78	85	0.85	28	124	0	152	0.86	85	341	426
7:45 AM - 8:45 AM	0	0	0	0	0.00	0	159	5	164	0.73	5	0	71	76	0.76	33	149	0	182	0.73	76	346	422
8:00 AM - 9:00 AM	0	0	0	0	0.00	0	128	4	132	0.79	4	0	60	64	0.73	32	157	0	189	0.76	64	321	385
PM 15 Minute Volumes																							
4:00 PM - 4:15 PM	0	0	0	0		0	42	0	42		3	0	10	13		9	17	0	26		13	68	81
4:15 PM - 4:30 PM	0	0	0	0		0	25	1	26		1	0	13	14		10	21	0	31		14	57	71
4:30 PM - 4:45 PM	0	0	0	0		0	43	0	43		2	0	8	10		11	17	0	28		10	71	81
4:45 PM - 5:00 PM	0	0	0	0		0	51	2	53		1	0	12	13		10	22	0	32		13	85	98
5:00 PM - 5:15 PM	0	0	0	0		0	73	3	76		1	0	9	10		9	23	0	32		10	108	118
5:15 PM - 5:30 PM	0	0	0	0		0	80	3	83		4	0	10	14		11	29	0	40		14	123	137
5:30 PM - 5:45 PM	0	0	0	0		0	72	0	72		4	0	9	13		19	19	0	38		13	110	123
5:45 PM - 6:00 PM	0	0	0	0		0	61	1	62		1	0	12	13		13	29	0	42		13	104	117
6:00 PM - 6:15 PM	0	0	0	0		0	64	1	65		0	0	10	10		18	15	0	33		10	98	108
6:15 PM - 6:30 PM	0	0	0	0		0	39	2	41		2	0	7	9		12	16	0	28		9	69	78
6:30 PM - 6:45 PM	0	0	0	0		0	37	1	38		3	0	8	11		15	15	0	30		11	68	79
6:45 PM - 7:00 PM	0	0	0	0		0	35	1	36		0	0	4	4		18	14	0	32		4	68	72
Total	0	0	0	0		0	622	15	637		22	0	112	134		155	237	0	392		134	1029	1163
PM One Hour Volumes																							
4:00 PM - 5:00 PM	0	0	0	0	0.00	0	161	3	164	0.77	7	0	43	50	0.89	40	77	0	117	0.91	50	281	331
4:15 PM - 5:15 PM	0	0	0	0	0.00	0	192	6	198	0.65	5	0	42	47	0.84	40	83	0	123	0.96	47	321	368
4:30 PM - 5:30 PM	0	0	0	0	0.00	0	247	8	255	0.77	8	0	39	47	0.84	41	91	0	132	0.83	47	387	434
4:45 PM - 5:45 PM	0	0	0	0	0.00	0	276	8	284	0.86	10	0	40	50	0.89	49	93	0	142	0.89	50	426	476
5:00 PM - 6:00 PM	0	0	0	0	0.00	0	286	7	293	0.88	10	0	40	50	0.89	52	100	0	152	0.90	50	445	495
5:15 PM - 6:15 PM	0	0	0	0	0.00	0	277	5	282	0.85	9	0	41	50	0.89	61	92	0	153	0.91	50	435	485
5:30 PM - 6:30 PM	0	0	0	0	0.00	0	236	4	240	0.83	7	0	38	45	0.87	62	79	0	141	0.84	45	381	426
5:45 PM - 6:45 PM	0	0	0	0	0.00	0	201	5	206	0.79	6	0	37	43	0.83	58	75	0	133	0.79	43	339	382
6:00 PM - 7:00 PM	0	0	0	0	0.00	0	175	5	180	0.69	5	0	29	34	0.77	63	60	0	123	0.93	34	303	337

Wells + Associates, Inc.

McLean, Virginia

Pedestrian Volume Survey

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Bashford Ln.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Hew
INPUTED BY: john wilson



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
AM 15 Minute Volumes													
6:00 AM - 6:15 AM	2	2			2		1						
6:15 AM - 6:30 AM		3				2	1						
6:30 AM - 6:45 AM		1				2	3						
6:45 AM - 7:00 AM	2	1											
7:00 AM - 7:15 AM	1	4				1							
7:15 AM - 7:30 AM	1	2			1	1	1						
7:30 AM - 7:45 AM	1	3			2	1							
7:45 AM - 8:00 AM	3			1	1	1							
8:00 AM - 8:15 AM	1	2		1	1		2						
8:15 AM - 8:30 AM	2					1	1						
8:30 AM - 8:45 AM		1	1		1	1							
8:45 AM - 9:00 AM	2	2				2							
Total	15	21	1	2	8	12	9	0					
AM One Hour Volumes													
6:00 AM - 7:00 AM	4	7	0	0	2	4	5	0	11	0	6	5	22
6:15 AM - 7:15 AM	3	9	0	0	0	5	4	0	12	0	5	4	21
6:30 AM - 7:30 AM	4	8	0	0	1	4	4	0	12	0	5	4	21
6:45 AM - 7:45 AM	5	10	0	0	3	3	1	0	15	0	6	1	22
7:00 AM - 8:00 AM	6	9	0	1	4	4	1	0	15	1	8	1	25
7:15 AM - 8:15 AM	6	7	0	2	5	3	3	0	13	2	8	3	26
7:30 AM - 8:30 AM	7	5	0	2	4	3	3	0	12	2	7	3	24
7:45 AM - 8:45 AM	6	3	1	2	3	3	3	0	9	3	6	3	21
8:00 AM - 9:00 AM	5	5	1	1	2	4	3	0	10	2	6	3	21
PM 15 Minute Volumes													
4:00 PM - 4:15 PM						2							
4:15 PM - 4:30 PM		1			3								
4:30 PM - 4:45 PM		1			1								
4:45 PM - 5:00 PM		1			2								
5:00 PM - 5:15 PM	1	3			1	2	1	1					
5:15 PM - 5:30 PM	1				2	1							
5:30 PM - 5:45 PM	3				2	1							
5:45 PM - 6:00 PM	2	2			1	1	1						
6:00 PM - 6:15 PM	1				1	1							
6:15 PM - 6:30 PM	1				1	3							
6:30 PM - 6:45 PM	1	2	2		1	3	2						
6:45 PM - 7:00 PM					1	2							
Total	10	10	2	0	16	16	4	1					
PM One Hour Volumes													
4:00 PM - 5:00 PM	0	3	0	0	6	2	0	0	3	0	8	0	11
4:15 PM - 5:15 PM	1	6	0	0	7	2	1	1	7	0	9	2	18
4:30 PM - 5:30 PM	2	5	0	0	6	3	1	1	7	0	9	2	18
4:45 PM - 5:45 PM	5	4	0	0	7	4	1	1	9	0	11	2	22
5:00 PM - 6:00 PM	7	5	0	0	6	5	2	1	12	0	11	3	26
5:15 PM - 6:15 PM	7	2	0	0	6	4	1	0	9	0	10	1	20
5:30 PM - 6:30 PM	7	2	0	0	5	6	1	0	9	0	11	1	21
5:45 PM - 6:45 PM	5	4	2	0	4	8	3	0	9	2	12	3	26
6:00 PM - 7:00 PM	3	2	2	0	4	9	2	0	5	2	13	2	22

Wells + Associates, Inc.

McLean, Virginia

Turning Movement Count - Bicycles

PROJECT: Eden's Alexandria Site
W+A JOB NO: 6503
INTERSECTION: N. Pitt St. & Bashford Ln.
LOCATION: City of Alexandria, Virginia
DATE: 5/13/2015
DAY: Wednesday
WEATHER: clear
COUNTED BY: Hew
INPUTED BY: john wilson
SOUTHBOUND ROAD: 0
NORTHBOUND ROAD: N. Pitt St.
WESTBOUND ROAD: Bashford Ln.
EASTBOUND ROAD: Bashford Ln.

Time Period	Southbound 0 Right	Thru	Left	Total	Westbound Bashford Ln. Right	Thru	Left	Total	Northbound N. Pitt St. Right	Thru	Left	Total	Eastbound Bashford Ln. Right	Thru	Left	Total	North & South	East & West	Total
AM 15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0		1		1				0				0	0	1	1
6:30 AM - 6:45 AM				0				0	1			1				0	1	0	1
6:45 AM - 7:00 AM				0		1		1				0	1	1		2	0	3	3
7:00 AM - 7:15 AM				0		1		1				0	1			1	0	2	2
7:15 AM - 7:30 AM				0				0	1			1				0	1	0	1
7:30 AM - 7:45 AM				0		1	1	2				0	2	3		5	0	7	7
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0			1	1				0	1	0	1
8:15 AM - 8:30 AM				0		2		2			1	1				0	1	2	3
8:30 AM - 8:45 AM				0		1		1				0				0	0	1	1
8:45 AM - 9:00 AM				0				0			1	1	1			1	1	1	2
Total	0	0	0	0	0	7	1	8	2	0	3	5	5	4	0	9	5	17	22
AM One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	1	1	0	2	1	4	5
6:15 AM - 7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	2	1	0	3	1	6	7
6:30 AM - 7:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	2	1	0	3	2	5	7
6:45 AM - 7:45 AM	0	0	0	0	0	3	1	4	1	0	0	1	4	4	0	8	1	12	13
7:00 AM - 8:00 AM	0	0	0	0	0	2	1	3	1	0	0	1	3	3	0	6	1	9	10
7:15 AM - 8:15 AM	0	0	0	0	0	1	1	2	1	0	1	2	2	3	0	5	2	7	9
7:30 AM - 8:30 AM	0	0	0	0	0	3	1	4	0	0	2	2	2	3	0	5	2	9	11
7:45 AM - 8:45 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	0	0	0	2	3	5
8:00 AM - 9:00 AM	0	0	0	0	0	3	0	3	0	0	3	3	1	0	0	1	3	4	7
PM 15 Minute Volumes																			
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM				0				0				0		2		2	0	2	2
4:30 PM - 4:45 PM				0				0				0			1	1	0	1	1
4:45 PM - 5:00 PM				0		3		3		1		1	1	2		3	1	6	7
5:00 PM - 5:15 PM				0				0				0	2	1		3	0	3	3
5:15 PM - 5:30 PM				0				0				0	1	1	1	3	0	3	3
5:30 PM - 5:45 PM				0				0		1		1	1		2	3	1	3	4
5:45 PM - 6:00 PM				0		2		2				0				0	0	2	2
6:00 PM - 6:15 PM				0		1		1		1		1	1			1	1	2	3
6:15 PM - 6:30 PM				0				0				0				0	0	0	0
6:30 PM - 6:45 PM				0				0				0			1	1	0	1	1
6:45 PM - 7:00 PM				0				0				0		1	1	2	0	2	2
Total	0	0	0	0	0	6	0	6	0	3	0	3	6	7	6	19	3	25	28
PM One Hour Volumes																			
4:00 PM - 5:00 PM	0	0	0	0	0	3	0	3	0	1	0	1	1	4	1	6	1	9	10
4:15 PM - 5:15 PM	0	0	0	0	0	3	0	3	0	1	0	1	3	5	1	9	1	12	13
4:30 PM - 5:30 PM	0	0	0	0	0	3	0	3	0	1	0	1	4	4	2	10	1	13	14
4:45 PM - 5:45 PM	0	0	0	0	0	3	0	3	0	2	0	2	5	4	3	12	2	15	17
5:00 PM - 6:00 PM	0	0	0	0	0	2	0	2	0	1	0	1	4	2	3	9	1	11	12
5:15 PM - 6:15 PM	0	0	0	0	0	3	0	3	0	2	0	2	3	1	3	7	2	10	12
5:30 PM - 6:30 PM	0	0	0	0	0	3	0	3	0	2	0	2	2	0	2	4	2	7	9
5:45 PM - 6:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	1	0	1	2	1	5	6
6:00 PM - 7:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	1	1	2	4	1	5	6

Appendix C

Analysis Methodology

Transportation Study Analysis Methodology and Assumptions

1. Introduction

This document outlines the proposed methodology associated with the Old Town North (OTN) Small Area Plan Transportation Study for the City to review.

2. Study Area

The study area is shown in **Figure 1**.

3. Vehicular Traffic Analyses

A. Analysis Years

The analysis years will be 2016 existing conditions and the future "design year" 2040. 2040 scenarios will consider Baseline (no-build), build, and build with mitigation.

B. Data Collection

Traffic data to be used in this study will be based on the traffic data included as part of previously approved TIAs in the study area as provided by the City.

For the purposes of modeling proper lane utilization of through traffic on Washington street in VISSIM, existing and future high-occupancy vehicle (HOV) percentages on Washington Street will be estimated using the 2015 and 2040 travel demand model of the Metropolitan Washington Council of Governments (MWCOG) or any other supplemental data provided by the City.

Travel time data, for the purposes of VISSIM calibrations, will be based on the available RITIS data or any other supplemental data provided by the City.

Queuing data, for the purposes of VISSIM calibration, will be based on the calculated queues from previously approved traffic impact studies or any other supplemental data provided by the City.

C. Peak Hour Identification

A network peak hour will be determined for the overall traffic in the study area. The peak hour will be determined using total vehicular turning movement counts for the study intersections obtained from the City and previous traffic impact studies in the area. Peak hour factors (PHF) will be calculated for existing conditions based on the collected peak hour traffic data. Future PHF will be 15 percent greater than existing PHF, not to exceed 0.95 (unless the existing PHF is higher, in that case the existing PHF will be assumed).

Figure 1: Study Area

D. Heavy Vehicle Percentage

The percent of heavy vehicles will be determined from the available traffic data for existing conditions. Future year percent of heavy vehicles will be assumed to be the same as existing conditions.

E. Traffic Forecasting Methodology

Background Growth

An annual vehicular growth rate factor will be reviewed based on forecasted growth along Washington Street and N. Patrick Street and N. Henry Street based on data in the travel demand model of the Metropolitan Washington Council of Governments (MWCOG). The annual growth rate will be compared against traffic projections along these corridors from nearby approved and unbuilt developments. The purpose of the review is to determine if it's appropriate to utilize a growth factor or to omit it because it will "double-count" the future growth. All other study area traffic growth will be based on development related traffic projections. Known approved and unbuilt developments include:

- Eden's – 530 First Street – redevelopment 18,216 SF vacant grocery story and 10,168 SF retail store in to mixed-use development (232 residential dwelling units and 51,000 SF retail)
- Harris Teeter – 52,476 square feet grocery store and 175 residential dwelling units – *This is built but may need to be included if the counts were taken before it was open.*
- Old Colony Inn – 1101 N. Washington St. – Renovation of Hotel (increase from 49 to 95 rooms)
- Robinson Terminal North – 500/501 N. Union Street – redevelopment of 91,800 SF of warehouse use with 79 multifamily residential dwelling units, 113-room hotel, and 25,000 SF of restaurant space.
- Towne Motel – 800 N. Washington St. – Redevelopment of motel (increase from 26 to 50 rooms)
- Question for City – should we also include the parcels that have the ability to redevelop with existing zoning (based on the map from P&Z)?

The trip generation, distribution, and assignments from the TIAs associated with each development will be used in the Old Town North Transportation study, as appropriate.

Old Town North Growth

Based on the City provided development assumptions for the Old Town North study area, a person trip generation will be calculated. The calculations will be based on the rates and equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual.* This calculation will exclude the trips generated by known approved and unbuilt developments (since they are already accounted for in the No-Build scenario). Mode split will be applied to the person trip generation based on proximity to transit. Mode split assumptions are outlined in

Table 2 below and are consistent with the factors used in recently submitted small area plans in the City. Trips from existing land uses that will be replaced with new development will be calculated using the ITE Trip Generation Manual and will be subtracted from the future volumes.

Table 1 : Proposed Trip Generation Mode Split Assumptions

Land Use	Transit – Metrorail	Transit – Metrobus, DASH, and Metroway	Pedestrian and Bicycle (non-auto)	Auto	Total
Office (adjacent to transit station)	35%	11%	6%	48%	100%
Office (within ¼ mile of transit station)	21%	9%	6%	64%	100%
Residential (adjacent to transit station)	54%	1%	16%	29%	100%
Residential (within ¼ mile of transit station)	48%	1%	15%	36%	100%
Residential (within ¼ mile to ½ mile of transit station)	31%	5%	10%	54%	100%
Hotel	27%	4%	31%	38%	100%
Entertainment (theater)	26%	6%	11%	57%	100%
Retail (all, excluding large format)	29%	8%	27%	36%	100%
Retail (large format)	9%	5%	14%	73%	100%
Source: Kimley-Horn and Associates, Inc., References: WMATA 2005 Development-Related Ridership Study and 2000 U.S.					

F. Old Town North Trip Distribution

Trip distribution for future land uses will be based upon similar land use distribution assumptions contained in previous TIA's provided by the City.

G. Vehicle Analyses

Synchro (HCM 2010) Analysis Methodology

The synchro model will include vehicular traffic, percent heavy vehicles, peak hour factors, pedestrian and bicycle volumes, and transit (bus stoppages). 15 intersections were identified for Synchro analysis:

1. N. Pitt Street and Bashford Lane
2. N. Pitt Street and First Street
3. N. Pitt Street and Montgomery Street
4. N. Pitt Street and Madison Street

5. N. Saint Asaph Street and First Street
6. N. Saint Asaph Street and Montgomery Street
7. N. Saint Asaph Street and Madison Street
8. N. Saint Asaph Street and Wythe Street
9. N. Columbus Street and Montgomery Street
10. N. Columbus Street and Madison Street
11. N. Patrick Street and Montgomery Street
12. N. Patrick Street and Madison Street
13. N. Henry Street and Montgomery Street
14. N. Henry Street and Madison Street
15. N. Fayette Street and Madison Street

Synchro results will be reported for the AM and PM peak hours. Output results will be reported for individual movements and include vehicle delay/LOS and 95th percentile queues.

A total of 8 synchro model scenarios will be developed which includes the following for both AM and PM peak periods of analysis:

- Existing conditions (2016)
- Future baseline (2040)
- Future build (2040)
- Future build with mitigation (2040)

Alternate build conditions and mitigations will also be tested in Synchro prior to coding in VISSIM. MOEs will include approach and overall intersection LOS, queuing, and arterial LOS. Recommended alternatives will be included in the future build VISSIM models with mitigation.

VISSIM Modeling Methodology

The scope of the VISSIM microsimulation modeling includes 9 intersections along Washington Street from Slaters Lane to Princess Street (1 additional intersection is included within the project budget):

1. Washington Street and Slaters Lane
2. Washington Street and Bashford Lane
3. Washington Street and First Street
4. Washington Street and Montgomery Street
5. Washington Street and Madison Street
6. Washington Street and Wythe Street
7. Washington Street and Pendleton Street
8. Washington Street and Oronoco Street
9. Washington Street and Princess Street

A total of 8 model scenarios will be developed which includes the following for both AM and PM peak periods of analysis:

- Existing conditions (2016)

- Future baseline (2040)
- Future build (2040)
- Future build with mitigation (2040)

The analysis time periods to be evaluated are the typical weekday AM and PM peak periods. The peak hour will be determined as previously described. The total simulation period will consist of a 30-minute seeding period and a 2-hour analysis period.

The microsimulation models will contain vehicular (single-occupancy vehicle, high-occupancy vehicle, and heavy vehicles), transit bus, and pedestrian traffic. Metrobus and DASH bus routes and stops along Washington Street and on side streets will be included to capture the impacts of transit vehicles. The DASH Comprehensive Operations Analysis, DASH Transit Development Plan, and relevant WMATA planning documents will be referenced to incorporate any planned changes to existing service. In the absence of available information on future transit service, it is assumed that schedules and routes will be similar to existing conditions. Existing pedestrian counts will be used as the basis for modeling in VISSIM both in existing and 2040 conditions.

VISSIM Model Development

VISSIM model development will begin with the existing conditions AM scenario. Model development of the existing conditions PM scenario will begin once the network base geometry, inputs, routes, and signal settings are thoroughly checked through a quality control process and a preliminary level of calibration has been reached. Future scenario models will be developed after existing conditions calibration is completed to ensure consistency in methodology and assumptions across the various models.

Vehicle inputs will be coded in 15-minute intervals; the input distributions will be based on existing traffic count data. A single set of static vehicle routing decisions will be used for all vehicle modes for the entire simulation period. Vehicle routing in the model will be coded as separate sets of turning decisions at each intersection. Routing decisions at adjacent intersections may be combined if unrealistic driving behavior (e.g., lane change issues) is observed during calibration.

A list of VISSIM model assumptions is included in

Table 2.

Table 2. VISSIM Model Assumptions

VISSIM Assumptions		
Category	**Input**	**Assumption**
Modeling Approach	Volume Intervals	15-minute intervals for duration of simulation period
	Arrival Distribution	Exact traffic volumes
	Vehicle Fleet	Use North American vehicle fleet
Volume	Peak Hour Factors	Accounted for when volumes are coded in 15 minute intervals
	Heavy Vehicle Percentage	Based on existing counts
Speed	Arterials	Posted speed ± 5 mph (85th percentile at posted speed)
Geometry	Number of Lanes (Washington Street)	3 Northbound, 3 Southbound
	Vehicle Restrictions (Washington Street)	Curb lane closed to heavy vehicle; curb lane restricted to HOV and right-turning vehicles (northbound AM, southbound PM)
	Link Lengths	Based on aerial imagery. Turn lanes coded using effective storage length.
Simulation and Calibration	Vehicle Reaction Points	Default (or will be adjusted to calibrate)
	Signal Controllers	Ring-Barrier Controller (RBC)
	Signal Timings	Obtained from existing signal timing plans provided by the City; future timings optimized to forecasted volume
	Seeding Time	30 minutes (or adjust to reach equilibrium)
	Simulation Runs	10

Calibration Methodology and Criteria

The existing conditions VISSIM models will be calibrated using guidance provided by the City in the Transportation Planning Administrative Guidelines for Multi-modal Transportation Studies. Several data sources will be needed to fully calibrate the models. This section identifies calibration criteria and acceptance targets as well as the field measurements that will be used or needed. The AM and PM existing conditions models will be calibrated using the following measures for the *peak hour*. A summary of calibration criteria and thresholds is shown in

Table 3. In the case that the minimum targets cannot be achieved written justification will be provided and approved by the City of Alexandria project manager.

Traffic Volume

Model throughput will be calibrated for the peak hour for intersection approaches and compared against balanced volume targets obtained from previous TIA's and counts provided by the City. The calibration threshold varies based on the approach target volume. GEH Statistic will also be determined for intersection approaches and used as a calibration criterion. Additionally, the sum of all intersection approach throughput will be compared against the sum of all target approach volumes.

Travel Time

The average simulated vehicular travel time will be used a calibration measure. Both northbound and southbound directions of Washington Street between Slaters Lane and Princess Street should meet the calibration target for the peak hour.

Queue Length

Simulated maximum queue lengths will be calibrated for intersection approaches for the peak hour. The primary purpose for queue calibration is to validate locations where extended queuing and queue spillover from the turn lanes occurs. Calibration will be focused in these areas rather than locations with insignificant observed queues where the 30% calibration threshold may be only a few vehicles. Less emphasis will also be placed on the calibration of queue length on side streets because the lack of upstream signals in the model may result in inaccurate arrival patterns as compared to actual conditions.

Table 3. Calibration Criteria and Thresholds

Simulated Measure	Calibration Threshold	Data Source
Traffic Volume		
Simulated Approach Volume (vehicles per hour) Difference targets must be met for 100% of intersection approaches; GEH Statistic must be met for 85% of approaches	Within ± 100 vph for < 700 vph Within ± 15% for ≥ 700 vph to < 2700 vph Within ± 400 vph for ≥ 2700 vph GEH Statistic < 5	Previous TIA's and counts provided by the City
Sum of Simulated Approach Volumes (vehicles per hour) Difference target and GEH must be met	Within 5% GEH Statistic < 4	
Travel Time		
Simulated Travel Time (seconds) Difference targets must be met for northbound and southbound between Slaters Lane and Princess Street	Within ± 15% for average observed travel times	RITIS data or additional data provided by the City
Queue Length		
Simulated Queue Length (feet) Difference targets must be met for a minimum of 85% of intersection approaches	Within ± 30% of observed maximum queue lengths	Queues from previous TIA's or additional data provided by the City

The model calibration procedures and results will be summarized in the Existing Conditions Technical Memorandum. The memorandum will document modifications that were made to the simulation model to meet the calibration targets as well as the quantitative results of the calibration of each item. The memorandum will also justify why any target(s) is not satisfied while the model is still considered to be reasonably calibrated (if necessary).

VISSIM Measures of Effectiveness

Measures of effectiveness (MOEs) will be reported from an average of 10 simulation runs due to randomness associated with microsimulation. An Excel spreadsheet template will be produced to standardize tabular reports for all modeling scenarios. The following MOEs will be reported for the AM and PM peak hours for each scenario.

- Average delay and level of service by movement, approach, and overall intersection

- Average travel time for northbound and southbound directions of Washington Street
- Average and maximum queue length for intersection approaches

4. Multimodal Analyses

A. Bicycle Level of Stress Analysis

A Bicycle Level of Traffic Stress (BLTS) analysis will be conducted to evaluate alternatives for the Madison Street Bikeway and Royal Street Neighborhood Bikeway. BTLS is a scoring on the level of stress experienced by a person riding a bicycle on a roadway segment. The foundation for the analysis is based on Mineta Transportation Institute's Low-Stress Bicycle and Network Connectivity model and Level of Traffic Stress (LTS) analysis.

The analysis identifies high traffic stress links, bicycle network gaps, and gaps between "low stress" links. The premise for this analysis is that points increase as stress-inducing factors, such as traffic speeds, increase. The factors that impact the stress of a bicyclist are listed in **Table 4**.

Table 4: BLTS Scoring Criteria

Segments	Intersections
• Presence of a bike lane or other bicycle facility type • Width of a bike lane • Presence of an on-street parking lane • Width of a parking lane • Number of lanes per direction • Presence of a raised median • Presence of a marked centerline • Speed limit	• Presence of a median refuge • Width of a median refuge • Speed limit • Crossing width (number of lanes)

Segments and intersections will be scored for each of the criteria in Table 4. The scoring is shown in the tables below.

Table 5: BLTS Criteria and Scoring for Segments with a Bike Lane

Criteria		LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Bike lane with no parking lane					
Street width (through lanes per direction)	With raised median	1	2	3 or more	-
	Without a raised median	1	-	2 or more	-
Bike lane width (feet)		6 or more	5.5 or more	-	-
Speed limit or prevailing speed (mph)		30 or less	-	35	40 or more
Bike lane alongside parking lane					
Street width (through lanes per direction)		1	-	2 or more	-
Sum of bike lane and parking lane width[1] (feet)		15 or more	14 to 14.5	13.5 or less	-
Speed limit or prevailing speed (mph)		25 or less	30	35	40 or more
Based on Mekuria, Furth and Nixon. "Low-Stress Bicycling and Network Connectivity." May 2012.					

Table 6: BLTS Criteria and Scoring for Segments with Mixed Traffic

Criteria	Street Width (total lanes)		
	2-3 lanes	4-5 lanes	6 or more lanes
25 mph or less			
Without a marked centerline, and fewer than 3 lanes	LTS 1	-	-
Other roads with 25 mph or less	LTS 2	LTS 3	LTS 4
30 mph			
Without a marked centerline, and fewer than 3 lanes	LTS 2	-	-
Other 30 mph roads	LTS 3	LTS 4	LTS 4
35 mph or more			
All roads with 35 mph or more	LTS 4	LTS 4	LTS 4
Based on Mekuria, Furth and Nixon. "Low-Stress Bicycling and Network Connectivity." May 2012.			

[1] Includes buffer and paved gutter.

Table 7: BLTS Criteria and Scoring for Unsignalized Intersections

Criteria (Speed Limit of Street Being Crossed)	Width of Street Being Crossed (total lanes)		
	3 or fewer lanes	4-5 lanes	6 or more lanes
Crossing Without a Median Refuge or with a Median Refuge Less Than 6 Feet Wide			
25 mph or less	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40 mph or more	LTS 3	LTS 4	LTS 4
Crossing with a Median Refuge at Least 6 Feet Wide			
25 mph or less	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40 mph or more	LTS 3	LTS 4	LTS 4
Based on Mekuria, Furth and Nixon. "Low-Stress Bicycling and Network Connectivity." May 2012.			

BLTS Calculations

The criteria that contributes the most stress to a segment or intersection becomes the default stress level. After collating the data, the team will map the bikeway network by stress level, using a calculated composite index score. Streets with LTS 1 are low stress and those with LTS 4 are described as extreme.

A key feature of LTS analysis is the ability to determine if the proposed recommendations provide facilities that are consistent with the design stress levels for each conceived route. For example, providing approach and departure bicycle lanes with an LTS 3 might be appropriate in commercial areas, but a separated bicycle facility or alternative route might be required to connect to schools and parks, where an LTS 1 is preferred.

B. Bicycle Network Analysis

The overall bicycle network, both existing and planned (Bicycle and Pedestrian Master Plan), will be reviewed for completeness and to identify additional needs. Potential bicycle facilities will be considered for the rail spur by reviewing connectivity opportunities and available right-of-way width. Review of available volume data, proposed street cross-sections, and land-use developments will be considered as appropriate.

C. Transit Analysis

Future transit service will be reviewed qualitatively with a focus on reviewing the locations of the proposed land uses in context of transit facilities and service. Potential transit alternatives will be considered for the rail spur by reviewing connectivity opportunities and available right-of-way width. Where appropriate review of available ridership data and land-use developments will be considered.

D. Pedestrian Analysis

The pedestrian network will be reviewed for completeness and identifying missing links, building upon the City's Bicycle and Pedestrian Master Plan and the proposed street cross-sections developed by the City. Review of available volume data and land-use developments will be considered as appropriate.

Appendix D

Synchro Analysis Results

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	106	30	7	201	91	6
Future Vol, veh/h	106	30	7	201	91	6
Conflicting Peds, #/hr	0	8	8	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	84	84	97	97
Heavy Vehicles, %	1	23	29	2	8	0
Mvmt Flow	138	39	8	239	94	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	416	168
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	-	-	4.39	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.461	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1248	-	582	881
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	572	872
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1238	-
HCM Lane V/C Ratio	0.171	-	-	0.007	-
HCM Control Delay (s)	12.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	109	53	8	67	144	10
Future Vol, veh/h	109	53	8	67	144	10
Conflicting Peds, #/hr	0	3	3	0	8	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	69	69	94	94
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	143	70	12	97	153	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	221	0	306	189
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1360	-	690	858
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	677	849
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1356	-
HCM Lane V/C Ratio	0.239	-	-	0.009	-
HCM Control Delay (s)	11.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	50	66	68	245	38	12
Future Vol, veh/h	50	66	68	245	38	12
Conflicting Peds, #/hr	13	36	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	83	83	78	78
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	56	74	82	295	49	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	551	95	100	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	499	967	1505	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	931	1501	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1501	-	624	-	-
HCM Lane V/C Ratio	0.055	-	0.209	-	-
HCM Control Delay (s)	7.5	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	152	0	0	0	0	1339
Future Volume (veh/h)	152	0	0	0	0	1339
Number	5	12			3	8
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1780	0			0	1810
Adj Flow Rate, veh/h	181	0			0	1455
Adj No. of Lanes	2	0			0	3
Peak Hour Factor	0.84	0.84			0.92	0.92
Percent Heavy Veh, %	11	0			0	5
Cap, veh/h	0	0			0	4491
Arrive On Green	0.02	0.00			0.00	0.91
Sat Flow, veh/h	0				0	5266
Grp Volume(v), veh/h	0.0				0	1455
Grp Sat Flow(s),veh/h/ln					0	1647
Q Serve(g_s), s					0.0	1.7
Cycle Q Clear(g_c), s					0.0	1.7
Prop In Lane					0.00	
Lane Grp Cap(c), veh/h					0	4491
V/C Ratio(X)					0.00	0.32
Avail Cap(c_a), veh/h					0	4491
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					0.00	1.00
Uniform Delay (d), s/veh					0.0	0.3
Incr Delay (d2), s/veh					0.0	0.2
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.8
LnGrp Delay(d),s/veh					0.0	0.4
LnGrp LOS						A
Approach Vol, veh/h						1455
Approach Delay, s/veh						0.4
Approach LOS						A

Timer	1	2	3	4	5	6	7	8
Assigned Phs								8
Phs Duration (G+Y+Rc), s								44.0
Change Period (Y+Rc), s								5.0
Max Green Setting (Gmax), s								39.0
Max Q Clear Time (g_c+I1), s								3.7
Green Ext Time (p_c), s								10.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	136	125	15	2389	0	0	0	0
Future Volume (veh/h)	0	0	0	0	136	125	15	2389	0	0	0	0
Number				5	2	12	7	4	14			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1802	1900	1900	1862	0			
Adj Flow Rate, veh/h				0	170	156	16	2515	0			
Adj No. of Lanes				0	2	0	0	3	0			
Peak Hour Factor				0.80	0.80	0.80	0.95	0.95	0.95			
Percent Heavy Veh, %				0	13	13	2	2	0			
Cap, veh/h				0	563	477	52	2582	0			
Arrive On Green				0.00	0.32	0.31	0.19	0.19	0.00			
Sat Flow, veh/h				0	1822	1468	11	4864	0			
Grp Volume(v), veh/h				0	168	158	1046	1485	0			
Grp Sat Flow(s),veh/h/ln				0	1712	1487	1859	1322	0			
Q Serve(g_s), s				0.0	5.9	6.5	17.2	44.7	0.0			
Cycle Q Clear(g_c), s				0.0	5.9	6.5	44.8	44.7	0.0			
Prop In Lane				0.00		0.99	0.02		0.00			
Lane Grp Cap(c), veh/h				0	556	483	1114	1520	0			
V/C Ratio(X)				0.00	0.30	0.33	0.94	0.98	0.00			
Avail Cap(c_a), veh/h				0	556	483	1114	1520	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	20.2	20.8	31.9	31.9	0.0			
Incr Delay (d2), s/veh				0.0	1.4	1.8	14.0	15.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	3.0	2.9	27.4	19.6	0.0			
LnGrp Delay(d),s/veh				0.0	21.6	22.6	45.9	47.4	0.0			
LnGrp LOS					C	C	D	D				
Approach Vol, veh/h					326			2531				
Approach Delay, s/veh					22.1			46.8				
Approach LOS					C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		30.0		50.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		25.0		45.0				
Max Q Clear Time (g_c+I1), s		8.5		46.8				
Green Ext Time (p_c), s		1.3		0.0				

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	136	9	34	113	0	0	32	31
Future Volume (veh/h)	0	0	0	7	136	9	34	113	0	0	32	31
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				8	162	11	40	133	0	0	41	39
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.84	0.84	0.84	0.85	0.85	0.85	0.79	0.79	0.79
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				77	1619	115	185	570	0	0	340	323
Arrive On Green				0.48	0.48	0.47	0.77	0.77	0.00	0.00	0.38	0.37
Sat Flow, veh/h				159	3349	237	290	1486	0	0	886	843
Grp Volume(v), veh/h				95	0	86	173	0	0	0	0	80
Grp Sat Flow(s),veh/h/ln				1892	0	1854	1776	0	0	0	0	1729
Q Serve(g_s), s				1.6	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s				1.6	0.0	1.5	1.6	0.0	0.0	0.0	0.0	1.8
Prop In Lane				0.08		0.13	0.23		0.00	0.00		0.49
Lane Grp Cap(c), veh/h				914	0	896	755	0	0	0	0	663
V/C Ratio(X)				0.10	0.00	0.10	0.23	0.00	0.00	0.00	0.00	0.12
Avail Cap(c_a), veh/h				914	0	896	755	0	0	0	0	663
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				8.4	0.0	8.4	4.5	0.0	0.0	0.0	0.0	12.1
Incr Delay (d2), s/veh				0.2	0.0	0.2	0.7	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.0	0.8	0.9	0.0	0.0	0.0	0.0	0.9
LnGrp Delay(d),s/veh				8.7	0.0	8.6	5.2	0.0	0.0	0.0	0.0	12.5
LnGrp LOS				A		A	A					B
Approach Vol, veh/h					181			173			80	
Approach Delay, s/veh					8.7			5.2			12.5	
Approach LOS					A			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		33.0		27.0				27.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		28.0		22.0				22.0
Max Q Clear Time (g_c+I1), s		3.6		3.6				3.8
Green Ext Time (p_c), s		0.7		0.9				0.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	11	121	3	49	177	0	0	41	22
Future Volume (veh/h)	0	0	0	11	121	3	49	177	0	0	41	22
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1785	1900	1900	1861	0	0	1867	1900
Adj Flow Rate, veh/h				14	151	4	54	197	0	0	49	27
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.80	0.80	0.80	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %				0	12	0	1	1	0	0	0	0
Cap, veh/h				131	1478	41	185	656	0	0	523	288
Arrive On Green				0.47	0.47	0.46	0.15	0.15	0.00	0.00	0.47	0.46
Sat Flow, veh/h				280	3167	88	319	1406	0	0	1121	618
Grp Volume(v), veh/h				89	0	80	251	0	0	0	0	76
Grp Sat Flow(s),veh/h/ln				1771	0	1764	1725	0	0	0	0	1739
Q Serve(g_s), s				3.4	0.0	3.1	7.7	0.0	0.0	0.0	0.0	2.9
Cycle Q Clear(g_c), s				3.4	0.0	3.1	15.0	0.0	0.0	0.0	0.0	2.9
Prop In Lane				0.16		0.05	0.22		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				826	0	823	841	0	0	0	0	812
V/C Ratio(X)				0.11	0.00	0.10	0.30	0.00	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h				826	0	823	841	0	0	0	0	812
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.0	0.0	17.9	33.3	0.0	0.0	0.0	0.0	17.9
Incr Delay (d2), s/veh				0.3	0.0	0.2	0.9	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	1.6	7.6	0.0	0.0	0.0	0.0	1.5
LnGrp Delay(d),s/veh				18.2	0.0	18.1	34.2	0.0	0.0	0.0	0.0	18.2
LnGrp LOS				B		B	C					B
Approach Vol, veh/h					169			251			76	
Approach Delay, s/veh					18.2			34.2			18.2	
Approach LOS					B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		60.0		60.0				60.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		55.0		55.0				55.0
Max Q Clear Time (g_c+I1), s		5.4		17.0				4.9
Green Ext Time (p_c), s		0.7		1.4				1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	5	86	36	0	25	290	0	0	0	82	22
Future Vol, veh/h	0	0	0	0	0	5	86	36	0	25	290	0	0	0	82	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.92	0.80	0.80	0.80	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	0	0	0	0	6	106	44	0	31	363	0	0	0	94	25
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9	11.7	8.5
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	10%	0%	0%
Vol Thru, %	92%	90%	54%	79%
Vol Right, %	0%	0%	46%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	48	79	104
LT Vol	25	5	0	0
Through Vol	290	43	43	82
RT Vol	0	0	36	22
Lane Flow Rate	394	59	98	120
Geometry Grp	2	7	7	2
Degree of Util (X)	0.488	0.094	0.144	0.153
Departure Headway (Hd)	4.466	5.706	5.331	4.622
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	626	670	773
Service Time	2.496	3.46	3.085	2.665
HCM Lane V/C Ratio	0.488	0.094	0.146	0.155
HCM Control Delay	11.7	9.1	9	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.7	0.3	0.5	0.5

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	44	144	9	0	9	66	11	0	0	142	30	0	35	43	17
Future Vol, veh/h	0	44	144	9	0	9	66	11	0	0	142	30	0	35	43	17
Peak Hour Factor	0.92	0.81	0.81	0.81	0.92	0.86	0.86	0.86	0.92	0.83	0.83	0.83	0.92	0.74	0.74	0.74
Heavy Vehicles, %	2	0	8	11	2	0	26	0	2	0	4	7	2	0	5	6
Mvmt Flow	0	54	178	11	0	10	77	13	0	0	171	36	0	47	58	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	8.9	9.8	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	10%	37%
Vol Thru, %	83%	73%	77%	45%
Vol Right, %	17%	5%	13%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	197	86	95
LT Vol	0	44	9	35
Through Vol	142	144	66	43
RT Vol	30	9	11	17
Lane Flow Rate	207	243	100	128
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.328	0.138	0.177
Departure Headway (Hd)	4.869	4.861	4.978	4.975
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	734	713	715
Service Time	2.936	2.928	3.059	3.05
HCM Lane V/C Ratio	0.283	0.331	0.14	0.179
HCM Control Delay	9.8	10.3	8.9	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1.1	1.4	0.5	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	157	50	0	0	0	0	0	0	89	1244	82
Future Volume (veh/h)	1	157	50	0	0	0	0	0	0	89	1244	82
Number	5	2	12							3	8	18
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88							1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1759	1900							1900	1809	1900
Adj Flow Rate, veh/h	1	187	60							101	1414	93
Adj No. of Lanes	0	1	0							0	3	0
Peak Hour Factor	0.84	0.84	0.84							0.88	0.88	0.88
Percent Heavy Veh, %	10	10	10							4	4	4
Cap, veh/h	61	493	157							182	2008	131
Arrive On Green	0.38	0.40	0.38							0.47	0.47	0.45
Sat Flow, veh/h	1	1232	393							238	4302	280
Grp Volume(v), veh/h	248	0	0							584	497	528
Grp Sat Flow(s),veh/h/ln	1626	0	0							1733	1498	1590
Q Serve(g_s), s	0.0	0.0	0.0							10.6	15.9	15.9
Cycle Q Clear(g_c), s	6.6	0.0	0.0							16.1	15.9	15.9
Prop In Lane	0.00		0.24							0.17		0.18
Lane Grp Cap(c), veh/h	684	0	0							879	699	742
V/C Ratio(X)	0.36	0.00	0.00							0.66	0.71	0.71
Avail Cap(c_a), veh/h	684	0	0							879	699	742
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00							1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0							12.7	12.8	12.9
Incr Delay (d2), s/veh	1.5	0.0	0.0							3.9	5.9	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0							8.6	7.6	8.1
LnGrp Delay(d),s/veh	14.3	0.0	0.0							16.6	18.7	18.5
LnGrp LOS	B									B	B	B
Approach Vol, veh/h		248									1608	
Approach Delay, s/veh		14.3									17.9	
Approach LOS		B									B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		28.0						32.0
Change Period (Y+Rc), s		5.0						5.0
Max Green Setting (Gmax), s		23.0						27.0
Max Q Clear Time (g_c+I1), s		8.6						18.1
Green Ext Time (p_c), s		0.9						5.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	188	0	0	0	0	0	2325	58	0	0	0
Future Volume (veh/h)	60	188	0	0	0	0	0	2325	58	0	0	0
Number	5	2	12				7	4	14			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1904	0				0	1937	1900			
Adj Flow Rate, veh/h	67	211	0				0	2422	60			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.89	0.89	0.89				0.96	0.96	0.96			
Percent Heavy Veh, %	4	4	0				0	2	2			
Cap, veh/h	287	862	0				0	2770	68			
Arrive On Green	0.32	0.32	0.00				0.00	0.57	0.56			
Sat Flow, veh/h	682	2738	0				0	5244	119			
Grp Volume(v), veh/h	148	130	0				0	1516	966			
Grp Sat Flow(s),veh/h/ln	1687	1646	0				0	1511	1914			
Q Serve(g_s), s	2.5	4.6	0.0				0.0	34.2	34.6			
Cycle Q Clear(g_c), s	4.9	4.6	0.0				0.0	34.2	34.6			
Prop In Lane	0.45		0.00				0.00		0.06			
Lane Grp Cap(c), veh/h	613	535	0				0	1738	1101			
V/C Ratio(X)	0.24	0.24	0.00				0.00	0.87	0.88			
Avail Cap(c_a), veh/h	613	535	0				0	1738	1101			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	19.8	19.8	0.0				0.0	14.5	14.6			
Incr Delay (d2), s/veh	0.9	1.1	0.0				0.0	6.1	9.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	2.2	0.0				0.0	15.6	20.8			
LnGrp Delay(d),s/veh	20.7	20.9	0.0				0.0	20.6	24.0			
LnGrp LOS	C	C						C	C			
Approach Vol, veh/h		278						2482				
Approach Delay, s/veh		20.8						21.9				
Approach LOS		C						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		30.0		50.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		25.0		45.0				
Max Q Clear Time (g_c+I1), s		6.9		36.6				
Green Ext Time (p_c), s		1.0		7.0				

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	261	15	0	0	0	0	127	46	15	23	0
Future Volume (veh/h)	20	261	15	0	0	0	0	127	46	15	23	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	29	373	21				0	167	61	21	32	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.70	0.70	0.70				0.76	0.76	0.76	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	115	1539	91				0	615	225	276	405	0
Arrive On Green	0.47	0.47	0.46				0.00	0.47	0.46	0.47	0.47	0.00
Sat Flow, veh/h	246	3298	194				0	1319	482	502	869	0
Grp Volume(v), veh/h	223	0	200				0	0	228	53	0	0
Grp Sat Flow(s),veh/h/ln	1888	0	1850				0	0	1801	1371	0	0
Q Serve(g_s), s	8.6	0.0	7.8				0.0	0.0	9.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	7.8				0.0	0.0	9.3	9.5	0.0	0.0
Prop In Lane	0.13		0.10				0.00		0.27	0.40		0.00
Lane Grp Cap(c), veh/h	881	0	863				0	0	840	682	0	0
V/C Ratio(X)	0.25	0.00	0.23				0.00	0.00	0.27	0.08	0.00	0.00
Avail Cap(c_a), veh/h	881	0	863				0	0	840	682	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	19.2				0.0	0.0	19.6	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.6				0.0	0.0	0.8	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	4.1				0.0	0.0	4.8	1.0	0.0	0.0
LnGrp Delay(d),s/veh	20.0	0.0	19.8				0.0	0.0	20.4	17.9	0.0	0.0
LnGrp LOS	C		B						C	B		
Approach Vol, veh/h		423						228			53	
Approach Delay, s/veh		19.9						20.4			17.9	
Approach LOS		B						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				60.0		60.0		60.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				55.0		55.0		55.0
Max Q Clear Time (g_c+I1), s				11.3		10.6		11.5
Green Ext Time (p_c), s				1.2		1.8		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	238	33	0	0	0	0	191	26	7	32	0
Future Volume (veh/h)	76	238	33	0	0	0	0	191	26	7	32	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		0.95	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1842	1900				0	1857	1900	1900	1853	0
Adj Flow Rate, veh/h	99	309	43				0	217	30	8	36	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77				0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0				0	1	1	0	0	0
Cap, veh/h	368	1204	174				0	700	97	145	633	0
Arrive On Green	0.49	0.49	0.48				0.00	0.88	0.87	0.44	0.44	0.00
Sat Flow, veh/h	748	2448	354				0	1586	219	249	1432	0
Grp Volume(v), veh/h	239	0	212				0	0	247	44	0	0
Grp Sat Flow(s),veh/h/ln	1805	0	1746				0	0	1805	1681	0	0
Q Serve(g_s), s	9.3	0.0	8.5				0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	8.5				0.0	0.0	2.7	1.6	0.0	0.0
Prop In Lane	0.41		0.20				0.00		0.12	0.18		0.00
Lane Grp Cap(c), veh/h	887	0	858				0	0	797	778	0	0
V/C Ratio(X)	0.27	0.00	0.25				0.00	0.00	0.31	0.06	0.00	0.00
Avail Cap(c_a), veh/h	887	0	858				0	0	797	778	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	17.7				0.0	0.0	4.1	19.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.7				0.0	0.0	1.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.2				0.0	0.0	1.5	0.9	0.0	0.0
LnGrp Delay(d),s/veh	18.6	0.0	18.4				0.0	0.0	5.1	19.3	0.0	0.0
LnGrp LOS	B		B						A	B		
Approach Vol, veh/h		451						247			44	
Approach Delay, s/veh		18.5						5.1			19.3	
Approach LOS		B						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				57.0		63.0		57.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				52.0		58.0		52.0
Max Q Clear Time (g_c+I1), s				4.7		11.3		3.6
Green Ext Time (p_c), s				1.3		2.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	33	202	39	0	0	0	0	0	0	303	10	0	34	59	0
Future Vol, veh/h	0	33	202	39	0	0	0	0	0	0	303	10	0	34	59	0
Peak Hour Factor	0.92	0.81	0.81	0.81	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	18	8	3	2	0	0	0	2	0	2	0	2	6	3	0
Mvmt Flow	0	41	249	48	0	0	0	0	0	0	352	12	0	43	74	0
Number of Lanes	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.9	12.9	9.7
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	25%	0%	37%
Vol Thru, %	97%	75%	72%	63%
Vol Right, %	3%	0%	28%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	134	140	93
LT Vol	0	33	0	34
Through Vol	303	101	101	59
RT Vol	10	0	39	0
Lane Flow Rate	364	165	173	116
Geometry Grp	2	7	7	2
Degree of Util (X)	0.501	0.28	0.269	0.175
Departure Headway (Hd)	4.955	6.1	5.607	5.431
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	582	633	653
Service Time	3.021	3.9	3.407	3.525
HCM Lane V/C Ratio	0.503	0.284	0.273	0.178
HCM Control Delay	12.9	11.3	10.5	9.7
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.8	1.1	1.1	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	89	24	8	110	13	52	208	15	4	27	28
Future Volume (veh/h)	28	89	24	8	110	13	52	208	15	4	27	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.94	0.96		0.94	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	122	33	9	124	15	55	219	16	5	36	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.73	0.73	0.73	0.89	0.89	0.89	0.95	0.95	0.95	0.74	0.74	0.74
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	528	130	81	752	87	165	608	41	79	354	342
Arrive On Green	0.45	0.45	0.43	0.45	0.45	0.43	0.42	0.42	0.40	0.42	0.42	0.40
Sat Flow, veh/h	231	1174	290	39	1672	193	225	1458	98	36	851	822
Grp Volume(v), veh/h	193	0	0	148	0	0	290	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1695	0	0	1904	0	0	1781	0	0	1708	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	2.8	0.0	0.0	6.4	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.20		0.17	0.06		0.10	0.19		0.06	0.06		0.48
Lane Grp Cap(c), veh/h	834	0	0	920	0	0	813	0	0	775	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.16	0.00	0.00	0.36	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	834	0	0	920	0	0	813	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	9.9	0.0	0.0	12.1	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	1.5	0.0	0.0	3.6	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	10.9	0.0	0.0	10.2	0.0	0.0	13.3	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		193			148			290			79	
Approach Delay, s/veh		10.9			10.2			13.3			11.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		26.0		24.0		26.0		24.0
Max Q Clear Time (g_c+I1), s		4.8		8.4		5.9		3.7
Green Ext Time (p_c), s		1.4		1.4		1.4		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	100	52	7	286	40	10
Future Vol, veh/h	100	52	7	286	40	10
Conflicting Peds, #/hr	0	11	11	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	88	88	89	89
Heavy Vehicles, %	1	8	0	1	10	0
Mvmt Flow	111	58	8	325	45	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	484	154
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.1	-	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.3
Pot Cap-1 Maneuver	-	-	1417	-	528	897
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1402	-	517	885
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	-	-	1402	-
HCM Lane V/C Ratio	0.1	-	-	0.006	-
HCM Control Delay (s)	12.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	102	12	51	75	20
Future Vol, veh/h	232	102	12	51	75	20
Conflicting Peds, #/hr	0	20	20	0	20	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	79	79	82	82
Heavy Vehicles, %	1	2	17	2	2	0
Mvmt Flow	249	110	15	65	91	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	379	0	419	344
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.27	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.353	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1102	-	591	703
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1081	-	561	676
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1081	-
HCM Lane V/C Ratio	0.199	-	-	0.014	-
HCM Control Delay (s)	12.7	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	34	205	53	54	77	13
Future Vol, veh/h	34	205	53	54	77	13
Conflicting Peds, #/hr	10	19	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	79	79	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	250	67	68	86	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	315	116	119	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	682	942	1482	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	921	1476	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	863	-	-
HCM Lane V/C Ratio	0.045	-	0.338	-	-
HCM Control Delay (s)	7.6	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	0	0	0	0	1512
Future Volume (veh/h)	122	0	0	0	0	1512
Number	5	12			3	8
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1918	0			0	1881
Adj Flow Rate, veh/h	149	0			0	1718
Adj No. of Lanes	2	0			0	3
Peak Hour Factor	0.82	0.82			0.88	0.88
Percent Heavy Veh, %	3	0			0	1
Cap, veh/h	0	0			0	4063
Arrive On Green	0.02	0.00			0.00	0.92
Sat Flow, veh/h	0				0	5230
Grp Volume(v), veh/h	0.0				0	1718
Grp Sat Flow(s),veh/h/ln					0	1467
Q Serve(g_s), s					0.0	2.6
Cycle Q Clear(g_c), s					0.0	2.6
Prop In Lane					0.00	
Lane Grp Cap(c), veh/h					0	4063
V/C Ratio(X)					0.00	0.42
Avail Cap(c_a), veh/h					0	4063
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					0.00	1.00
Uniform Delay (d), s/veh					0.0	0.3
Incr Delay (d2), s/veh					0.0	0.3
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.9
LnGrp Delay(d),s/veh					0.0	0.6
LnGrp LOS						A
Approach Vol, veh/h						1718
Approach Delay, s/veh						0.6
Approach LOS						A

Timer	1	2	3	4	5	6	7	8
Assigned Phs								8
Phs Duration (G+Y+Rc), s								52.0
Change Period (Y+Rc), s								5.0
Max Green Setting (Gmax), s								47.0
Max Q Clear Time (g_c+I1), s								4.6
Green Ext Time (p_c), s								13.5

Intersection Summary	
HCM 2010 Ctrl Delay	0.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	105	129	26	1576	0	0	0	0
Future Volume (veh/h)	0	0	0	0	105	129	26	1576	0	0	0	0
Number				5	2	12	7	4	14			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.96	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1906	1900	1900	1881	0			
Adj Flow Rate, veh/h				0	128	157	27	1659	0			
Adj No. of Lanes				0	2	0	0	3	0			
Peak Hour Factor				0.82	0.82	0.82	0.95	0.95	0.95			
Percent Heavy Veh, %				0	7	7	1	1	0			
Cap, veh/h				0	701	604	68	2533	0			
Arrive On Green				0.00	0.39	0.38	0.17	0.17	0.00			
Sat Flow, veh/h				0	1906	1558	41	5097	0			
Grp Volume(v), veh/h				0	128	157	633	1053	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1558	1868	1558	0			
Q Serve(g_s), s				0.0	3.7	5.6	5.5	25.3	0.0			
Cycle Q Clear(g_c), s				0.0	3.7	5.6	25.2	25.3	0.0			
Prop In Lane				0.00		1.00	0.04		0.00			
Lane Grp Cap(c), veh/h				0	701	604	1004	1597	0			
V/C Ratio(X)				0.00	0.18	0.26	0.63	0.66	0.00			
Avail Cap(c_a), veh/h				0	701	604	1004	1597	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	16.1	17.1	26.7	26.7	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.0	3.0	2.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	2.0	2.6	14.0	11.4	0.0			
LnGrp Delay(d),s/veh				0.0	16.7	18.1	29.6	28.8	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					285			1686				
Approach Delay, s/veh					17.5			29.1				
Approach LOS					B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		35.0		45.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		30.0		40.0				
Max Q Clear Time (g_c+I1), s		7.6		27.3				
Green Ext Time (p_c), s		1.2		7.0				

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	55	224	11	14	32	0	0	224	19
Future Volume (veh/h)	0	0	0	55	224	11	14	32	0	0	224	19
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.94	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				59	241	12	21	47	0	0	257	22
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.93	0.93	0.93	0.68	0.68	0.68	0.87	0.87	0.87
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				292	1259	65	239	500	0	0	746	64
Arrive On Green				0.43	0.43	0.42	0.43	0.43	0.00	0.00	0.43	0.42
Sat Flow, veh/h				674	2905	150	371	1154	0	0	1722	147
Grp Volume(v), veh/h				163	0	149	68	0	0	0	0	279
Grp Sat Flow(s),veh/h/ln				1866	0	1862	1524	0	0	0	0	1869
Q Serve(g_s), s				3.3	0.0	3.0	0.1	0.0	0.0	0.0	0.0	6.0
Cycle Q Clear(g_c), s				3.3	0.0	3.0	6.0	0.0	0.0	0.0	0.0	6.0
Prop In Lane				0.36		0.08	0.31		0.00	0.00		0.08
Lane Grp Cap(c), veh/h				809	0	807	739	0	0	0	0	810
V/C Ratio(X)				0.20	0.00	0.18	0.09	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h				809	0	807	739	0	0	0	0	810
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				10.6	0.0	10.5	10.0	0.0	0.0	0.0	0.0	11.4
Incr Delay (d2), s/veh				0.6	0.0	0.5	0.2	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	1.6	0.7	0.0	0.0	0.0	0.0	3.3
LnGrp Delay(d),s/veh				11.1	0.0	11.0	10.3	0.0	0.0	0.0	0.0	12.5
LnGrp LOS				B		B	B					B
Approach Vol, veh/h					312			68			279	
Approach Delay, s/veh					11.1			10.3			12.5	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		30.0		30.0				30.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		25.0		25.0				25.0
Max Q Clear Time (g_c+I1), s		5.3		8.0				8.0
Green Ext Time (p_c), s		1.2		1.3				1.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	304	8	88	90	0	0	117	44
Future Volume (veh/h)	0	0	0	20	304	8	88	90	0	0	117	44
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.91	0.98		1.00	1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1923	1900	1900	1890	0	0	1850	1900
Adj Flow Rate, veh/h				21	313	8	99	101	0	0	143	54
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.97	0.97	0.97	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %				0	3	0	1	1	0	0	3	3
Cap, veh/h				101	1571	42	335	314	0	0	525	198
Arrive On Green				0.45	0.45	0.43	0.14	0.14	0.00	0.00	0.42	0.40
Sat Flow, veh/h				224	3491	93	588	754	0	0	1261	476
Grp Volume(v), veh/h				179	0	163	200	0	0	0	0	197
Grp Sat Flow(s),veh/h/ln				1912	0	1896	1342	0	0	0	0	1737
Q Serve(g_s), s				3.4	0.0	3.1	4.9	0.0	0.0	0.0	0.0	4.5
Cycle Q Clear(g_c), s				3.4	0.0	3.1	9.4	0.0	0.0	0.0	0.0	4.5
Prop In Lane				0.12		0.05	0.49		0.00	0.00		0.27
Lane Grp Cap(c), veh/h				860	0	853	649	0	0	0	0	724
V/C Ratio(X)				0.21	0.00	0.19	0.31	0.00	0.00	0.00	0.00	0.27
Avail Cap(c_a), veh/h				860	0	853	649	0	0	0	0	724
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				10.0	0.0	9.9	19.3	0.0	0.0	0.0	0.0	11.6
Incr Delay (d2), s/veh				0.6	0.0	0.5	1.2	0.0	0.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	0.0	1.7	3.3	0.0	0.0	0.0	0.0	2.3
LnGrp Delay(d),s/veh				10.6	0.0	10.4	20.5	0.0	0.0	0.0	0.0	12.5
LnGrp LOS				B		B	C					B
Approach Vol, veh/h					342			200			197	
Approach Delay, s/veh					10.5			20.5			12.5	
Approach LOS					B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		31.0		29.0				29.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		26.0		24.0				24.0
Max Q Clear Time (g_c+I1), s		5.4		11.4				6.5
Green Ext Time (p_c), s		1.3		1.4				1.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	26	229	21	0	55	83	0	0	0	237	28
Future Vol, veh/h	0	0	0	0	0	26	229	21	0	55	83	0	0	0	237	28
Peak Hour Factor	0.85	0.92	0.92	0.92	0.85	0.87	0.87	0.87	0.85	0.86	0.86	0.86	0.85	0.90	0.90	0.90
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	0	0	0	0	30	263	24	0	64	97	0	0	0	263	31
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.2	9.8	11.1
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	40%	19%	0%	0%
Vol Thru, %	60%	81%	85%	89%
Vol Right, %	0%	0%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	141	136	265
LT Vol	55	26	0	0
Through Vol	83	115	115	237
RT Vol	0	0	21	28
Lane Flow Rate	160	161	156	294
Geometry Grp	2	7	7	2
Degree of Util (X)	0.23	0.255	0.237	0.397
Departure Headway (Hd)	5.153	5.675	5.472	4.85
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	627	649	736
Service Time	3.229	3.462	3.259	2.913
HCM Lane V/C Ratio	0.231	0.257	0.24	0.399
HCM Control Delay	9.8	10.4	10	11.1
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.9	1	0.9	1.9

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	34	128	15	0	60	74	7	0	0	84	58	0	47	342	71
Future Vol, veh/h	0	34	128	15	0	60	74	7	0	0	84	58	0	47	342	71
Peak Hour Factor	0.85	0.94	0.94	0.94	0.85	0.77	0.77	0.77	0.85	0.67	0.67	0.67	0.85	0.96	0.96	0.96
Heavy Vehicles, %	2	0	13	0	2	0	8	0	2	0	0	0	2	2	1	1
Mvmt Flow	0	36	136	16	0	78	96	9	0	0	125	87	0	49	356	74
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	12.2	11.5	20.4
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	19%	43%	10%
Vol Thru, %	59%	72%	52%	74%
Vol Right, %	41%	8%	5%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	177	141	460
LT Vol	0	34	60	47
Through Vol	84	128	74	342
RT Vol	58	15	7	71
Lane Flow Rate	212	188	183	479
Geometry Grp	1	1	1	1
Degree of Util (X)	0.33	0.322	0.317	0.715
Departure Headway (Hd)	5.609	6.161	6.237	5.374
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	636	578	571	671
Service Time	3.697	4.253	4.33	3.442
HCM Lane V/C Ratio	0.333	0.325	0.32	0.714
HCM Control Delay	11.5	12.2	12.2	20.4
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.4	1.4	1.3	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	152	19	0	0	0	0	0	0	207	1427	161
Future Volume (veh/h)	0	152	19	0	0	0	0	0	0	207	1427	161
Number	5	2	12							3	8	18
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90							1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1730	1900							1900	1873	1900
Adj Flow Rate, veh/h	0	163	20							235	1622	183
Adj No. of Lanes	0	1	0							0	3	0
Peak Hour Factor	0.93	0.93	0.93							0.88	0.88	0.88
Percent Heavy Veh, %	0	11	11							1	1	1
Cap, veh/h	0	466	57							364	2180	247
Arrive On Green	0.00	0.31	0.30							0.19	0.19	0.19
Sat Flow, veh/h	0	1492	183							519	3710	420
Grp Volume(v), veh/h	0	0	183							762	575	703
Grp Sat Flow(s),veh/h/ln	0	0	1675							1707	1329	1613
Q Serve(g_s), s	0.0	0.0	6.8							33.2	32.5	32.9
Cycle Q Clear(g_c), s	0.0	0.0	6.8							33.7	32.5	32.9
Prop In Lane	0.00		0.11							0.31		0.26
Lane Grp Cap(c), veh/h	0	0	523							1062	781	947
V/C Ratio(X)	0.00	0.00	0.35							0.72	0.74	0.74
Avail Cap(c_a), veh/h	0	0	523							1062	781	947
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00							1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.3							26.9	26.4	26.6
Incr Delay (d2), s/veh	0.0	0.0	1.8							4.1	6.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.4							17.2	13.3	16.0
LnGrp Delay(d),s/veh	0.0	0.0	23.1							31.0	32.4	31.7
LnGrp LOS			C							C	C	C
Approach Vol, veh/h		183									2040	
Approach Delay, s/veh		23.1									31.6	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		29.0						51.0
Change Period (Y+Rc), s		5.0						5.0
Max Green Setting (Gmax), s		24.0						46.0
Max Q Clear Time (g_c+I1), s		8.8						35.7
Green Ext Time (p_c), s		0.6						7.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	406	0	0	0	1	0	1518	118	0	0	0
Future Volume (veh/h)	51	406	0	0	0	1	0	1518	118	0	0	0
Number	5	2	12				7	4	14			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1925	0				0	1956	1900			
Adj Flow Rate, veh/h	56	446	0				0	1632	127			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.91	0.91	0.91				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	1	1			
Cap, veh/h	171	1281	0				0	2525	196			
Arrive On Green	0.13	0.13	0.00				0.00	0.50	0.49			
Sat Flow, veh/h	292	3290	0				0	5225	392			
Grp Volume(v), veh/h	266	236	0				0	1150	609			
Grp Sat Flow(s),veh/h/ln	1831	1664	0				0	1780	1881			
Q Serve(g_s), s	2.9	10.3	0.0				0.0	19.1	19.2			
Cycle Q Clear(g_c), s	10.3	10.3	0.0				0.0	19.1	19.2			
Prop In Lane	0.21		0.00				0.00		0.21			
Lane Grp Cap(c), veh/h	787	666	0				0	1780	940			
V/C Ratio(X)	0.34	0.35	0.00				0.00	0.65	0.65			
Avail Cap(c_a), veh/h	787	666	0				0	1780	940			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	25.2	25.3	0.0				0.0	14.8	14.9			
Incr Delay (d2), s/veh	1.2	1.5	0.0				0.0	1.8	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	5.0	0.0				0.0	9.7	10.7			
LnGrp Delay(d),s/veh	26.4	26.8	0.0				0.0	16.6	18.3			
LnGrp LOS	C	C						B	B			
Approach Vol, veh/h		502						1759				
Approach Delay, s/veh		26.6						17.2				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		36.0		44.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		31.0		39.0				
Max Q Clear Time (g_c+I1), s		12.3		21.2				
Green Ext Time (p_c), s		2.0		9.1				

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	326	44	0	0	0	0	26	15	19	264	0
Future Volume (veh/h)	17	326	44	0	0	0	0	26	15	19	264	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90				1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	18	343	46				0	36	21	22	300	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.73	0.73	0.73	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	68	1332	186				0	485	283	90	787	0
Arrive On Green	0.43	0.43	0.42				0.00	0.43	0.42	0.29	0.29	0.00
Sat Flow, veh/h	156	3075	430				0	1120	653	59	1817	0
Grp Volume(v), veh/h	218	0	189				0	0	57	322	0	0
Grp Sat Flow(s),veh/h/ln	1892	0	1769				0	0	1773	1876	0	0
Q Serve(g_s), s	4.4	0.0	4.1				0.0	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	4.1				0.0	0.0	1.1	8.1	0.0	0.0
Prop In Lane	0.08		0.24				0.00		0.37	0.07		0.00
Lane Grp Cap(c), veh/h	820	0	767				0	0	768	877	0	0
V/C Ratio(X)	0.27	0.00	0.25				0.00	0.00	0.07	0.37	0.00	0.00
Avail Cap(c_a), veh/h	820	0	767				0	0	768	877	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.9	0.0	10.9				0.0	0.0	10.1	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.8				0.0	0.0	0.2	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.1				0.0	0.0	0.6	4.6	0.0	0.0
LnGrp Delay(d),s/veh	11.7	0.0	11.6				0.0	0.0	10.3	16.1	0.0	0.0
LnGrp LOS	B		B						B	B		
Approach Vol, veh/h		407						57			322	
Approach Delay, s/veh		11.7						10.3			16.1	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				30.0		30.0		30.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				25.0		25.0		25.0
Max Q Clear Time (g_c+I1), s				3.1		6.4		10.1
Green Ext Time (p_c), s				1.5		1.6		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	259	83	0	0	0	0	87	22	19	174	0
Future Volume (veh/h)	52	259	83	0	0	0	0	87	22	19	174	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87				1.00		0.91	0.94		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1870	1900				0	1900	1900	1900	1874	0
Adj Flow Rate, veh/h	57	282	90				0	102	26	22	202	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	0				0	0	0	1	1	0
Cap, veh/h	202	1019	336				0	596	152	100	727	0
Arrive On Green	0.15	0.15	0.14				0.00	0.42	0.40	0.14	0.14	0.00
Sat Flow, veh/h	448	2264	747				0	1429	364	82	1744	0
Grp Volume(v), veh/h	235	0	194				0	0	128	224	0	0
Grp Sat Flow(s),veh/h/ln	1848	0	1611				0	0	1794	1827	0	0
Q Serve(g_s), s	6.8	0.0	6.4				0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	6.4				0.0	0.0	2.7	6.4	0.0	0.0
Prop In Lane	0.24		0.46				0.00		0.20	0.10		0.00
Lane Grp Cap(c), veh/h	832	0	725				0	0	747	827	0	0
V/C Ratio(X)	0.28	0.00	0.27				0.00	0.00	0.17	0.27	0.00	0.00
Avail Cap(c_a), veh/h	832	0	725				0	0	747	827	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	16.8				0.0	0.0	11.1	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.9				0.0	0.0	0.5	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.0				0.0	0.0	1.4	3.5	0.0	0.0
LnGrp Delay(d),s/veh	17.8	0.0	17.7				0.0	0.0	11.6	18.7	0.0	0.0
LnGrp LOS	B		B						B	B		
Approach Vol, veh/h		429						128			224	
Approach Delay, s/veh		17.8						11.6			18.7	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				29.0		31.0		29.0
Change Period (Y+Rc), s				5.0		5.0		5.0
Max Green Setting (Gmax), s				24.0		26.0		24.0
Max Q Clear Time (g_c+I1), s				4.7		8.8		8.4
Green Ext Time (p_c), s				1.4		1.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	130	90	15	190	17	30	91	17	16	282	57
Future Volume (veh/h)	39	130	90	15	190	17	30	91	17	16	282	57
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	0.96		0.92	0.94		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	153	106	15	196	18	38	117	22	18	310	63
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.85	0.85	0.85	0.97	0.97	0.97	0.78	0.78	0.78	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	422	261	86	769	67	172	493	84	78	614	121
Arrive On Green	0.90	0.90	0.87	0.45	0.45	0.43	0.42	0.42	0.40	0.83	0.83	0.80
Sat Flow, veh/h	153	937	581	49	1709	150	238	1182	202	36	1473	290
Grp Volume(v), veh/h	305	0	0	229	0	0	177	0	0	391	0	0
Grp Sat Flow(s),veh/h/ln	1671	0	0	1907	0	0	1622	0	0	1799	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	4.4	0.0	0.0	3.7	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.15		0.35	0.07		0.08	0.21		0.12	0.05		0.16
Lane Grp Cap(c), veh/h	821	0	0	922	0	0	749	0	0	812	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.25	0.00	0.00	0.24	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	821	0	0	922	0	0	749	0	0	812	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.9	0.0	0.0	10.3	0.0	0.0	11.3	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	2.5	0.0	0.0	2.0	0.0	0.0	2.2	0.0	0.0
LnGrp Delay(d),s/veh	3.2	0.0	0.0	11.0	0.0	0.0	12.1	0.0	0.0	5.4	0.0	0.0
LnGrp LOS	A			B			B			A		
Approach Vol, veh/h		305			229			177			391	
Approach Delay, s/veh		3.2			11.0			12.1			5.4	
Approach LOS		A			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		26.0		24.0		26.0		24.0
Max Q Clear Time (g_c+I1), s		6.4		5.7		3.8		5.9
Green Ext Time (p_c), s		2.3		2.5		2.4		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	43	197	61	0	0	0	0	0	0	118	13	0	63	247	0
Future Vol, veh/h	0	43	197	61	0	0	0	0	0	0	118	13	0	63	247	0
Peak Hour Factor	0.85	0.89	0.89	0.89	0.85	0.92	0.92	0.92	0.85	0.89	0.89	0.89	0.85	0.82	0.82	0.82
Heavy Vehicles, %	2	0	9	3	2	0	0	0	2	0	3	0	2	2	0	0
Mvmt Flow	0	48	221	69	0	0	0	0	0	0	133	15	0	77	301	0
Number of Lanes	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.8	9.9	13.7
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	30%	0%	20%
Vol Thru, %	90%	70%	62%	80%
Vol Right, %	10%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	142	160	310
LT Vol	0	43	0	63
Through Vol	118	99	99	247
RT Vol	13	0	61	0
Lane Flow Rate	147	159	179	378
Geometry Grp	2	7	7	2
Degree of Util (X)	0.219	0.267	0.287	0.529
Departure Headway (Hd)	5.36	6.036	5.766	5.038
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	671	598	625	707
Service Time	3.376	3.742	3.473	3.135
HCM Lane V/C Ratio	0.219	0.266	0.286	0.535
HCM Control Delay	9.9	10.9	10.8	13.7
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.8	1.1	1.2	3

Lane Group	WBL	SBT
Lane Group Flow (vph)	149	1718
v/c Ratio	0.14	0.65
Control Delay	19.1	12.0
Queue Delay	0.0	0.1
Total Delay	19.1	12.0
Queue Length 50th (ft)	28	217
Queue Length 95th (ft)	m49	261
Internal Link Dist (ft)	214	349
Turn Bay Length (ft)		
Base Capacity (vph)	1028	2641
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	99
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT
Lane Group Flow (vph)	285	1686
v/c Ratio	0.23	0.69
Control Delay	16.4	2.0
Queue Delay	0.0	0.0
Total Delay	16.4	2.0
Queue Length 50th (ft)	46	10
Queue Length 95th (ft)	66	12
Internal Link Dist (ft)	252	329
Turn Bay Length (ft)		
Base Capacity (vph)	1245	2461
Starvation Cap Reductn	0	13
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.23	0.69

Intersection Summary

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	312	68	279
v/c Ratio	0.22	0.11	0.39
Control Delay	5.8	8.6	13.3
Queue Delay	0.0	0.0	0.0
Total Delay	5.8	8.6	13.3
Queue Length 50th (ft)	46	11	63
Queue Length 95th (ft)	m48	19	110
Internal Link Dist (ft)	262	333	327
Turn Bay Length (ft)			
Base Capacity (vph)	1387	631	707
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.22	0.11	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	342	200	197
v/c Ratio	0.22	0.37	0.29
Control Delay	10.4	13.9	13.3
Queue Delay	0.0	0.0	0.0
Total Delay	10.4	13.9	13.3
Queue Length 50th (ft)	36	51	68
Queue Length 95th (ft)	60	89	109
Internal Link Dist (ft)	245	358	344
Turn Bay Length (ft)			
Base Capacity (vph)	1521	542	678
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	16	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.37	0.29

Intersection Summary

Lane Group	EBT	SBT
Lane Group Flow (vph)	183	2040
v/c Ratio	0.39	0.83
Control Delay	23.4	8.6
Queue Delay	0.0	0.0
Total Delay	23.4	8.6
Queue Length 50th (ft)	67	68
Queue Length 95th (ft)	123	78
Internal Link Dist (ft)	209	347
Turn Bay Length (ft)		
Base Capacity (vph)	475	2444
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.39	0.83

Intersection Summary

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	502	1	1759
v/c Ratio	0.34	0.01	0.69
Control Delay	17.2	0.0	16.9
Queue Delay	0.0	0.0	0.0
Total Delay	17.2	0.0	16.9
Queue Length 50th (ft)	92	0	230
Queue Length 95th (ft)	m129	0	282
Internal Link Dist (ft)	228	246	267
Turn Bay Length (ft)			
Base Capacity (vph)	1495	95	2534
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.01	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	407	57	322
v/c Ratio	0.29	0.08	0.46
Control Delay	10.9	7.6	9.0
Queue Delay	0.0	0.0	0.0
Total Delay	10.9	7.6	9.0
Queue Length 50th (ft)	44	7	46
Queue Length 95th (ft)	71	19	64
Internal Link Dist (ft)	245	249	333
Turn Bay Length (ft)			
Base Capacity (vph)	1391	680	699
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.08	0.46

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	429	128	224
v/c Ratio	0.31	0.18	0.34
Control Delay	4.4	8.9	13.1
Queue Delay	0.0	0.0	0.0
Total Delay	4.4	8.9	13.1
Queue Length 50th (ft)	19	17	85
Queue Length 95th (ft)	26	36	123
Internal Link Dist (ft)	270	363	358
Turn Bay Length (ft)			
Base Capacity (vph)	1390	692	651
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.31	0.18	0.34

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	305	229	177	391
v/c Ratio	0.45	0.30	0.29	0.57
Control Delay	8.4	11.5	12.2	11.9
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	8.4	11.5	12.2	11.9
Queue Length 50th (ft)	42	48	37	73
Queue Length 95th (ft)	78	90	63	102
Internal Link Dist (ft)	263	199	349	363
Turn Bay Length (ft)				
Base Capacity (vph)	673	753	608	682
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	46	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.32	0.29	0.57

Intersection Summary

Lane Group	WBL	SBT
Lane Group Flow (vph)	181	1455
v/c Ratio	0.14	0.59
Control Delay	8.2	15.4
Queue Delay	0.0	0.0
Total Delay	8.2	15.4
Queue Length 50th (ft)	36	178
Queue Length 95th (ft)	m55	221
Internal Link Dist (ft)	212	349
Turn Bay Length (ft)		
Base Capacity (vph)	1259	2470
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT
Lane Group Flow (vph)	326	2531
v/c Ratio	0.34	1.08
Control Delay	21.7	34.7
Queue Delay	0.0	0.0
Total Delay	21.7	34.7
Queue Length 50th (ft)	64	~594
Queue Length 95th (ft)	85	m#597
Internal Link Dist (ft)	256	348
Turn Bay Length (ft)		
Base Capacity (vph)	948	2336
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	181	173	80
v/c Ratio	0.12	0.30	0.13
Control Delay	1.8	8.1	8.0
Queue Delay	0.0	0.0	0.0
Total Delay	1.8	8.1	8.0
Queue Length 50th (ft)	1	35	9
Queue Length 95th (ft)	4	53	27
Internal Link Dist (ft)	271	340	327
Turn Bay Length (ft)			
Base Capacity (vph)	1560	580	599
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.12	0.30	0.13

Intersection Summary

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	169	251	76
v/c Ratio	0.12	0.35	0.10
Control Delay	18.0	38.6	12.3
Queue Delay	0.0	1.0	0.0
Total Delay	18.0	39.6	12.3
Queue Length 50th (ft)	37	194	38
Queue Length 95th (ft)	51	286	m71
Internal Link Dist (ft)	224	338	358
Turn Bay Length (ft)			
Base Capacity (vph)	1465	717	750
Starvation Cap Reductn	0	257	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.12	0.55	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	SBT
Lane Group Flow (vph)	248	1608
v/c Ratio	0.42	0.73
Control Delay	14.8	15.2
Queue Delay	0.0	0.0
Total Delay	14.8	15.2
Queue Length 50th (ft)	58	159
Queue Length 95th (ft)	101	202
Internal Link Dist (ft)	207	355
Turn Bay Length (ft)		
Base Capacity (vph)	597	2200
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.42	0.73

Intersection Summary

Lane Group	EBT	NBT
Lane Group Flow (vph)	278	2482
v/c Ratio	0.23	1.00
Control Delay	18.4	33.3
Queue Delay	0.0	24.1
Total Delay	18.4	57.4
Queue Length 50th (ft)	47	~489
Queue Length 95th (ft)	75	#675
Internal Link Dist (ft)	220	310
Turn Bay Length (ft)		
Base Capacity (vph)	1191	2477
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	252
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.23	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	423	228	53
v/c Ratio	0.28	0.31	0.08
Control Delay	20.0	19.5	16.9
Queue Delay	0.0	0.0	0.0
Total Delay	20.0	19.5	16.9
Queue Length 50th (ft)	101	97	20
Queue Length 95th (ft)	102	125	34
Internal Link Dist (ft)	567	262	340
Turn Bay Length (ft)			
Base Capacity (vph)	1502	727	660
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.28	0.31	0.08

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	451	247	44
v/c Ratio	0.30	0.34	0.07
Control Delay	31.4	21.8	26.8
Queue Delay	1.2	0.0	0.0
Total Delay	32.6	21.8	26.8
Queue Length 50th (ft)	169	103	25
Queue Length 95th (ft)	m185	147	56
Internal Link Dist (ft)	287	376	338
Turn Bay Length (ft)			
Base Capacity (vph)	1497	722	669
Starvation Cap Reductn	791	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.34	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	193	148	290	79
v/c Ratio	0.29	0.19	0.45	0.11
Control Delay	9.8	10.0	15.0	1.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.8	10.0	15.0	1.6
Queue Length 50th (ft)	52	28	70	0
Queue Length 95th (ft)	m57	57	128	0
Internal Link Dist (ft)	273	205	315	376
Turn Bay Length (ft)				
Base Capacity (vph)	673	759	651	733
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.19	0.45	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	124	86	8	67	190	10
Future Vol, veh/h	124	86	8	67	190	10
Conflicting Peds, #/hr	0	3	3	0	8	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	79	79	95	95
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	143	99	10	85	200	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	305	203
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1328	-	691	843
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1324	-	678	834
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	832	-	-	1324	-
HCM Lane V/C Ratio	0.253	-	-	0.008	-
HCM Control Delay (s)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	56	76	68	288	47	12
Future Vol, veh/h	56	76	68	288	47	12
Conflicting Peds, #/hr	13	36	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	90	90
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	59	80	72	303	52	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	541	98	102	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	506	963	1503	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	927	1499	-	-	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	590	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	635	-	-
HCM Lane V/C Ratio	0.048	-	0.219	-	-
HCM Control Delay (s)	7.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	164	0	0	0	0	1407
Future Volume (vph)	164	0	0	0	0	1407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	12	12	12
Total Lost time (s)	4.0					4.0
Lane Util. Factor	0.97					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3089					4940
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3089					4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	0	0	0	0	1481
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	151	0	0	0	0	1481
Confl. Peds. (#/hr)	13	24		6	6	
Heavy Vehicles (%)	11%	0%	0%	0%	0%	5%
Parking (#/hr)	1					
Turn Type	Prot					NA
Protected Phases	3					6
Permitted Phases						
Actuated Green, G (s)	31.0					39.0
Effective Green, g (s)	32.0					40.0
Actuated g/C Ratio	0.40					0.50
Clearance Time (s)	5.0					5.0
Lane Grp Cap (vph)	1235					2470
v/s Ratio Prot	c0.05					c0.30
v/s Ratio Perm						
v/c Ratio	0.12					0.60
Uniform Delay, d1	15.1					14.3
Progression Factor	0.66					1.00
Incremental Delay, d2	0.2					1.1
Delay (s)	10.2					15.4
Level of Service	B					B
Approach Delay (s)	10.2		0.0			15.4
Approach LOS	B		A			B

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	10		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	148	141	15	2397	0	0	0	0
Future Volume (veh/h)	0	0	0	0	148	141	15	2397	0	0	0	0
Number				3	8	18	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.97	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1803	1900	1900	1862	0			
Adj Flow Rate, veh/h				0	161	153	16	2523	0			
Adj No. of Lanes				0	2	0	0	3	0			
Peak Hour Factor				0.92	0.92	0.92	0.95	0.95	0.95			
Percent Heavy Veh, %				0	13	13	2	2	0			
Cap, veh/h				0	557	483	52	2582	0			
Arrive On Green				0.00	0.32	0.31	0.19	0.19	0.00			
Sat Flow, veh/h				0	1803	1485	11	4864	0			
Grp Volume(v), veh/h				0	161	153	1049	1490	0			
Grp Sat Flow(s),veh/h/ln				0	1713	1485	1859	1322	0			
Q Serve(g_s), s				0.0	5.6	6.3	17.4	44.9	0.0			
Cycle Q Clear(g_c), s				0.0	5.6	6.3	45.0	44.9	0.0			
Prop In Lane				0.00		1.00	0.02		0.00			
Lane Grp Cap(c), veh/h				0	557	483	1114	1520	0			
V/C Ratio(X)				0.00	0.29	0.32	0.94	0.98	0.00			
Avail Cap(c_a), veh/h				0	557	483	1114	1520	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	20.1	20.7	32.0	32.0	0.0			
Incr Delay (d2), s/veh				0.0	1.3	1.7	14.3	15.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	2.8	2.8	27.6	19.8	0.0			
LnGrp Delay(d),s/veh				0.0	21.4	22.4	46.3	47.9	0.0			
LnGrp LOS					C	C	D	D				
Approach Vol, veh/h					314			2539				
Approach Delay, s/veh					21.9			47.2				
Approach LOS					C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		50.0						30.0
Change Period (Y+Rc), s		5.0						5.0
Max Green Setting (Gmax), s		45.0						25.0
Max Q Clear Time (g_c+I1), s		47.0						8.3
Green Ext Time (p_c), s		0.0						1.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	15	164	38	34	113	0	0	34	31
Future Volume (veh/h)	0	0	0	15	164	38	34	113	0	0	34	31
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				16	173	40	36	119	0	0	37	34
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				120	1330	318	186	570	0	0	346	318
Arrive On Green				0.48	0.48	0.47	0.77	0.77	0.00	0.00	0.38	0.37
Sat Flow, veh/h				249	2751	659	292	1486	0	0	903	829
Grp Volume(v), veh/h				121	0	108	155	0	0	0	0	71
Grp Sat Flow(s),veh/h/ln				1888	0	1771	1778	0	0	0	0	1732
Q Serve(g_s), s				2.1	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s				2.1	0.0	2.0	1.4	0.0	0.0	0.0	0.0	1.6
Prop In Lane				0.13		0.37	0.23		0.00	0.00		0.48
Lane Grp Cap(c), veh/h				912	0	856	756	0	0	0	0	664
V/C Ratio(X)				0.13	0.00	0.13	0.21	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h				912	0	856	756	0	0	0	0	664
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				8.6	0.0	8.6	4.5	0.0	0.0	0.0	0.0	12.1
Incr Delay (d2), s/veh				0.3	0.0	0.3	0.6	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	1.0	0.8	0.0	0.0	0.0	0.0	0.8
LnGrp Delay(d),s/veh				8.9	0.0	8.9	5.1	0.0	0.0	0.0	0.0	12.4
LnGrp LOS				A		A	A					B
Approach Vol, veh/h					229			155			71	
Approach Delay, s/veh					8.9			5.1			12.4	
Approach LOS					A			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.0				27.0		33.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		22.0				22.0		28.0
Max Q Clear Time (g_c+I1), s		3.4				3.6		4.1
Green Ext Time (p_c), s		0.8				0.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	19	130	8	57	252	0	0	68	31
Future Volume (veh/h)	0	0	0	19	130	8	57	252	0	0	68	31
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1798	1900	1900	1864	0	0	1871	1900
Adj Flow Rate, veh/h				21	141	9	60	265	0	0	72	33
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	12	0	1	1	0	0	0	0
Cap, veh/h				194	1363	91	160	687	0	0	562	258
Arrive On Green				0.47	0.47	0.46	0.62	0.62	0.00	0.00	0.47	0.46
Sat Flow, veh/h				416	2920	194	267	1473	0	0	1205	552
Grp Volume(v), veh/h				90	0	81	325	0	0	0	0	105
Grp Sat Flow(s),veh/h/ln				1777	0	1752	1740	0	0	0	0	1757
Q Serve(g_s), s				3.4	0.0	3.1	1.7	0.0	0.0	0.0	0.0	4.1
Cycle Q Clear(g_c), s				3.4	0.0	3.1	10.5	0.0	0.0	0.0	0.0	4.1
Prop In Lane				0.23		0.11	0.18		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				829	0	818	847	0	0	0	0	820
V/C Ratio(X)				0.11	0.00	0.10	0.38	0.00	0.00	0.00	0.00	0.13
Avail Cap(c_a), veh/h				829	0	818	847	0	0	0	0	820
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.0	0.0	17.9	14.1	0.0	0.0	0.0	0.0	18.2
Incr Delay (d2), s/veh				0.3	0.0	0.2	1.3	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	1.6	5.6	0.0	0.0	0.0	0.0	2.1
LnGrp Delay(d),s/veh				18.2	0.0	18.2	15.4	0.0	0.0	0.0	0.0	18.6
LnGrp LOS				B		B	B					B
Approach Vol, veh/h					171			325			105	
Approach Delay, s/veh					18.2			15.4			18.6	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		60.0				60.0		60.0
Change Period (Y+Rc), s		5.0				5.0		5.0
Max Green Setting (Gmax), s		55.0				55.0		55.0
Max Q Clear Time (g_c+I1), s		12.5				6.1		5.4
Green Ext Time (p_c), s		1.9				1.9		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	5	103	36	0	25	327	0	0	0	97	27
Future Vol, veh/h	0	0	0	0	0	5	103	36	0	25	327	0	0	0	97	27
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	0	0	0	0	5	111	39	0	27	355	0	0	0	102	28
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9	11.5	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	9%	0%	0%
Vol Thru, %	93%	91%	59%	78%
Vol Right, %	0%	0%	41%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	352	57	88	124
LT Vol	25	5	0	0
Through Vol	327	52	52	97
RT Vol	0	0	36	27
Lane Flow Rate	383	61	94	131
Geometry Grp	2	7	7	2
Degree of Util (X)	0.475	0.096	0.14	0.167
Departure Headway (Hd)	4.473	5.697	5.361	4.603
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	627	666	777
Service Time	2.504	3.45	3.115	2.645
HCM Lane V/C Ratio	0.477	0.097	0.141	0.169
HCM Control Delay	11.5	9.1	9	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.5	0.3	0.5	0.6

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	44	184	9	0	9	72	11	0	8	142	30	0	35	43	17
Future Vol, veh/h	0	44	184	9	0	9	72	11	0	8	142	30	0	35	43	17
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	0	8	11	2	0	26	0	2	0	4	7	2	0	5	6
Mvmt Flow	0	47	198	10	0	9	76	12	0	8	149	32	0	41	51	20
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	8.7	9.5	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	19%	10%	37%
Vol Thru, %	79%	78%	78%	45%
Vol Right, %	17%	4%	12%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	237	92	95
LT Vol	8	44	9	35
Through Vol	142	184	72	43
RT Vol	30	9	11	17
Lane Flow Rate	189	255	97	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.253	0.337	0.132	0.154
Departure Headway (Hd)	4.8	4.765	4.9	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	749	725	718
Service Time	2.863	2.824	2.971	3.028
HCM Lane V/C Ratio	0.254	0.34	0.134	0.156
HCM Control Delay	9.5	10.2	8.7	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1	1.5	0.5	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	196	50	0	0	0	0	0	0	157	1322	92
Future Volume (veh/h)	0	196	50	0	0	0	0	0	0	157	1322	92
Number	7	4	14							1	6	16
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1753	1900							1900	1808	1900
Adj Flow Rate, veh/h	0	206	53							165	1392	97
Adj No. of Lanes	0	1	0							0	3	0
Peak Hour Factor	0.95	0.95	0.95							0.95	0.95	0.95
Percent Heavy Veh, %	0	10	10							4	4	4
Cap, veh/h	0	532	137							274	1890	131
Arrive On Green	0.00	0.40	0.38							0.47	0.47	0.45
Sat Flow, veh/h	0	1330	342							423	4050	282
Grp Volume(v), veh/h	0	0	259							592	515	546
Grp Sat Flow(s),veh/h/ln	0	0	1673							1673	1497	1585
Q Serve(g_s), s	0.0	0.0	6.6							15.1	16.8	16.9
Cycle Q Clear(g_c), s	0.0	0.0	6.6							17.4	16.8	16.9
Prop In Lane	0.00		0.20							0.28		0.18
Lane Grp Cap(c), veh/h	0	0	669							857	699	740
V/C Ratio(X)	0.00	0.00	0.39							0.69	0.74	0.74
Avail Cap(c_a), veh/h	0	0	669							857	699	740
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00							1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.9							13.1	13.0	13.1
Incr Delay (d2), s/veh	0.0	0.0	1.7							4.5	6.7	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.3							9.0	8.2	8.6
LnGrp Delay(d),s/veh	0.0	0.0	14.5							17.6	19.7	19.5
LnGrp LOS			B							B	B	B
Approach Vol, veh/h		259									1654	
Approach Delay, s/veh		14.5									18.9	
Approach LOS		B									B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				28.0		32.0		
Change Period (Y+Rc), s				5.0		5.0		
Max Green Setting (Gmax), s				23.0		27.0		
Max Q Clear Time (g_c+I1), s				8.6		19.4		
Green Ext Time (p_c), s				0.9		4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	290	0	0	0	0	0	2333	101	0	0	0
Future Volume (veh/h)	60	290	0	0	0	0	0	2333	101	0	0	0
Number	7	4	14				5	2	12			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1903	0				0	1937	1900			
Adj Flow Rate, veh/h	63	305	0				0	2430	105			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.95	0.95	0.95				0.96	0.96	0.96			
Percent Heavy Veh, %	4	4	0				0	2	2			
Cap, veh/h	211	953	0				0	2714	116			
Arrive On Green	0.32	0.32	0.00				0.00	0.57	0.56			
Sat Flow, veh/h	466	3020	0				0	5145	203			
Grp Volume(v), veh/h	196	172	0				0	1550	985			
Grp Sat Flow(s),veh/h/ln	1754	1645	0				0	1511	1900			
Q Serve(g_s), s	2.2	6.3	0.0				0.0	35.8	36.6			
Cycle Q Clear(g_c), s	6.4	6.3	0.0				0.0	35.8	36.6			
Prop In Lane	0.32		0.00				0.00		0.11			
Lane Grp Cap(c), veh/h	630	535	0				0	1738	1092			
V/C Ratio(X)	0.31	0.32	0.00				0.00	0.89	0.90			
Avail Cap(c_a), veh/h	630	535	0				0	1738	1092			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	20.3	20.4	0.0				0.0	14.8	15.1			
Incr Delay (d2), s/veh	1.3	1.6	0.0				0.0	7.0	11.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	3.1	0.0				0.0	16.3	22.2			
LnGrp Delay(d),s/veh	21.6	21.9	0.0				0.0	21.9	26.1			
LnGrp LOS	C	C						C	C			
Approach Vol, veh/h		368						2535				
Approach Delay, s/veh		21.8						23.5				
Approach LOS		C						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		50.0		30.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		45.0		25.0				
Max Q Clear Time (g_c+I1), s		38.6		8.4				
Green Ext Time (p_c), s		5.6		1.3				

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	396	15	0	0	0	0	140	64	17	32	0
Future Volume (veh/h)	30	396	15	0	0	0	0	140	64	17	32	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	37	489	19				0	161	74	20	38	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.81	0.81	0.81				0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	114	1574	64				0	570	262	247	453	0
Arrive On Green	0.47	0.47	0.46				0.00	0.47	0.46	0.47	0.47	0.00
Sat Flow, veh/h	244	3372	137				0	1222	562	443	971	0
Grp Volume(v), veh/h	287	0	258				0	0	235	58	0	0
Grp Sat Flow(s),veh/h/ln	1888	0	1865				0	0	1784	1415	0	0
Q Serve(g_s), s	11.5	0.0	10.3				0.0	0.0	9.7	0.2	0.0	0.0
Cycle Q Clear(g_c), s	11.5	0.0	10.3				0.0	0.0	9.7	10.0	0.0	0.0
Prop In Lane	0.13		0.07				0.00		0.31	0.34		0.00
Lane Grp Cap(c), veh/h	881	0	870				0	0	833	700	0	0
V/C Ratio(X)	0.33	0.00	0.30				0.00	0.00	0.28	0.08	0.00	0.00
Avail Cap(c_a), veh/h	881	0	870				0	0	833	700	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	19.8				0.0	0.0	19.8	17.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.9				0.0	0.0	0.8	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	5.5				0.0	0.0	5.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	21.1	0.0	20.7				0.0	0.0	20.6	18.0	0.0	0.0
LnGrp LOS	C		C						C	B		
Approach Vol, veh/h		545						235			58	
Approach Delay, s/veh		20.9						20.6			18.0	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		60.0		60.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		55.0		55.0		55.0		
Max Q Clear Time (g_c+I1), s		11.7		13.5		12.0		
Green Ext Time (p_c), s		1.3		2.4		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	335	49	0	0	0	0	226	26	7	53	0
Future Volume (veh/h)	167	335	49	0	0	0	0	226	26	7	53	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		0.95	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1846	1900				0	1861	1900	1900	1871	0
Adj Flow Rate, veh/h	188	376	55				0	238	27	7	56	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	0				0	1	1	0	0	0
Cap, veh/h	507	1076	163				0	721	82	94	723	0
Arrive On Green	0.49	0.49	0.48				0.00	0.44	0.43	0.88	0.88	0.00
Sat Flow, veh/h	1032	2188	331				0	1632	185	137	1636	0
Grp Volume(v), veh/h	327	0	292				0	0	265	63	0	0
Grp Sat Flow(s),veh/h/ln	1794	0	1756				0	0	1817	1773	0	0
Q Serve(g_s), s	13.6	0.0	12.2				0.0	0.0	11.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.6	0.0	12.2				0.0	0.0	11.5	0.5	0.0	0.0
Prop In Lane	0.57		0.19				0.00		0.10	0.11		0.00
Lane Grp Cap(c), veh/h	882	0	863				0	0	803	816	0	0
V/C Ratio(X)	0.37	0.00	0.34				0.00	0.00	0.33	0.08	0.00	0.00
Avail Cap(c_a), veh/h	882	0	863				0	0	803	816	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	0.0	18.7				0.0	0.0	21.9	3.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.1				0.0	0.0	1.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	6.1				0.0	0.0	6.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	20.2	0.0	19.7				0.0	0.0	23.0	4.1	0.0	0.0
LnGrp LOS	C		B						C	A		
Approach Vol, veh/h		619						265			63	
Approach Delay, s/veh		20.0						23.0			4.1	
Approach LOS		B						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		57.0		63.0		57.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		52.0		58.0		52.0		
Max Q Clear Time (g_c+I1), s		13.5		15.6		2.5		
Green Ext Time (p_c), s		1.4		2.9		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	47	285	39	0	0	0	0	0	0	326	10	0	44	64	0
Future Vol, veh/h	0	47	285	39	0	0	0	0	0	0	326	10	0	44	64	0
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	18	8	3	2	0	0	0	2	0	2	0	2	6	3	0
Mvmt Flow	0	51	306	42	0	0	0	0	0	0	343	11	0	46	67	0
Number of Lanes	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11.6	13.2	10
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	25%	0%	41%
Vol Thru, %	97%	75%	79%	59%
Vol Right, %	3%	0%	21%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	336	190	182	108
LT Vol	0	47	0	44
Through Vol	326	143	143	64
RT Vol	10	0	39	0
Lane Flow Rate	354	204	195	114
Geometry Grp	2	7	7	2
Degree of Util (X)	0.5	0.351	0.312	0.18
Departure Headway (Hd)	5.094	6.201	5.752	5.689
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	583	628	632
Service Time	3.189	3.908	3.458	3.706
HCM Lane V/C Ratio	0.506	0.35	0.311	0.18
HCM Control Delay	13.2	12.2	11	10
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.7	1.5	1.3	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	131	25	8	123	15	75	225	15	6	36	38
Future Volume (veh/h)	60	131	25	8	123	15	75	225	15	6	36	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.94	0.96		0.94	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	156	30	8	129	16	79	237	16	7	42	45
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	493	86	77	754	90	201	565	35	84	350	339
Arrive On Green	0.45	0.45	0.43	0.45	0.45	0.43	0.42	0.42	0.40	0.42	0.42	0.40
Sat Flow, veh/h	357	1096	192	31	1675	199	304	1356	84	47	839	814
Grp Volume(v), veh/h	257	0	0	153	0	0	332	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1906	0	0	1744	0	0	1701	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.9	0.0	0.0	7.7	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.28		0.12	0.05		0.10	0.24		0.05	0.07		0.48
Lane Grp Cap(c), veh/h	817	0	0	921	0	0	801	0	0	773	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.17	0.00	0.00	0.41	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	817	0	0	921	0	0	801	0	0	773	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	9.9	0.0	0.0	12.4	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	1.6	0.0	0.0	4.2	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	11.6	0.0	0.0	10.3	0.0	0.0	14.0	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		257			153			332			94	
Approach Delay, s/veh		11.6			10.3			14.0			11.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		31.0		29.0		31.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		26.0		24.0		26.0
Max Q Clear Time (g_c+I1), s		9.7		7.4		4.0		4.9
Green Ext Time (p_c), s		1.6		1.7		1.8		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	111	45	9	231	0	98	0	8	0	0	0
Future Vol, veh/h	0	111	45	9	231	0	98	0	8	0	0	0
Conflicting Peds, #/hr	0	0	8	8	0	0	3	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	89	89	95	95	95	97	95	97	95	95	95
Heavy Vehicles, %	2	1	23	29	2	2	8	2	0	2	2	2
Mvmt Flow	0	125	51	9	243	0	101	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	243	0	0	178	0	0	415	415	161
Stage 1	-	-	-	-	-	-	153	153	-
Stage 2	-	-	-	-	-	-	262	262	-
Critical Hdwy	4.12	-	-	4.39	-	-	6.48	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.48	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.48	5.52	-
Follow-up Hdwy	2.218	-	-	2.461	-	-	3.572	4.018	3.3
Pot Cap-1 Maneuver	1323	-	-	1250	-	-	583	528	889
Stage 1	-	-	-	-	-	-	861	771	-
Stage 2	-	-	-	-	-	-	768	691	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1313	-	-	1240	-	-	572	0	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	572	0	-
Stage 1	-	-	-	-	-	-	859	0	-
Stage 2	-	-	-	-	-	-	756	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	588	1313	-	-	1240	-	-
HCM Lane V/C Ratio	0.186	-	-	-	0.008	-	-
HCM Control Delay (s)	12.5	0	-	-	7.9	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	9	76	9	0	39	308	0	0	0	31	23
Future Vol, veh/h	0	0	0	0	0	9	76	9	0	39	308	0	0	0	31	23
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.52	0.92	0.64	0.92	0.86	0.95	0.95	0.92	0.95	0.92	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	17	83	14	0	45	324	0	0	0	34	24
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.8	10.7	7.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	19%	0%	0%
Vol Thru, %	89%	81%	81%	57%
Vol Right, %	0%	0%	19%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	347	47	47	54
LT Vol	39	9	0	0
Through Vol	308	38	38	31
RT Vol	0	0	9	23
Lane Flow Rate	370	59	55	58
Geometry Grp	2	7	7	2
Degree of Util (X)	0.444	0.091	0.082	0.07
Departure Headway (Hd)	4.327	5.586	5.355	4.376
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	642	669	819
Service Time	2.343	3.318	3.087	2.402
HCM Lane V/C Ratio	0.443	0.092	0.082	0.071
HCM Control Delay	10.7	8.9	8.6	7.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.3	0.3	0.3	0.2

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	4	19	6	0	57	280	26	0	3	29	26
Future Vol, veh/h	0	0	0	0	0	4	19	6	0	57	280	26	0	3	29	26
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.58	0.77	0.58	0.92	0.95	0.95	0.62	0.92	0.44	0.69	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7	25	10	0	60	295	42	0	7	42	34
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.4	10.4	7.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	30%	0%	5%
Vol Thru, %	77%	70%	61%	50%
Vol Right, %	7%	0%	39%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	14	16	58
LT Vol	57	4	0	3
Through Vol	280	10	10	29
RT Vol	26	0	6	26
Lane Flow Rate	397	19	23	83
Geometry Grp	2	7	7	2
Degree of Util (X)	0.447	0.031	0.033	0.096
Departure Headway (Hd)	4.056	5.715	5.292	4.175
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	630	680	862
Service Time	2.128	3.42	2.997	2.182
HCM Lane V/C Ratio	0.453	0.03	0.034	0.096
HCM Control Delay	10.4	8.6	8.2	7.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.3	0.1	0.1	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	235	120	14	51	92	23
Future Vol, veh/h	235	120	14	51	92	23
Conflicting Peds, #/hr	0	20	20	0	20	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	91	91	94	94
Heavy Vehicles, %	1	2	17	2	2	0
Mvmt Flow	247	126	15	56	98	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	394	0	418	351
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.27	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.353	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1088	-	591	697
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1067	-	560	671
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	579	-	-	1067	-
HCM Lane V/C Ratio	0.211	-	-	0.014	-
HCM Control Delay (s)	12.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	42	206	53	97	112	15
Future Vol, veh/h	42	206	53	97	112	15
Conflicting Peds, #/hr	10	19	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	219	58	107	118	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	368	149	153	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	636	903	1440	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	587	883	1435	-	-	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1435	-	814	-	-
HCM Lane V/C Ratio	0.041	-	0.324	-	-
HCM Control Delay (s)	7.6	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	175	0	0	0	0	1616
Future Volume (vph)	175	0	0	0	0	1616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	12	12	12	12
Total Lost time (s)	4.0					4.0
Lane Util. Factor	0.97					*0.78
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3329					4402
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3329					4402
Peak-hour factor, PHF	0.94	0.94	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	0	0	0	0	1701
RTOR Reduction (vph)	31	0	0	0	0	0
Lane Group Flow (vph)	155	0	0	0	0	1701
Confl. Peds. (#/hr)	12	32		3	3	
Heavy Vehicles (%)	3%	0%	0%	0%	0%	1%
Parking (#/hr)	1					
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Actuated Green, G (s)	23.0					47.0
Effective Green, g (s)	24.0					48.0
Actuated g/C Ratio	0.30					0.60
Clearance Time (s)	5.0					5.0
Lane Grp Cap (vph)	998					2641
v/s Ratio Prot	c0.05					c0.39
v/s Ratio Perm						
v/c Ratio	0.16					0.64
Uniform Delay, d1	20.6					10.4
Progression Factor	1.26					1.00
Incremental Delay, d2	0.3					1.2
Delay (s)	26.2					11.7
Level of Service	C					B
Approach Delay (s)	26.2		0.0			11.7
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	10		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	158	181	25	1572	0	0	0	0
Future Volume (veh/h)	0	0	0	0	158	181	25	1572	0	0	0	0
Number				3	8	18	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.96	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1904	1900	1900	1881	0			
Adj Flow Rate, veh/h				0	168	193	26	1655	0			
Adj No. of Lanes				0	2	0	0	3	0			
Peak Hour Factor				0.94	0.94	0.94	0.95	0.95	0.95			
Percent Heavy Veh, %				0	7	7	1	1	0			
Cap, veh/h				0	701	603	67	2535	0			
Arrive On Green				0.00	0.39	0.38	0.17	0.17	0.00			
Sat Flow, veh/h				0	1904	1556	39	5100	0			
Grp Volume(v), veh/h				0	168	193	631	1050	0			
Grp Sat Flow(s),veh/h/ln				0	1809	1556	1869	1558	0			
Q Serve(g_s), s				0.0	5.0	7.0	5.1	25.2	0.0			
Cycle Q Clear(g_c), s				0.0	5.0	7.0	25.1	25.2	0.0			
Prop In Lane				0.00		1.00	0.04		0.00			
Lane Grp Cap(c), veh/h				0	701	603	1005	1597	0			
V/C Ratio(X)				0.00	0.24	0.32	0.63	0.66	0.00			
Avail Cap(c_a), veh/h				0	701	603	1005	1597	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	16.5	17.5	26.6	26.7	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.4	2.9	2.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	2.6	3.2	13.9	11.4	0.0			
LnGrp Delay(d),s/veh				0.0	17.3	18.9	29.6	28.8	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					361			1681				
Approach Delay, s/veh					18.2			29.1				
Approach LOS					B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		45.0						35.0
Change Period (Y+Rc), s		5.0						5.0
Max Green Setting (Gmax), s		40.0						30.0
Max Q Clear Time (g_c+I1), s		27.2						9.0
Green Ext Time (p_c), s		7.0						1.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	57	321	19	22	36	0	0	233	19
Future Volume (veh/h)	0	0	0	57	321	19	22	36	0	0	233	19
Number				7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.94	0.99		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				60	338	20	28	46	0	0	245	20
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.78	0.78	0.78	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				222	1312	81	276	421	0	0	748	61
Arrive On Green				0.43	0.43	0.42	0.43	0.43	0.00	0.00	0.43	0.42
Sat Flow, veh/h				512	3029	187	446	972	0	0	1726	141
Grp Volume(v), veh/h				220	0	198	74	0	0	0	0	265
Grp Sat Flow(s),veh/h/ln				1874	0	1853	1417	0	0	0	0	1867
Q Serve(g_s), s				4.5	0.0	4.1	0.1	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear(g_c), s				4.5	0.0	4.1	5.8	0.0	0.0	0.0	0.0	5.6
Prop In Lane				0.27		0.10	0.38		0.00	0.00		0.08
Lane Grp Cap(c), veh/h				812	0	803	697	0	0	0	0	809
V/C Ratio(X)				0.27	0.00	0.25	0.11	0.00	0.00	0.00	0.00	0.33
Avail Cap(c_a), veh/h				812	0	803	697	0	0	0	0	809
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				10.9	0.0	10.8	10.1	0.0	0.0	0.0	0.0	11.3
Incr Delay (d2), s/veh				0.8	0.0	0.7	0.3	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.2	0.8	0.0	0.0	0.0	0.0	3.1
LnGrp Delay(d),s/veh				11.7	0.0	11.6	10.4	0.0	0.0	0.0	0.0	12.3
LnGrp LOS				B		B	B					B
Approach Vol, veh/h					418			74			265	
Approach Delay, s/veh					11.6			10.4			12.3	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		25.0		25.0		25.0		
Max Q Clear Time (g_c+I1), s		7.8		6.5		7.6		
Green Ext Time (p_c), s		1.3		1.6		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	351	8	129	108	0	0	163	62
Future Volume (veh/h)	0	0	0	20	351	8	129	108	0	0	163	62
Number				7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.91	0.96		1.00	1.00		0.92
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1923	1900	1900	1891	0	0	1850	1900
Adj Flow Rate, veh/h				21	362	8	136	114	0	0	173	66
Adj No. of Lanes				0	2	0	0	1	0	0	1	0
Peak Hour Factor				0.97	0.97	0.97	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	1	1	0	0	3	3
Cap, veh/h				88	1590	37	332	254	0	0	518	198
Arrive On Green				0.45	0.45	0.43	0.14	0.14	0.00	0.00	0.42	0.40
Sat Flow, veh/h				196	3534	82	575	609	0	0	1243	474
Grp Volume(v), veh/h				205	0	186	250	0	0	0	0	239
Grp Sat Flow(s),veh/h/ln				1913	0	1898	1184	0	0	0	0	1718
Q Serve(g_s), s				4.0	0.0	3.6	8.0	0.0	0.0	0.0	0.0	5.7
Cycle Q Clear(g_c), s				4.0	0.0	3.6	13.6	0.0	0.0	0.0	0.0	5.7
Prop In Lane				0.10		0.04	0.54		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				861	0	854	586	0	0	0	0	716
V/C Ratio(X)				0.24	0.00	0.22	0.43	0.00	0.00	0.00	0.00	0.33
Avail Cap(c_a), veh/h				861	0	854	586	0	0	0	0	716
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				10.2	0.0	10.1	21.8	0.0	0.0	0.0	0.0	12.0
Incr Delay (d2), s/veh				0.7	0.0	0.6	2.3	0.0	0.0	0.0	0.0	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	2.0	4.3	0.0	0.0	0.0	0.0	2.9
LnGrp Delay(d),s/veh				10.8	0.0	10.7	24.0	0.0	0.0	0.0	0.0	13.2
LnGrp LOS				B		B	C					B
Approach Vol, veh/h					391			250			239	
Approach Delay, s/veh					10.7			24.0			13.2	
Approach LOS					B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		29.0		31.0		29.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		24.0		26.0		24.0		
Max Q Clear Time (g_c+I1), s		15.6		6.0		7.7		
Green Ext Time (p_c), s		1.5		1.5		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	26	265	22	0	55	109	0	0	0	263	39
Future Vol, veh/h	0	0	0	0	0	26	265	22	0	55	109	0	0	0	263	39
Peak Hour Factor	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	0	0	0	0	27	279	23	0	58	115	0	0	0	277	41
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.4	10	11.6
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	34%	16%	0%	0%
Vol Thru, %	66%	84%	86%	87%
Vol Right, %	0%	0%	14%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	159	155	302
LT Vol	55	26	0	0
Through Vol	109	133	133	263
RT Vol	0	0	22	39
Lane Flow Rate	173	167	163	318
Geometry Grp	2	7	7	2
Degree of Util (X)	0.25	0.266	0.251	0.432
Departure Headway (Hd)	5.209	5.749	5.566	4.89
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	619	638	731
Service Time	3.293	3.547	3.364	2.958
HCM Lane V/C Ratio	0.254	0.27	0.255	0.435
HCM Control Delay	10	10.6	10.2	11.6
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	1	1.1	1	2.1

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	34	149	15	0	60	84	7	0	13	84	58	0	47	342	71
Future Vol, veh/h	0	34	149	15	0	60	84	7	0	13	84	58	0	47	342	71
Peak Hour Factor	0.85	0.95	0.59	0.95	0.85	0.89	0.89	0.89	0.85	0.77	0.77	0.77	0.85	0.96	0.96	0.96
Heavy Vehicles, %	2	0	13	0	2	0	8	0	2	0	0	0	2	2	1	1
Mvmt Flow	0	36	253	16	0	67	94	8	0	17	109	75	0	49	356	74
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.5	13	12.7	25.5
HCM LOS	C	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	17%	40%	10%
Vol Thru, %	54%	75%	56%	74%
Vol Right, %	37%	8%	5%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	198	151	460
LT Vol	13	34	60	47
Through Vol	84	149	84	342
RT Vol	58	15	7	71
Lane Flow Rate	201	304	170	479
Geometry Grp	1	1	1	1
Degree of Util (X)	0.35	0.538	0.319	0.779
Departure Headway (Hd)	6.256	6.367	6.768	5.856
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	566	529	618
Service Time	4.317	4.419	4.831	3.902
HCM Lane V/C Ratio	0.35	0.537	0.321	0.775
HCM Control Delay	12.7	16.5	13	25.5
HCM Lane LOS	B	C	B	D
HCM 95th-tile Q	1.5	3.1	1.3	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	172	20	0	0	0	0	0	0	209	1418	164
Future Volume (veh/h)	0	172	20	0	0	0	0	0	0	209	1418	164
Number	7	4	14							1	6	16
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94							1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1730	1900							1900	1873	1900
Adj Flow Rate, veh/h	0	181	21							220	1493	173
Adj No. of Lanes	0	1	0							0	3	0
Peak Hour Factor	0.95	0.95	0.95							0.95	0.95	0.95
Percent Heavy Veh, %	0	11	11							1	1	1
Cap, veh/h	0	472	55							365	2165	251
Arrive On Green	0.00	0.31	0.30							0.19	0.19	0.19
Sat Flow, veh/h	0	1511	175							521	3685	428
Grp Volume(v), veh/h	0	0	202							705	535	647
Grp Sat Flow(s),veh/h/ln	0	0	1686							1706	1329	1598
Q Serve(g_s), s	0.0	0.0	7.5							29.9	29.9	30.1
Cycle Q Clear(g_c), s	0.0	0.0	7.5							30.8	29.9	30.1
Prop In Lane	0.00		0.10							0.31		0.27
Lane Grp Cap(c), veh/h	0	0	527							1061	781	939
V/C Ratio(X)	0.00	0.00	0.38							0.66	0.68	0.69
Avail Cap(c_a), veh/h	0	0	527							1061	781	939
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00							1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.5							25.7	25.4	25.5
Incr Delay (d2), s/veh	0.0	0.0	2.1							3.2	4.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.8							15.5	12.0	14.4
LnGrp Delay(d),s/veh	0.0	0.0	23.6							28.9	30.1	29.5
LnGrp LOS			C							C	C	C
Approach Vol, veh/h		202									1886	
Approach Delay, s/veh		23.6									29.5	
Approach LOS		C									C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				29.0		51.0		
Change Period (Y+Rc), s				5.0		5.0		
Max Green Setting (Gmax), s				24.0		46.0		
Max Q Clear Time (g_c+I1), s				9.5		32.8		
Green Ext Time (p_c), s				0.6		7.7		

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	438	0	0	0	0	0	1545	123	0	0	0
Future Volume (veh/h)	51	438	0	0	0	0	0	1545	123	0	0	0
Number	7	4	14				5	2	12			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1925	0				0	1956	1900			
Adj Flow Rate, veh/h	54	461	0				0	1626	129			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	1	1			
Cap, veh/h	162	1294	0				0	2522	200			
Arrive On Green	0.13	0.13	0.00				0.00	0.50	0.49			
Sat Flow, veh/h	270	3322	0				0	5219	400			
Grp Volume(v), veh/h	273	242	0				0	1148	607			
Grp Sat Flow(s),veh/h/ln	1839	1664	0				0	1780	1882			
Q Serve(g_s), s	2.6	10.6	0.0				0.0	19.0	19.1			
Cycle Q Clear(g_c), s	10.5	10.6	0.0				0.0	19.0	19.1			
Prop In Lane	0.20		0.00				0.00		0.21			
Lane Grp Cap(c), veh/h	790	666	0				0	1780	941			
V/C Ratio(X)	0.35	0.36	0.00				0.00	0.64	0.65			
Avail Cap(c_a), veh/h	790	666	0				0	1780	941			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	25.3	25.4	0.0				0.0	14.8	14.9			
Incr Delay (d2), s/veh	1.2	1.5	0.0				0.0	1.8	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	5.2	0.0				0.0	9.7	10.7			
LnGrp Delay(d),s/veh	26.5	27.0	0.0				0.0	16.6	18.2			
LnGrp LOS	C	C						B	B			
Approach Vol, veh/h		515						1755				
Approach Delay, s/veh		26.7						17.1				
Approach LOS		C						B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		44.0		36.0				
Change Period (Y+Rc), s		5.0		5.0				
Max Green Setting (Gmax), s		39.0		31.0				
Max Q Clear Time (g_c+I1), s		21.1		12.6				
Green Ext Time (p_c), s		9.1		2.0				

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	358	44	0	0	0	0	35	17	23	293	0
Future Volume (veh/h)	22	358	44	0	0	0	0	35	17	23	293	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90				1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	23	377	46				0	42	20	24	308	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.84	0.84	0.84	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	79	1341	171				0	525	250	92	784	0
Arrive On Green	0.43	0.43	0.42				0.00	0.43	0.42	0.43	0.43	0.00
Sat Flow, veh/h	182	3094	394				0	1211	577	65	1809	0
Grp Volume(v), veh/h	238	0	208				0	0	62	332	0	0
Grp Sat Flow(s),veh/h/ln	1891	0	1780				0	0	1788	1873	0	0
Q Serve(g_s), s	4.9	0.0	4.5				0.0	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	4.5				0.0	0.0	1.2	7.2	0.0	0.0
Prop In Lane	0.10		0.22				0.00		0.32	0.07		0.00
Lane Grp Cap(c), veh/h	819	0	771				0	0	775	876	0	0
V/C Ratio(X)	0.29	0.00	0.27				0.00	0.00	0.08	0.38	0.00	0.00
Avail Cap(c_a), veh/h	819	0	771				0	0	775	876	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	11.0				0.0	0.0	10.1	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.9				0.0	0.0	0.2	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.4				0.0	0.0	0.7	4.0	0.0	0.0
LnGrp Delay(d),s/veh	11.9	0.0	11.8				0.0	0.0	10.3	12.9	0.0	0.0
LnGrp LOS	B		B						B	B		
Approach Vol, veh/h		446						62			332	
Approach Delay, s/veh		11.9						10.3			12.9	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		25.0		25.0		25.0		
Max Q Clear Time (g_c+I1), s		3.2		6.9		9.2		
Green Ext Time (p_c), s		1.6		1.7		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	280	93	0	0	0	0	114	22	19	255	0
Future Volume (veh/h)	68	280	93	0	0	0	0	114	22	19	255	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87				1.00		0.91	0.94		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1870	1900				0	1900	1900	1900	1876	0
Adj Flow Rate, veh/h	72	295	98				0	120	23	20	268	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	0	0	1	1	0
Cap, veh/h	234	982	338				0	635	122	88	744	0
Arrive On Green	0.15	0.15	0.14				0.00	0.83	0.80	0.14	0.14	0.00
Sat Flow, veh/h	520	2182	752				0	1523	292	57	1785	0
Grp Volume(v), veh/h	255	0	210				0	0	143	288	0	0
Grp Sat Flow(s),veh/h/ln	1844	0	1610				0	0	1815	1842	0	0
Q Serve(g_s), s	7.4	0.0	7.0				0.0	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.0				0.0	0.0	1.0	8.4	0.0	0.0
Prop In Lane	0.28		0.47				0.00		0.16	0.07		0.00
Lane Grp Cap(c), veh/h	830	0	724				0	0	756	832	0	0
V/C Ratio(X)	0.31	0.00	0.29				0.00	0.00	0.19	0.35	0.00	0.00
Avail Cap(c_a), veh/h	830	0	724				0	0	756	832	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	17.1				0.0	0.0	3.1	18.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.0				0.0	0.0	0.6	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	3.3				0.0	0.0	0.5	4.6	0.0	0.0
LnGrp Delay(d),s/veh	18.2	0.0	18.1				0.0	0.0	3.6	19.8	0.0	0.0
LnGrp LOS	B		B						A	B		
Approach Vol, veh/h		465						143			288	
Approach Delay, s/veh		18.1						3.6			19.8	
Approach LOS		B						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		29.0		31.0		29.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		24.0		26.0		24.0		
Max Q Clear Time (g_c+I1), s		3.0		9.4		10.4		
Green Ext Time (p_c), s		1.7		1.9		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	54	207	61	0	0	0	0	0	0	133	13	0	64	272	0
Future Vol, veh/h	0	54	207	61	0	0	0	0	0	0	133	13	0	64	272	0
Peak Hour Factor	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.95	0.85	0.95	0.95	0.82
Heavy Vehicles, %	2	0	9	3	2	0	0	0	2	0	3	0	2	2	0	0
Mvmt Flow	0	57	218	64	0	0	0	0	0	0	140	14	0	67	286	0
Number of Lanes	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.8	9.9	13
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	34%	0%	19%
Vol Thru, %	91%	66%	63%	81%
Vol Right, %	9%	0%	37%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	158	165	336
LT Vol	0	54	0	64
Through Vol	133	104	104	272
RT Vol	13	0	61	0
Lane Flow Rate	154	166	173	354
Geometry Grp	2	7	7	2
Degree of Util (X)	0.223	0.277	0.276	0.496
Departure Headway (Hd)	5.346	6.009	5.728	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	602	630	707
Service Time	3.346	3.709	3.428	3.135
HCM Lane V/C Ratio	0.228	0.276	0.275	0.501
HCM Control Delay	9.9	11	10.6	13
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.8	1.1	1.1	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	148	94	15	224	24	30	109	17	35	359	107
Future Volume (veh/h)	55	148	94	15	224	24	30	109	17	35	359	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	0.97		0.92	0.94		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	156	99	15	231	25	33	121	19	37	378	113
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.90	0.90	0.90	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	413	233	82	760	79	154	520	74	93	546	157
Arrive On Green	0.75	0.75	0.72	0.45	0.45	0.43	0.42	0.42	0.40	0.83	0.83	0.80
Sat Flow, veh/h	204	918	519	41	1690	176	199	1248	178	69	1311	376
Grp Volume(v), veh/h	313	0	0	271	0	0	173	0	0	528	0	0
Grp Sat Flow(s),veh/h/ln	1640	0	0	1907	0	0	1625	0	0	1756	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	5.4	0.0	0.0	3.6	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.19		0.32	0.06		0.09	0.19		0.11	0.07		0.21
Lane Grp Cap(c), veh/h	809	0	0	922	0	0	749	0	0	796	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.29	0.00	0.00	0.23	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	809	0	0	922	0	0	749	0	0	796	0	0
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	0.0	0.0	10.6	0.0	0.0	11.3	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	3.1	0.0	0.0	2.0	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	6.1	0.0	0.0	11.4	0.0	0.0	12.0	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A			B			B			A		
Approach Vol, veh/h		313			271			173			528	
Approach Delay, s/veh		6.1			11.4			12.0			8.0	
Approach LOS		A			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		31.0		29.0		31.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		26.0		24.0		26.0
Max Q Clear Time (g_c+I1), s		5.6		5.8		9.4		7.4
Green Ext Time (p_c), s		3.3		2.6		3.0		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	117	61	23	317	0	71	0	18	0	0	0
Future Vol, veh/h	0	117	61	23	317	0	71	0	18	0	0	0
Conflicting Peds, #/hr	0	0	11	11	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	1	8	0	1	2	10	2	0	2	2	2
Mvmt Flow	0	123	64	24	334	0	75	0	19	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	334	0	0	190	0	0	540	540	169
Stage 1	-	-	-	-	-	-	158	158	-
Stage 2	-	-	-	-	-	-	382	382	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.5	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.59	4.018	3.3
Pot Cap-1 Maneuver	1225	-	-	1396	-	-	489	449	880
Stage 1	-	-	-	-	-	-	851	767	-
Stage 2	-	-	-	-	-	-	673	613	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1212	-	-	1381	-	-	472	0	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	0	-
Stage 1	-	-	-	-	-	-	849	0	-
Stage 2	-	-	-	-	-	-	652	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	520	1212	-	-	1381	-	-
HCM Lane V/C Ratio	0.18	-	-	-	0.018	-	-
HCM Control Delay (s)	13.4	0	-	-	7.7	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	25	216	12	0	54	125	0	0	0	130	61
Future Vol, veh/h	0	0	0	0	0	25	216	12	0	54	125	0	0	0	130	61
Peak Hour Factor	0.85	0.95	0.95	0.95	0.85	0.90	0.95	0.86	0.85	0.71	0.91	0.95	0.85	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	28	227	14	0	76	137	0	0	0	137	64
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.8	10	9.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	30%	19%	0%	0%
Vol Thru, %	70%	81%	90%	68%
Vol Right, %	0%	0%	10%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	133	120	191
LT Vol	54	25	0	0
Through Vol	125	108	108	130
RT Vol	0	0	12	61
Lane Flow Rate	213	141	128	201
Geometry Grp	2	7	7	2
Degree of Util (X)	0.292	0.22	0.193	0.263
Departure Headway (Hd)	4.925	5.596	5.431	4.701
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	638	656	760
Service Time	2.98	3.366	3.2	2.755
HCM Lane V/C Ratio	0.293	0.221	0.195	0.264
HCM Control Delay	10	10	9.5	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.8	0.7	1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	17	43	12	0	73	125	27	0	7	212	130
Future Vol, veh/h	0	0	0	0	0	17	43	12	0	73	125	27	0	7	212	130
Peak Hour Factor	0.85	0.95	0.95	0.95	0.85	0.82	0.83	0.58	0.85	0.95	0.95	0.86	0.85	0.95	0.81	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	21	52	21	0	77	132	31	0	7	262	167
Number of Lanes	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.3	9.8	11.7
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	32%	44%	0%	2%
Vol Thru, %	56%	56%	64%	61%
Vol Right, %	12%	0%	36%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	39	34	349
LT Vol	73	17	0	7
Through Vol	125	22	22	212
RT Vol	27	0	12	130
Lane Flow Rate	240	47	47	436
Geometry Grp	2	7	7	2
Degree of Util (X)	0.309	0.08	0.074	0.515
Departure Headway (Hd)	4.641	6.2	5.722	4.251
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	575	622	850
Service Time	2.679	3.966	3.489	2.28
HCM Lane V/C Ratio	0.311	0.082	0.076	0.513
HCM Control Delay	9.8	9.5	9	11.7
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.3	0.3	0.2	2.9

Lane Group	WBL	SBT
Lane Group Flow (vph)	173	1481
v/c Ratio	0.14	0.60
Control Delay	8.2	15.6
Queue Delay	0.0	0.0
Total Delay	8.2	15.6
Queue Length 50th (ft)	34	183
Queue Length 95th (ft)	m57	227
Internal Link Dist (ft)	212	349
Turn Bay Length (ft)		
Base Capacity (vph)	1257	2470
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	← WBT	↑ NBT
Lane Group Flow (vph)	314	2539
v/c Ratio	0.33	1.09
Control Delay	21.5	35.2
Queue Delay	0.0	0.0
Total Delay	21.5	35.2
Queue Length 50th (ft)	61	~598
Queue Length 95th (ft)	95	m#575
Internal Link Dist (ft)	256	348
Turn Bay Length (ft)		
Base Capacity (vph)	947	2336
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.33	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	229	155	71
v/c Ratio	0.15	0.27	0.12
Control Delay	0.8	7.9	8.1
Queue Delay	0.0	0.0	0.0
Total Delay	0.8	7.9	8.1
Queue Length 50th (ft)	1	30	8
Queue Length 95th (ft)	2	49	30
Internal Link Dist (ft)	271	340	327
Turn Bay Length (ft)			
Base Capacity (vph)	1540	582	597
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.27	0.12

Intersection Summary

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	171	325	105
v/c Ratio	0.12	0.45	0.14
Control Delay	17.7	22.6	12.8
Queue Delay	0.0	0.7	0.0
Total Delay	17.7	23.3	12.8
Queue Length 50th (ft)	36	167	60
Queue Length 95th (ft)	58	289	m109
Internal Link Dist (ft)	224	338	358
Turn Bay Length (ft)			
Base Capacity (vph)	1465	720	756
Starvation Cap Reductn	0	156	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.12	0.58	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	SBT
Lane Group Flow (vph)	259	1654
v/c Ratio	0.43	0.75
Control Delay	15.0	15.1
Queue Delay	0.0	0.0
Total Delay	15.0	15.1
Queue Length 50th (ft)	61	161
Queue Length 95th (ft)	116	213
Internal Link Dist (ft)	207	355
Turn Bay Length (ft)		
Base Capacity (vph)	600	2217
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.43	0.75

Intersection Summary

Lane Group	EBT	NBT
Lane Group Flow (vph)	368	2535
v/c Ratio	0.31	1.03
Control Delay	19.5	37.7
Queue Delay	0.0	19.7
Total Delay	19.5	57.4
Queue Length 50th (ft)	65	~548
Queue Length 95th (ft)	100	#700
Internal Link Dist (ft)	220	310
Turn Bay Length (ft)		
Base Capacity (vph)	1199	2473
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	257
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	545	235	58
v/c Ratio	0.36	0.33	0.09
Control Delay	21.2	19.2	15.4
Queue Delay	0.0	0.0	0.0
Total Delay	21.2	19.2	15.4
Queue Length 50th (ft)	137	98	21
Queue Length 95th (ft)	158	152	40
Internal Link Dist (ft)	567	262	340
Turn Bay Length (ft)			
Base Capacity (vph)	1506	723	671
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.33	0.09

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	619	265	63
v/c Ratio	0.42	0.37	0.09
Control Delay	4.8	21.8	11.1
Queue Delay	0.2	0.0	0.0
Total Delay	4.9	21.9	11.1
Queue Length 50th (ft)	32	126	16
Queue Length 95th (ft)	m43	215	29
Internal Link Dist (ft)	287	376	338
Turn Bay Length (ft)			
Base Capacity (vph)	1490	725	690
Starvation Cap Reductn	263	0	0
Spillback Cap Reductn	0	26	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.38	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	257	153	332	94
v/c Ratio	0.40	0.20	0.53	0.13
Control Delay	10.8	10.0	16.6	4.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.8	10.0	16.6	4.5
Queue Length 50th (ft)	72	29	84	0
Queue Length 95th (ft)	m69	60	152	2
Internal Link Dist (ft)	273	205	315	376
Turn Bay Length (ft)				
Base Capacity (vph)	644	760	631	732
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.20	0.53	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	SBT
Lane Group Flow (vph)	186	1701
v/c Ratio	0.18	0.64
Control Delay	20.3	11.9
Queue Delay	0.0	0.0
Total Delay	20.3	11.9
Queue Length 50th (ft)	39	214
Queue Length 95th (ft)	m69	267
Internal Link Dist (ft)	214	349
Turn Bay Length (ft)		
Base Capacity (vph)	1029	2641
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	64
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.18	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	← WBT	↑ NBT
Lane Group Flow (vph)	361	1681
v/c Ratio	0.29	0.68
Control Delay	17.1	2.0
Queue Delay	0.0	0.0
Total Delay	17.1	2.0
Queue Length 50th (ft)	61	10
Queue Length 95th (ft)	93	12
Internal Link Dist (ft)	252	329
Turn Bay Length (ft)		
Base Capacity (vph)	1248	2461
Starvation Cap Reductn	0	13
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.29	0.69

Intersection Summary

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	418	74	265
v/c Ratio	0.30	0.12	0.37
Control Delay	6.1	8.4	13.0
Queue Delay	0.0	0.0	0.0
Total Delay	6.1	8.4	13.0
Queue Length 50th (ft)	73	12	59
Queue Length 95th (ft)	m74	24	109
Internal Link Dist (ft)	262	333	327
Turn Bay Length (ft)			
Base Capacity (vph)	1391	611	708
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.30	0.12	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	391	250	239
v/c Ratio	0.26	0.50	0.35
Control Delay	10.7	16.6	14.4
Queue Delay	0.0	0.2	0.1
Total Delay	10.7	16.8	14.5
Queue Length 50th (ft)	43	75	90
Queue Length 95th (ft)	68	117	148
Internal Link Dist (ft)	245	358	344
Turn Bay Length (ft)			
Base Capacity (vph)	1522	504	678
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	50	32	42
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.27	0.53	0.38

Intersection Summary

Lane Group	EBT	SBT
Lane Group Flow (vph)	202	1886
v/c Ratio	0.43	0.77
Control Delay	24.3	6.7
Queue Delay	0.0	0.0
Total Delay	24.3	6.7
Queue Length 50th (ft)	76	55
Queue Length 95th (ft)	136	26
Internal Link Dist (ft)	209	347
Turn Bay Length (ft)		
Base Capacity (vph)	475	2442
Starvation Cap Reductn	0	3
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.43	0.77

Intersection Summary

Lane Group	EBT	NBT
Lane Group Flow (vph)	515	1755
v/c Ratio	0.34	0.69
Control Delay	16.4	16.9
Queue Delay	0.0	0.0
Total Delay	16.4	16.9
Queue Length 50th (ft)	93	229
Queue Length 95th (ft)	m137	281
Internal Link Dist (ft)	228	267
Turn Bay Length (ft)		
Base Capacity (vph)	1498	2535
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	446	62	332
v/c Ratio	0.32	0.09	0.48
Control Delay	11.3	8.0	9.7
Queue Delay	0.0	0.0	0.0
Total Delay	11.3	8.0	9.7
Queue Length 50th (ft)	49	8	52
Queue Length 95th (ft)	78	24	109
Internal Link Dist (ft)	245	249	333
Turn Bay Length (ft)			
Base Capacity (vph)	1392	685	698
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.09	0.48

Intersection Summary

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	465	143	288
v/c Ratio	0.34	0.21	0.44
Control Delay	4.6	9.1	14.3
Queue Delay	0.0	0.0	0.0
Total Delay	4.6	9.1	14.3
Queue Length 50th (ft)	21	21	106
Queue Length 95th (ft)	28	40	172
Internal Link Dist (ft)	270	363	358
Turn Bay Length (ft)			
Base Capacity (vph)	1386	695	659
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.21	0.44

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	313	271	173	528
v/c Ratio	0.48	0.36	0.28	0.79
Control Delay	8.7	12.1	12.2	20.1
Queue Delay	0.0	0.3	0.1	5.0
Total Delay	8.7	12.4	12.4	25.0
Queue Length 50th (ft)	44	58	36	96
Queue Length 95th (ft)	m80	106	74	256
Internal Link Dist (ft)	263	199	349	363
Turn Bay Length (ft)				
Base Capacity (vph)	653	756	615	669
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	150	85	93
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.45	0.33	0.92

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Appendix E

VISSIM Calibration Results

Table E-1: AM Calibration Summary

Calibration Item	Basis	Criteria	Subtotal	Total	Percent	Target	Target Met
Simulated Approach Volume	**Approaches (n = 38)**	Within ± 100 vph for < 700 vph	27	38	100%	100%	Yes
		Within ± 15% for ≥ 700 vph to < 2,700 vph	11				
		Within ± 400 vph for ≥ 2,700 vph	0				
		GEH Statistic < 5	38	38	100%	85%	Yes
Sum of Simulated Approach Volumes	**Approaches (n = 38)**	Within 5% of Target					Yes
		GEH Statistic < 4					Yes
Simulated Travel Time	**Corridor**	Within ± 15% for average observed travel time of entire corridor		1	50%	100%	No
Simulated Queue Length	**Approaches (n = 29)**	Within ± 30% for observed maximum queue lengths		7	24%	85%	No

Table E-2: Volume Calibration

AM Peak Hour (7:15-8:15 AM)

	Volume Criteria	Subtotal	Total	Percent	Target	Target Met
Approaches (n = 38)	Within ± 100 vph for < 700 vph	27	38	100%	100%	Yes
	Within ± 15% for ≥ 700 vph to < 2700 vph	11				
	Within ± 400 vph for ≥ 2700 vph	0				
	GEH Statistic < 5	38	38	100%	85%	Yes

	Volume Criteria	Target	Sim-ulated	Difference (%)	GEH	Target Met
Sum of Approach Volume	Within 5% and GEH Stastic < 4	27478	26868	-2%	3.7	Yes

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Slaters Lane	NB Washington St	TH	1830	1830	1709	1709	-121	-7%	2.9
	NB E Abingdon Dr	LT	25	809	24	729	-80	-10%	2.9
		TH	638		574				
		RT	146		131				
	SB Washington St	TH	553	553	549	549	-4	-1%	0.2
	SB W Abingdon Dr	LT	20	361	18	365	4	1%	0.2
		TH	72		75				
		RT	269		272				
	EB	LT	565	581	562	581	0	0%	0.0
		TH	5		5				
		RT	11		14				
	WB	LT	4	38	3	36	-2	-5%	0.3
		TH	4		4				
		RT	30		29				
	Intersection		4172		3969		-203	-5%	3.2
Washington Street and Bashford Lane	NB Washington St	TH	1414	1414	1362	1362	-52	-4%	1.4
	NB E Abingdon Dr	LT	42	1030	43	1034	4	0%	0.1
		TH	987		990				
		RT	1		1				
	SB Washington St	TH	563	563	557	557	-6	-1%	0.3
	SB W Abingdon Dr	LT	56	89	55	89	0	0%	0.0
		TH	24		25				
		RT	9		9				
	EB	LT	164	279	144	265	-14	-5%	0.8
		TH	111		115				
		RT	4		6				
	WB	LT	11	286	8	220	-66	-23%	4.1
		TH	36		29				
		RT	239		183				
	Intersection		3661		3527		-134	-4%	2.2
Washington Street and First Street	NB	TH	2113	2129	2073	2088	-41	-2%	0.9
		RT	16		15				
	SB	LT	126	598	123	591	-7	-1%	0.3
		TH	472		468				
	WB	RT	201	201	199	199	-2	-1%	0.1
	Intersection		2928		2878		-50	-2%	0.9

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Montgomery Street/ Powhatan Street	NB	LT	28	2151	33	2115	-36	-2%	0.8
		TH	2123		2082				
	SB	TH	456	472	453	468	-4	-1%	0.2
		RT to Washington St	14		13				
		RT to Powhatan St	2		2				
	SEB	RT to Washington St	31	34	29	32	-2	-6%	0.3
		RT to Montgomery St	3		3				
	WB	LT	22	177	21	180	3	2%	0.2
		TH	126		132				
		RT to Powhatan St	23		22				
		RT to Washington St	6		5				
	Intersection		2834		2795		-39	-1%	0.7
Washington Street and Madison Street	NB	TH	2121	2164	2080	2124	-40	-2%	0.9
		RT	43		44				
	SB	LT	69	509	68	502	-7	-1%	0.3
		TH	440		434				
	EB	LT	30	265	30	269	4	2%	0.2
		TH	212		218				
		RT	23		21				
	Intersection		2938		2895		-43	-1%	0.8
Washington Street and Wythe Street	NB	LT	32	2019	29	1987	-32	-2%	0.7
		TH	1942		1915				
		RT	45		43				
	SB	LT	40	463	38	454	-9	-2%	0.4
		TH	413		408				
		RT	10		8				
	EB	LT	175	261	165	252	-9	-3%	0.6
		TH	68		70				
		RT	18		17				
	WB	LT	23	159	22	158	-1	-1%	0.1
		TH	89		87				
		RT	47		49				
	Intersection		2902		2851		-51	-2%	1.0
Washington Street and Pendleton Street	NB	LT	14	2042	17	2009	-33	-2%	0.7
		TH	1985		1952				
		RT	43		40				
	SB	LT	0	454	0	446	-8	-2%	0.4
		TH	428		422				
		RT	26		24				
	EB	LT	11	142	11	147	5	4%	0.4
		TH	119		119				
		RT	12		17				
	WB	LT	17	102	19	102	0	0%	0.0
		TH	62		63				
		RT	23		20				
	Intersection		2740		2704		-36	-1%	0.7

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Oronoco Street	NB	LT	11	2036	11	2007	-29	-1%	0.6
		TH	1982		1955				
		RT	43		41				
	SB	LT	1	457	1	458	1	0%	0.0
		TH	450		451				
		RT	6		6				
	EB	LT	42	124	39	123	-1	-1%	0.1
		TH	75		78				
		RT	7		6				
	WB	LT	10	93	10	93	0	0%	0.0
		TH	65		65				
		RT	18		18				
	Intersection		2710		2681		-29	-1%	0.6
Washington Street and Princess Street	NB	LT	58	2061	57	2039	-22	-1%	0.5
		TH	2000		1979				
		RT	3		3				
	SB	LT	0	467	0	468	1	0%	0.0
		TH	440		440				
		RT	27		28				
	EB	LT	28	46	26	44	-2	-4%	0.3
		TH	7		7				
		RT	11		11				
	WB	LT	0	19	0	17	-2	-11%	0.5
		TH	11		11				
		RT	8		6				
	Intersection		2593		2568		-25	-1%	0.5

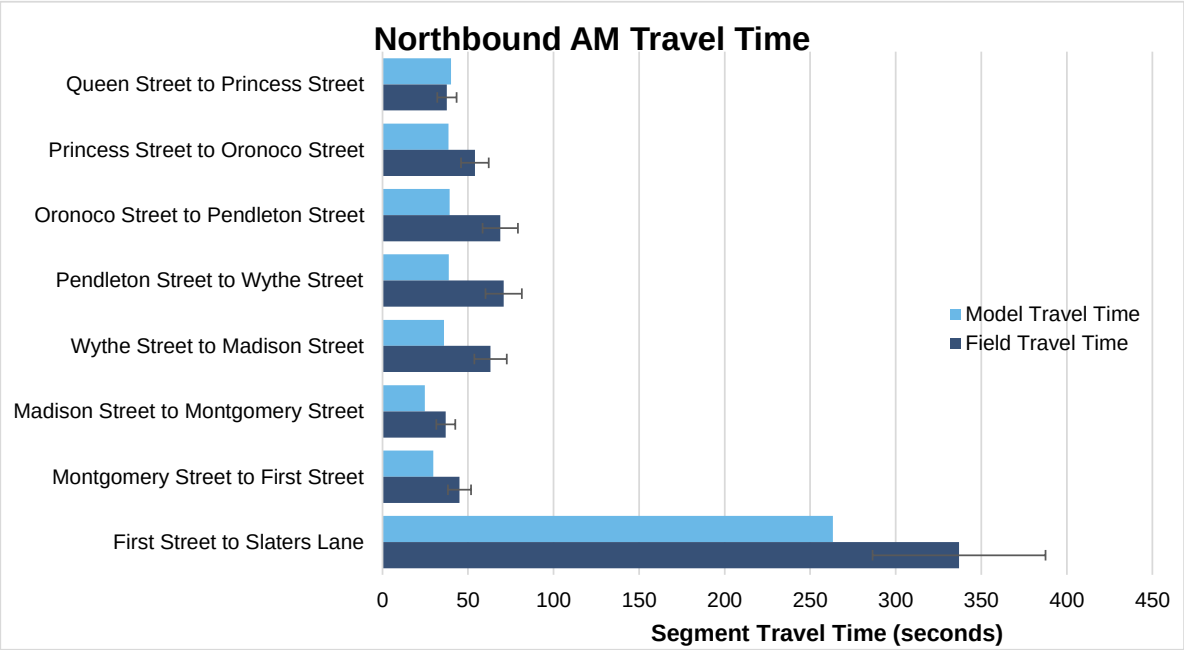
Table E-3: Travel Time Calibration

AM Peak Hour (7:15-8:15 AM)

	Travel Time Criteria	Total	Percent	Target	Target Met
Corridor	Within ± 15% for average observed travel time of entire corridor	1	50%	100%	No

Segment ID	Corridor Segment	Northbound					
		VISSIM Segment (sec)	VISSIM Cumul-ative (sec)	Field Segment (sec)	Field Cumul-ative (sec)	Segment Difference (sec)	Travel Time Segment Difference (%)
1	Queen Street to Princess Street	40	40	38	38	2	6%
2	Princess Street to Oronoco Street	39	79	54	92	-16	-29%
3	Oronoco Street to Pendleton Street	39	118	69	161	-30	-43%
4	Pendleton Street to Wythe Street	39	157	71	231	-32	-45%
5	Wythe Street to Madison Street	36	193	63	295	-27	-43%
6	Madison Street to Montgomery Street	25	217	37	332	-12	-33%
7	Montgomery Street to First Street	30	247	45	377	-15	-34%
8	First Street to Slaters Lane	263	510	337	714	-74	-22%
Total	Northbound Washington Street		510		714	-203	-29%

Segment ID	Corridor Segment	Southbound					
		VISSIM Segment (sec)	VISSIM Cumul-ative (sec)	Field Segment (sec)	Field Cumul-ative (sec)	Segment Difference (sec)	Travel Time Segment Difference (%)
9	Slaters Lane to First Street	72.5	73	70	70	2	3%
10	First Street to Montgomery Street	33.4	106	21	91	13	63%
11	Montgomery Street to Madison Street	16.8	123	14	105	3	19%
12	Madison Street to Wythe Street	22.7	145	40	145	-17	-43%
13	Wythe Street to Pendleton Street	22.3	168	22	167	1	3%
14	Pendleton Street to Oronoco Street	15.9	184	13	180	3	24%
15	Oronoco Street to Princess Street	16.5	200	11	191	6	50%
Total	Southbound Washington Street		200		191	10	5%


Northbound AM Travel Time
Queen Street to Princess Street
Princess Street to Oronoco Street
Oronoco Street to Pendleton Street
Pendleton Street to Wythe Street
Wythe Street to Madison Street
Madison Street to Montgomery Street
Montgomery Street to First Street
First Street to Slaters Lane
Model Travel Time
Field Travel Time
0
50
100
150
200
250
300
350
400
450
Segment Travel Time (seconds)

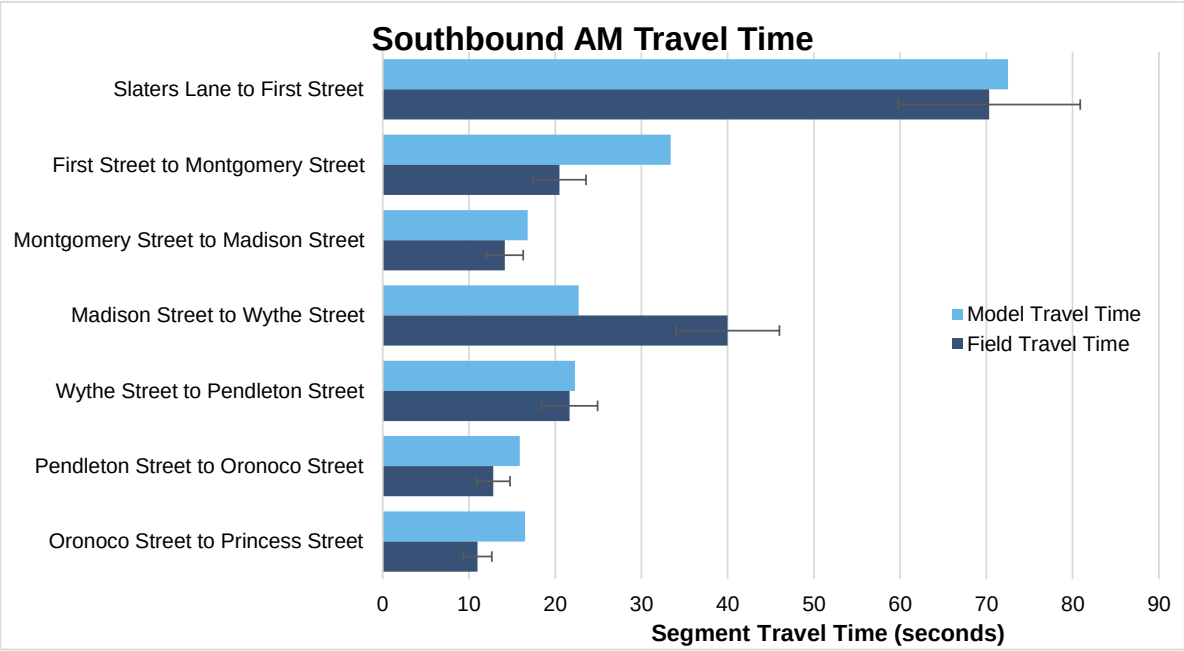

Southbound AM Travel Time
Slaters Lane to First Street
First Street to Montgomery Street
Montgomery Street to Madison Street
Madison Street to Wythe Street
Wythe Street to Pendleton Street
Pendleton Street to Oronoco Street
Oronoco Street to Princess Street
Model Travel Time
Field Travel Time
0
10
20
30
40
50
60
70
80
90
Segment Travel Time (seconds)

Table E-4: Queue Length Calibration

AM Peak Hour (7:15-8:15 AM)

	Queue Criteria	Total	Percent	Target	Target Met
Approaches (n = 29)	Within ± 30% of observed maximum queue lengths*	7	24%	85%	No

*If an absolute maximum queue length was not recorded in the field by the City of Alexandria, the approach is omitted from calibration

Intersection	Approach	Observed Queue (feet)	VISSIM Average Queue (feet)	VISSIM Maximum Queue (feet)	Maximum Queue Difference (feet)	Maximum Queue Difference (%)
Washington Street and Slaters Lane	NB Washington St	2375	4197	5285	2910	123%
	NB E Abingdon Dr	N/A	509	886		
	SB Washington St	125	32	207	82	66%
	SB W Abingdon Dr	N/A	29	285		
	EB	200	80	330	130	65%
	WB	100	6	55	-45	-45%
Washington Street and Bashford Lane	NB Washington St	N/A	895	1230		
	NB E Abingdon Dr	N/A	127	501		
	SB Washington St	N/A	25	283		
	SB W Abingdon Dr	N/A	24	126		
	EB	N/A	337	765		
	WB	N/A	288	569		
Washington Street and First Street	NB	300	122	434	134	45%
	SB	200	14	256	56	28%
	WB	50	85	344	294	588%
Washington Street and Montgomery Street/ Powhatan Street	NB	125	92	451	326	261%
	SB	250	29	157	-93	-37%
	SEB	N/A	11	100		
	WB	200	29	155	-45	-23%

AM Queue Length Calibration

Intersection	Approach	Observed Queue (feet)	VISSIM Average Queue (feet)	VISSIM Maximum Queue (feet)	Maximum Queue Difference (feet)	Maximum Queue Difference (%)
Washington Street and Madison Street	NB	225	168	452	227	101%
	SB	150	22	142	-8	-5%
	EB	100	45	204	104	104%
Washington Street and Wythe Street	NB	250	173	456	206	82%
	SB	125	17	147	22	18%
	EB	75	118	278	203	271%
	WB	50	34	219	169	338%
Washington Street and Pendleton Street	NB	275	201	455	180	65%
	SB	125	16	134	9	7%
	EB	100	36	247	147	147%
	WB	75	20	182	107	143%
Washington Street and Oronoco Street	NB	75	193	464	389	519%
	SB	125	6	124	-1	-1%
	EB	125	26	188	63	50%
	WB	50	17	131	81	162%
Washington Street and Princess Street	NB	75	494	829	754	1005%
	SB	75	8	103	28	37%
	EB	75	7	87	12	16%
	WB	25	2	48	23	92%

Table E-5: PM Calibration Summary

Calibration Item	Basis	Criteria	Subtotal	Total	Percent	Target	Target Met
Simulated Approach Volume	**Approaches (n = 38)**	Within ± 100 vph for < 700 vph	19	38	100%	100%	Yes
		Within ± 15% for ≥ 700 vph to < 2,700 vph	19				
		Within ± 400 vph for ≥ 2,700 vph	0				
		GEH Statistic < 5	38	38	100%	85%	Yes
Sum of Simulated Approach Volumes	**Approaches (n = 38)**	Within 5% of Target					Yes
		GEH Statistic < 4					Yes
Simulated Travel Time	**Corridor**	Within ± 15% for average observed travel time of entire corridor		2	100%	100%	Yes
Simulated Queue Length	**Approaches (n = 29)**	Within ± 30% for observed maximum queue lengths		6	21%	85%	No

Table E-6: Volume Calibration

PM Peak Hour (5:00-6:00 PM)

	Volume Criteria	Subtotal	Total	Percent	Target	Target Met
Approaches (n = 38)	Within ± 100 vph for < 700 vph	19	38	100%	100%	Yes
	Within ± 15% for ≥ 700 vph to < 2700 vph	19				
	Within ± 400 vph for ≥ 2700 vph	0				
	GEH Statistic < 5	38	38	100%	85%	Yes

	Volume Criteria	Target	Sim-ulated	Difference (%)	GEH	Target Met
Sum of Approach Volume	Within 5% and GEH Statistic < 4	34064	33810	-1%	1.4	Yes

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Slaters Lane	NB Washington St	TH	1611	1611	1612	1612	1	0%	0.0
	NB E Abingdon Dr	LT	51	82	53	82	0	0%	0.0
		TH	23		22				
		RT	8		7				
	SB Washington St	TH	1604	1604	1591	1591	-13	-1%	0.3
	SB W Abingdon Dr	LT	6	869	7	859	-10	-1%	0.3
		TH	534		531				
		RT	329		321				
	EB	LT	316	379	312	379	0	0%	0.0
		TH	36		36				
		RT	27		31				
	WB	LT	15	60	14	58	-2	-3%	0.3
		TH	35		34				
		RT	10		10				
	Intersection		4605		4581		-24	-1%	0.4
Washington Street and Bashford Lane	NB Washington St	TH	1366	1366	1369	1369	3	0%	0.1
	NB E Abingdon Dr	LT	22	127	25	126	-1	-1%	0.1
		TH	91		88				
		RT	14		13				
	SB Washington St	TH	1638	1638	1619	1619	-19	-1%	0.5
	SB W Abingdon Dr	LT	81	582	81	590	8	1%	0.3
		TH	472		483				
		RT	29		26				
	EB	LT	14	114	15	116	2	2%	0.2
		TH	83		82				
		RT	17		19				
	WB	LT	11	338	10	337	-1	0%	0.1
		TH	89		91				
		RT	238		236				
	Intersection		4165		4157		-8	0%	0.1
Washington Street and First Street	NB	TH	1314	1341	1322	1350	9	1%	0.2
		RT	27		28				
	SB	LT	311	2145	313	2128	-17	-1%	0.4
		TH	1834		1815				
	WB	RT	158	158	156	156	-2	-1%	0.2
	Intersection		3644		3634		-10	0%	0.2

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Montgomery Street/ Powhatan Street	NB	LT	73	1387	69	1394	7	1%	0.2
		TH	1314		1325				
	SB	TH	1774	1834	1754	1815	-19	-1%	0.4
		RT to Washington St	52		52				
		RT to Powhatan St	8		9				
	SEB	RT to Washington St	78	81	80	82	1	1%	0.1
		RT to Montgomery St	3		2				
	WB	LT	78	440	81	439	-1	0%	0.0
		TH	254		256				
		RT to Powhatan St	81		76				
		RT to Washington St	27		26				
	Intersection		3742		3730		-12	0%	0.2
Washington Street and Madison Street	NB	TH	1349	1434	1357	1442	8	1%	0.2
		RT	85		85				
	SB	LT	73	1930	73	1910	-20	-1%	0.5
		TH	1857		1837				
	EB	LT	38	311	38	314	3	1%	0.2
		TH	224		229				
		RT	49		47				
	Intersection		3675		3666		-9	0%	0.1
Washington Street and Wythe Street	NB	LT	78	1475	74	1482	7	0%	0.2
		TH	1356		1366				
		RT	41		42				
	SB	LT	100	1906	99	1878	-28	-1%	0.6
		TH	1744		1717				
		RT	62		62				
	EB	LT	41	154	42	153	-1	-1%	0.1
		TH	99		98				
		RT	14		13				
	WB	LT	39	276	39	274	-2	-1%	0.1
		TH	200		199				
		RT	37		36				
	Intersection		3811		3787		-24	-1%	0.4
Washington Street and Pendleton Street	NB	LT	7	1389	10	1393	4	0%	0.1
		TH	1340		1344				
		RT	42		39				
	SB	LT	8	1797	10	1762	-35	-2%	0.8
		TH	1722		1687				
		RT	67		65				
	EB	LT	40	227	40	231	4	2%	0.3
		TH	152		154				
		RT	35		37				
	WB	LT	46	318	45	321	3	1%	0.2
		TH	177		178				
		RT	95		98				
	Intersection		3731		3707		-24	-1%	0.4

Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	GEH
Washington Street and Oronoco Street	NB	LT	1	1329	2	1333	4	0%	0.1
		TH	1291		1297				
		RT	37		34				
	SB	LT	23	1803	22	1760	-43	-2%	1.0
		TH	1740		1697				
		RT	40		41				
	EB	LT	29	97	27	96	-1	-1%	0.1
		TH	61		62				
		RT	7		7				
	WB	LT	16	217	16	214	-3	-1%	0.2
		TH	132		131				
		RT	69		67				
	Intersection		3446		3403		-43	-1%	0.7
Washington Street and Princess Street	NB	LT	59	1313	58	1273	-40	-3%	1.1
		TH	1253		1214				
		RT	1		1				
	SB	LT	2	1763	2	1708	-55	-3%	1.3
		TH	1710		1656				
		RT	51		50				
	EB	LT	62	106	65	104	-2	-2%	0.2
		TH	27		23				
		RT	17		16				
	WB	LT	4	63	3	60	-3	-5%	0.4
		TH	45		43				
		RT	14		14				
	Intersection		3245		3145		-100	-3%	1.8

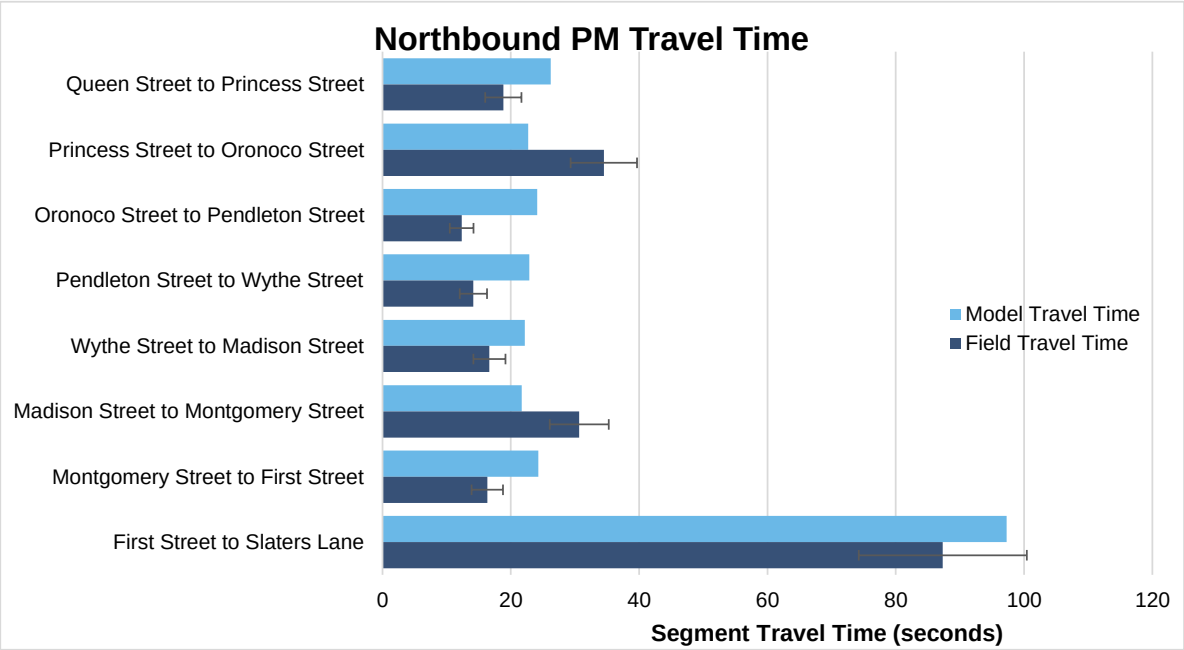
Table E-7: Travel Time Calibration

PM Peak Hour (5:00-6:00 PM)

	Travel Time Criteria	Total	Percent	Target	Target Met
Corridor	Within ± 15% for average observed travel time of entire corridor	2	100%	100%	Yes

Segment ID	Corridor Segment	Northbound					
		VISSIM Segment (sec)	VISSIM Cumul-ative (sec)	Field Segment (sec)	Field Cumul-ative (sec)	Segment Difference (sec)	Travel Time Segment Difference (%)
1	Queen Street to Princess Street	26	26	19	19	7	
2	Princess Street to Oronoco Street	23	49	35	53	-12	
3	Oronoco Street to Pendleton Street	24	73	12	66	12	
4	Pendleton Street to Wythe Street	23	96	14	80	9	
5	Wythe Street to Madison Street	22	118	17	97	6	
6	Madison Street to Montgomery Street	22	140	31	127	-9	
7	Montgomery Street to First Street	24	164	16	144	8	
8	First Street to Slaters Lane	97	261	87	231	10	
Total	Northbound Washington Street		261		231	31	13%

Segment ID	Corridor Segment	Southbound					
		VISSIM Segment (sec)	VISSIM Cumul-ative (sec)	Field Segment (sec)	Field Cumul-ative (sec)	Segment Difference (sec)	Travel Time Segment Difference (%)
9	Slaters Lane to First Street	67.2	67	71	71	-4	
10	First Street to Montgomery Street	19.0	86	18	89	1	
11	Montgomery Street to Madison Street	16.9	103	25	114	-8	
12	Madison Street to Wythe Street	19.9	123	13	127	7	
13	Wythe Street to Pendleton Street	24.0	147	16	143	8	
14	Pendleton Street to Oronoco Street	29.0	176	28	171	1	
15	Oronoco Street to Princess Street	48.6	225	56	227	-7	
Total	Southbound Washington Street		225		227	-2	-1%


Northbound PM Travel Time
Queen Street to Princess Street
Princess Street to Oronoco Street
Oronoco Street to Pendleton Street
Pendleton Street to Wythe Street
Wythe Street to Madison Street
Madison Street to Montgomery Street
Montgomery Street to First Street
First Street to Slaters Lane
Model Travel Time
Field Travel Time
0
20
40
60
80
100
120
Segment Travel Time (seconds)

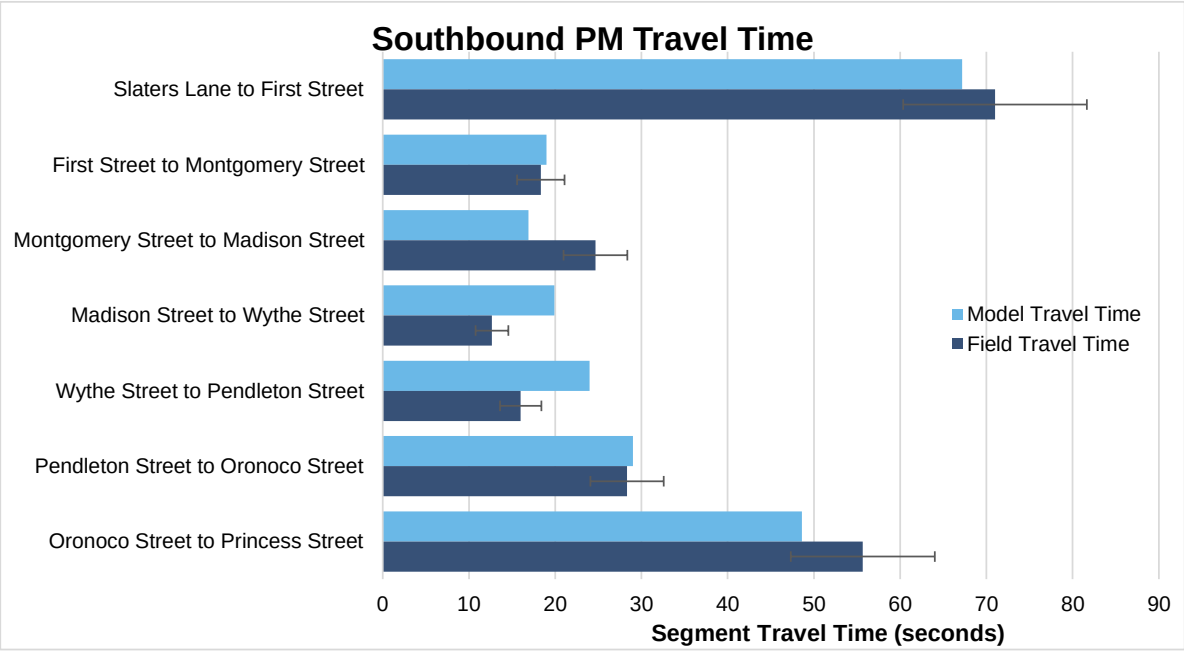

Southbound PM Travel Time
Slaters Lane to First Street
First Street to Montgomery Street
Montgomery Street to Madison Street
Madison Street to Wythe Street
Wythe Street to Pendleton Street
Pendleton Street to Oronoco Street
Oronoco Street to Princess Street
Model Travel Time
Field Travel Time
0
10
20
30
40
50
60
70
80
90
Segment Travel Time (seconds)

Table E-8: Queue Length Calibration

PM Peak Hour (5:00-6:00 PM)

	Queue Criteria	Total	Percent	Target	Target Met
Approaches (n = 29)	Within ± 30% of observed maximum queue lengths*	6	21%	85%	No

*If a queue observation was not made in the field by the City of Alexandria, the approach is omitted from calibration

Intersection	Approach	Observed Queue (feet)	VISSIM Average Queue (feet)	VISSIM Maximum Queue (feet)	Maximum Queue Difference (feet)	Maximum Queue Difference (%)
Washington Street and Slaters Lane	NB Washington St	250	207	855	605	242%
	NB E Abingdon Dr	N/A	6	92		
	SB Washington St	950	289	1461	511	54%
	SB W Abingdon Dr	N/A	786	2665		
	EB	200	51	214	14	7%
	WB	125	13	99	-26	-21%
Washington Street and Bashford Lane	NB Washington St	N/A	66	396		
	NB E Abingdon Dr	N/A	5	76		
	SB Washington St	N/A	14	161		
	SB W Abingdon Dr	N/A	29	219		
	EB	N/A	21	180		
	WB	N/A	72	383		
Washington Street and First Street	NB	175	47	280	105	60%
	SB	225	60	629	404	180%
	WB	100	5	92	-8	-8%
Washington Street and Montgomery Street/ Powhatan Street	NB	250	30	265	15	6%
	SB	225	32	276	51	23%
	SEB	N/A	29	174		
	WB	200	74	275	75	38%
Washington Street and Madison Street	NB	175	47	275	100	57%
	SB	200	25	359	159	80%
	EB	75	49	226	151	201%

PM Queue Length Calibration

Intersection	Approach	Observed Queue (feet)	VISSIM Average Queue (feet)	VISSIM Maximum Queue (feet)	Maximum Queue Difference (feet)	Maximum Queue Difference (%)
Washington Street and Wythe Street	NB	250	52	294	44	18%
	SB	225	37	385	160	71%
	EB	150	45	239	89	59%
	WB	175	85	261	86	49%
Washington Street and Pendleton Street	NB	175	54	341	166	95%
	SB	125	76	437	312	250%
	EB	100	61	283	183	183%
	WB	125	67	286	161	129%
Washington Street and Oronoco Street	NB	125	54	336	211	169%
	SB	250	107	452	202	81%
	EB	75	22	148	73	97%
	WB	175	53	272	97	55%
Washington Street and Princess Street	NB	275	87	383	108	39%
	SB	325	205	446	121	37%
	EB	100	27	163	63	63%
	WB	25	11	115	90	360%

Appendix F

VISSIM Throughput Results

Table F-1: Comparison of Average Throughput (veh/hr)

AM Peak Hour (7:15-8:15 AM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
1. N. Washington Street and Slaters Lane	NB N. Washington St	TH	1708	1708	1715	1715	1687	1687	1789	1789
	NB E. Abingdon Dr	LT	25	730	2	753	2	753	3	855
		TH	573		572		580		698	
		RT	132		179		171		154	
	SB N. Washington St	TH	549	549	619	619	460	460	581	581
	SB W. Abingdon Dr	LT	18	365	38	407	52	317	42	479
		TH	75		100		85		168	
		RT	272		269		180		269	
	EB	LT	562	581	559	600	528	654	554	686
		TH	5		27		88		65	
		RT	14		14		38		67	
	WB	LT	3	36	12	50	52	148	11	100
		TH	4		11		46		49	
		RT	29		27		50		40	
	Intersection		3969		4144		4019		4490	
2. N. Washington Street and Bashford Lane	NB N. Washington St	TH	1362	1362	1361	1361	1332	1332	1358	1358
	NB E. Abingdon Dr	LT	43	1031	43	1079	43	1090	43	1097
		TH	987		1033		1047		1054	
		RT	1		3		0		0	
	SB N. Washington St	TH	558	558	627	627	469	469	590	590
	SB W. Abingdon Dr	LT	55	89	64	120	103	179	98	179
		TH	25		48		68		72	
		RT	9		8		8		9	
	EB	LT	143	263	140	270	125	288	128	293
		TH	114		123		157		159	
		RT	6		7		6		6	
	WB	LT	8	222	10	257	10	256	12	301
		TH	30		34		31		40	
		RT	184		213		215		249	
	Intersection		3525		3714		3614		3818	
3. N. Washington Street and First Street	NB	TH	2072	2087	2022	2036	1978	1993	2073	2089
		RT	15		14		15		16	
	SB	LT	123	591	172	685	122	559	99	679
		TH	468		513		437		580	
	WB	RT	197	197	224	224	206	206	234	234
	Intersection		2875		2945		2758		3002	

It is noted that the VISSIM models include a “break” in the network along W. Abingdon Drive between Slaters Lane and Bashford Lane. This break was created during calibration to preserve the integrity of the traffic counts obtained from previous studies at these two intersections along W. Abingdon Drive. The southbound traffic between the two intersection was different enough that any volume balancing between the two intersections would have led to significantly different traffic volumes than those observed in the field.

The break in the network allows a volume imbalance to exist between Slaters Lane and Bashford Lane and also allows for the existing driveway entrance to be indirectly modeled in VISSIM. This break is consistent across all scenarios and does not impact the results of the analyses.

Table F-1: Comparison of Average Throughput (veh/hr)

AM Peak Hour (7:15-8:15 AM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
4. N. Washington Street and Montgomery Street/ Powhatan Street	NB	LT	33	2114	33	2069		1990	45	2133
		TH	2081		2036		1972		2070	
		RT					18		18	
	SB	LT		468		513		436	55	578
		TH	453		489		421		503	
		RT to Montgomery St	13		22		14		18	
		RT to Powhatan St	2		2		1		2	
	SEB	RT to Washington St	29	32	29	32	29	32	29	32
		RT to Montgomery St	3		3		3		3	
	EB	LT					21	174	21	175
		TH					145		146	
		RT					8		8	
	WB	LT	21	180	25	212	24	238	24	238
		TH	132		187		214		214	
		RT to Powhatan St	22		0					
		RT to Washington St	5		0		0		0	
	Intersection		2794		2826		2870		3156	
5. N. Washington Street and Madison Street	NB	TH	2084	2128	2069	2125	1990	2018	2135	2165
		RT	44		56		28		30	
	SB	LT	68	502	75	543	62	484	64	566
		TH	434		468		422		502	
	EB	LT	30	269	0	423	0	236	0	236
		TH	218		401		224		224	
		RT	21		22		12		12	
	Intersection		2899		3091		2738		2967	
6. N. Washington Street and Wythe Street	NB	LT	29	1984	45	1984	68	1904	25	1973
		TH	1912		1876		1801		1911	
		RT	43		63		35		37	
	SB	LT	38	454	42	491	28	433	33	514
		TH	408		441		378		448	
		RT	8		8		27		33	
	EB	LT	166	252	172	300	141	263	179	336
		TH	69		112		109		141	
		RT	17		16		13		16	
	WB	LT	22	158	25	201	31	219	32	221
		TH	87		102		114		115	
		RT	49		74		74		74	
	Intersection		2848		2976		2819		3044	

Table F-1: Comparison of Average Throughput (veh/hr)

AM Peak Hour (7:15-8:15 AM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
7. N. Washington Street and Pendleton Street	NB	LT	17	2005	6	2031	6	1948	6	2019
		TH	1948		1981		1903		1973	
		RT	40		44		39		40	
	SB	LT	0	446	0	481	0	423	0	496
		TH	422		455		402		471	
		RT	24		26		21		25	
	EB	LT	11	147	0	141	0	136	0	136
		TH	119		123		118		118	
		RT	17		18		18		18	
	WB	LT	19	101	18	87	19	101	20	102
		TH	62		69		82		82	
		RT	20		0		0		0	
	Intersection		2699		2740		2608		2753	
8. N. Washington Street and Oronoco Street	NB	LT	11	2004	11	2029	10	1940	11	2018
		TH	1952		1977		1893		1969	
		RT	41		41		37		38	
	SB	LT	1	458	0	490	0	442	0	510
		TH	451		484		436		504	
		RT	6		6		6		6	
	EB	LT	39	123	39	125	39	125	39	125
		TH	78		80		80		80	
		RT	6		6		6		6	
	WB	LT	10	92	13	104	13	115	14	116
		TH	64		73		85		85	
		RT	18		18		17		17	
	Intersection		2677		2748		2622		2769	
9. N. Washington Street and Princess Street	NB	LT	57	2037	54	2064	51	1966	53	2052
		TH	1977		2007		1912		1996	
		RT	3		3		3		3	
	SB	LT	0	467	0	503	0	456	0	523
		TH	440		474		432		494	
		RT	27		29		24		29	
	EB	LT	26	44	27	55	26	63	26	63
		TH	7		17		26		26	
		RT	11		11		11		11	
	WB	LT	0	17	0	24	0	21	0	21
		TH	11		17		14		14	
		RT	6		7		7		7	
	Intersection		2565		2646		2506		2659	
10. N. Washington Street and Proposed New East-West Connection	NB N. Washington St	TH							1768	1768
	NB E. Abingdon Dr	TH							832	878
		RT							46	
	SB N. Washington St	TH							588	588
	SB W. Abingdon Dr	LT							96	239
		TH							143	
	WB	LT							35	78
		RT							43	
	Intersection								3551	

Table F-2: Comparison of Average Throughput (veh/hr)

PM Peak Hour (5:00-6:00 PM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
1. N. Washington Street and Slaters Lane	NB N. Washington St	TH	1608	1608	1685	1685	1554	1554	1738	1738
	NB E. Abingdon Dr	LT	53	82	66	110	61	136	65	146
		TH	22		27		45		69	
		RT	7		17		30		12	
	SB N. Washington St	TH	1602	1602	1650	1650	1656	1656	1651	1651
	SB W. Abingdon Dr	LT	7	867	9	881	34	927	20	937
		TH	536		548		571		591	
		RT	324		324		322		326	
	EB	LT	312	379	312	381	308	430	311	433
		TH	36		40		78		65	
		RT	31		29		44		57	
	WB	LT	14	58	64	166	54	231	23	187
		TH	34		63		100		125	
		RT	10		39		77		39	
	Intersection		4596		4873		4934		5092	
2. N. Washington Street and Bashford Lane	NB N. Washington St	TH	1364	1364	1444	1444	1283	1283	1432	1432
	NB E. Abingdon Dr	LT	25	126	25	142	26	151	26	151
		TH	88		100		112		112	
		RT	13		17		13		13	
	SB N. Washington St	TH	1635	1635	1674	1674	1655	1655	1672	1672
	SB W. Abingdon Dr	LT	81	590	86	640	101	658	98	683
		TH	483		528		533		559	
		RT	26		26		24		26	
	EB	LT	14	115	17	135	11	118	11	118
		TH	82		100		90		90	
		RT	19		18		17		17	
	WB	LT	10	337	13	400	11	388	10	364
		TH	91		124		100		99	
		RT	236		263		277		255	
	Intersection		4167		4435		4253		4420	
3. N. Washington Street and First Street	NB	TH	1317	1344	1388	1417	1224	1253	1390	1423
		RT	27		29		29		33	
	SB	LT	315	2143	323	2216	323	2222	231	2242
		TH	1828		1893		1899		2011	
	WB	RT	156	156	173	173	174	174	174	174
	Intersection		3643		3806		3649		3839	

It is noted that the VISSIM models include a “break” in the network along W. Abingdon Drive between Slaters Lane and Bashford Lane. This break was created during calibration to preserve the integrity of the traffic counts obtained from previous studies at these two intersections along W. Abingdon Drive. The southbound traffic between the two intersection was different enough that any volume balancing between the two intersections would have led to significantly different traffic volumes than those observed in the field.

The break in the network allows a volume imbalance to exist between Slaters Lane and Bashford Lane and also allows for the existing driveway entrance to be indirectly modeled in VISSIM. This break is consistent across all scenarios and does not impact the results of the analyses.

Table F-2: Comparison of Average Throughput (veh/hr)

PM Peak Hour (5:00-6:00 PM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
4. N. Washington Street and Montgomery Street/ Powhatan Street	NB	LT	69	1391	68	1444		1238	95	1507
		TH	1322		1376		1207		1378	
		RT					31		34	
	SB	LT		1827		1892		1900	105	2004
		TH	1766		1808		1838		1837	
		RT to Montgomery St	52		75		54		54	
		RT to Powhatan St	9		9		8		8	
	SEB	RT to Washington St	80	82	80	82	79	81	79	81
		RT to Montgomery St	2		2		2		2	
	EB	LT					15	145	15	145
		TH					111		111	
		RT					19		19	
	WB	LT	80	438	77	513	75	526	71	497
		TH	256		320		421		396	
		RT to Powhatan St	76		72					
		RT to Washington St	26		44		30		30	
	Intersection		3738		3931		3890		4234	
5. N. Washington Street and Madison Street	NB	TH	1354	1440	1407	1491	1214	1262	1488	1542
		RT	86		84		48		54	
	SB	LT	73	1923	77	1959	77	2003	65	1996
		TH	1850		1882		1926		1931	
	EB	LT	38	314	39	352	23	223	23	223
		TH	229		263		171		171	
		RT	47		50		29		29	
	Intersection		3677		3802		3488		3761	
6. N. Washington Street and Wythe Street	NB	LT	73	1480	82	1545	123	1344	58	1565
		TH	1365		1418		1171		1450	
		RT	42		45		50		57	
	SB	LT	100	1893	110	1923	110	1943	111	1944
		TH	1730		1753		1762		1761	
		RT	63		60		71		72	
	EB	LT	42	153	46	181	52	217	52	217
		TH	98		123		150		150	
		RT	13		12		15		15	
	WB	LT	38	273	51	328	53	314	53	315
		TH	199		241		224		225	
		RT	36		36		37		37	
	Intersection		3799		3977		3818		4041	

Table F-2: Comparison of Average Throughput (veh/hr)

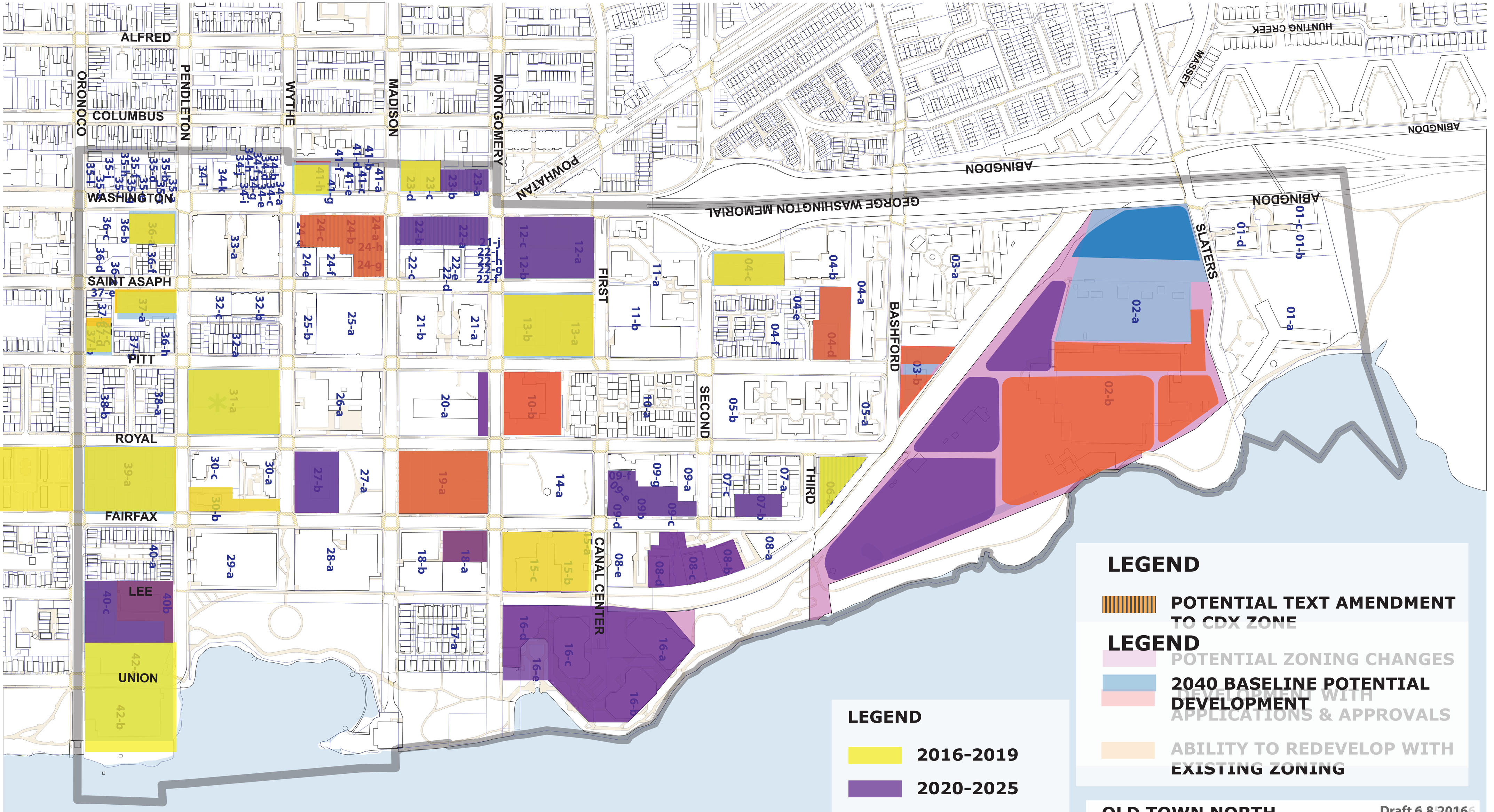
PM Peak Hour (5:00-6:00 PM)

*Results displayed are the average results across 10 microsimulation runs

Intersection	Approach	Movement	Existing Conditions		2040 Baseline		2040 Build		2040 Build with Improvements	
7. N. Washington Street and Pendleton Street	NB	LT	10	1395	6	1460	4	1260	6	1481
		TH	1346		1413		1217		1429	
		RT	39		41		39		46	
	SB	LT	10	1768	0	1804	0	1812	0	1812
		TH	1692		1730		1750		1750	
		RT	66		74		62		62	
	EB	LT	41	232	41	242	40	230	41	235
		TH	154		161		152		156	
		RT	37		40		38		38	
	WB	LT	44	320	45	335	45	367	45	367
		TH	178		193		226		227	
		RT	98		97		96		95	
	Intersection		3715		3841		3669		3895	
8. N. Washington Street and Oronoco Street	NB	LT	2	1334	0	1409	0	1198	0	1421
		TH	1298		1372		1169		1385	
		RT	34		37		29		36	
	SB	LT	22	1765	23	1803	23	1823	22	1823
		TH	1702		1741		1761		1762	
		RT	41		39		39		39	
	EB	LT	27	96	27	103	28	103	28	104
		TH	62		70		69		70	
		RT	7		6		6		6	
	WB	LT	16	214	26	275	22	285	22	290
		TH	131		184		197		200	
		RT	67		65		66		68	
	Intersection		3409		3590		3409		3638	
9. N. Washington Street and Princess Street	NB	LT	58	1277	57	1313	46	1025	59	1351
		TH	1218		1255		978		1291	
		RT	1		1		1		1	
	SB	LT	2	1716	0	1769	0	1785	0	1786
		TH	1663		1721		1737		1738	
		RT	51		48		48		48	
	EB	LT	65	104	66	131	64	119	65	121
		TH	23		49		39		40	
		RT	16		16		16		16	
	WB	LT	3	60	6	81	2	92	2	93
		TH	43		61		76		77	
		RT	14		14		14		14	
	Intersection		3157		3294		3021		3351	
10. N. Washington Street and Proposed New East-West Connection	NB N. Washington St	TH							1693	1693
	NB E. Abingdon Dr	TH							106	122
		RT							16	
	SB N. Washington St	TH							1669	1669
	SB W. Abingdon Dr	LT							59	663
		TH							604	
	WB	LT							66	154
		RT							88	
	Intersection								4301	

Appendix G

Forecasted Development


ALFRED
COLUMBUS
WASHINGTON
SAINT ASAPH
PITT
ROYAL
FAIRFAX
LEE
UNION
ORONOCO
PENDLETON
WYTHE
MADISON
MONTGOMERY
POWHATAN
GEORGE WASHINGTON MEMORIAL
FIRST
SECOND
THIRD
CANAL CENTER
BASHFORD
SLATERS
ABINGDON
MASSEY
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2040 BASELINE POTENTIAL DEVELOPMENT
DEVELOPMENT WITH APPLICATIONS & APPROVALS
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LEGEND
2016-2019
2020-2025
2026-2030
2031-2040
*NOTE: WMATA BUS GARAGE ZONING AMENDMENT RECOMMENDED PER COMMUNITY PROCESS
OLD TOWN NORTH
DEVELOPMENT PHASING - PROJECTIONS
Draft 6.8.2016
0
125
250
500
750
1,000 Feet

			NET INCREASE				GROSS INCREASE						
		BASELINE	EXISTING ZONING ENHANCED BASELINE NET INCREASES (Existing uses deducted)		PLANNED ZONING APPROVED & DESIGNATED NET INCREASES (Existing uses deducted)		PLANNED ZONING APPROVED AND DESIGNATED						
Block	Parcel Size (Combined under common ownership)	BASELINE Existing Building Size	Additional residential (total)	Additional non-residential (total)	Approved & Designated Dev. Residential Total (Existing uses deducted)	Approved & Designated Dev. Non-Residential Total (Existing uses deducted)	Approved & Designated Dev. Residential (total)	Residential Apartment Units	Residential TH Units	Approved & Designated Dev. Non-residential (total)	Office	Retail	Hotel (Rooms)
Unit	SF	SF					SF	Units	Units	SF	SF	SF	Rooms
Subtotals Phase 1 2016-2019	753,361	0	768,958	258,436	1,259,422	7,080	1,305,438	886	133	133,947	0	97,001	72
Subtotals Phase 2 2020-2025	1,021,297	0	33,702	286,215	1,048,954	509,139	1,048,954	1,010	14	627,693	505,609	122,084	0
Subtotals Phase 3 2026-2030	706,510	0	0	250,554	1,105,442	285,833	1,105,442	1,004	39	497,594	334,940	162,654	0
Subtotals Phase 4 2031-2040	252,064	0	0	126,032	83,936	-7,975	83,936	0	30	0	0	0	0
RUNNING TOTAL		6,611,269	802,660	921,237	3,497,753	794,077	3,543,769	2,900	216	1,259,234	840,549	381,739	72
TOTAL	2,733,232		1,723,897		4,291,830		4,803,003						

Notes (General)

'Baseline' = Existing building sf. Includes buildings which have vacant or near-vacant uses (e.g. NRG site, Health Dept)

'Enhanced Baseline' = The maximum net allowable development for all sites identified as designated development sites, together with the actual approroved sf for recently approved projects which are not yet constructed. For the purposes of analysing the additional uses potentially allowable on thes sites, the existing uses have been deducted, reflecting the net change. For forecasting purposes, the same phase of development is assumed for these development sites as under the 'Approved and Designated' category.

"Approved and Designated Development' = The assumed net development potential sf for each of the sites identified and designated development sites, including the development potential from any potential changes to zoning under the Plan; together with the actual approroved sf for recently approved projects which are not yet constructed. .For the purposes of analysing the additional uses potentially allowable on thes sites, the existing uses have been deducted, reflecting the net change. For forecasting purposes, the same phase of development is assumed for these development sites as under the 'Approved and Designated' category.

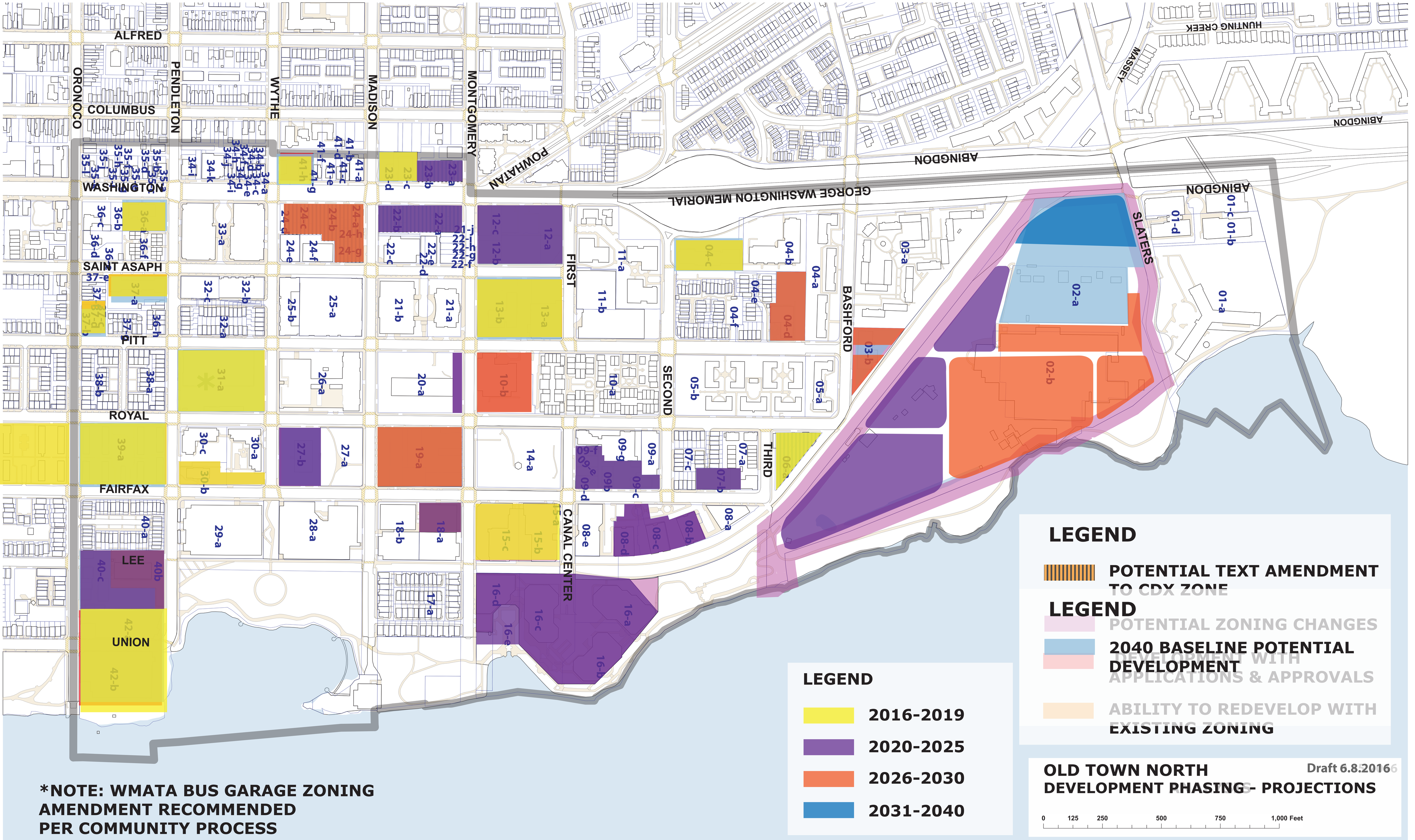
1 Existing building size is derived from the City's Real Estate records
2 Existing Allowable Maximum Development is derived from the parcel size multiplied by the maximum FAR allowed within the zone. In some cases, this will apply a different use than currently exists at the location
3 Approved Development is derived from the records from the plans approved by the City (net sf)
4 Designated Development is derived from a yield study of the sites identified through the Old Town North planning study with assumptions for the use and size of potential development
5 Designated Development apartment unit size is assumed to be 1000 sf
6 Designated Development TH unit size is assumed to be 2800 sf
7 Designated Development uses and projections are for planning purposes only

Notes (Site Specific)

A	Designated Development: Subject to confirmation by the property owner
B	Designated Development: Density Bonus assumed in max FAR
C	Designated Development: Re-zoning and subdivision in order to build liner units
D	Existing building exceeds Max FAR
E	Potential zoning TBC
F	Assumes existing hotel remains
G	Site subject to RFP

PARCEL DATA				ENHANCED BASELINE NET INCREASES (Existing uses deducted)						
Block	Parcel	Site	Address	Additional residential Apartment Units	Additional residential TH Units	Additional Office	Additional Retail/Services	Additional Hotel (Rooms)	Additional Commercial (non-office/retail)	Additional Industrial
				Units	Units	SF	SF	Rooms	SF	SF
Unit Conversion										
2	02-a	PEPCO Substation	1300 K N Royal							126,032
Subtotals										126,032
3	03-b	Foreign Car Service	501 Bashford Ln				37,822			
Subtotals							37,822			
4	04-c	Old Colony Inn	1101 N Washington					46		
	04-d	National PTA	1240 N Pitt St				62,699			
Subtotals							62,699	46		
6	06-a	Craddock Site	1200 N Royal				55,040			
Subtotals							55,040			
7	07-b	Potomack Co	1112 N Fairfax				27,900			
Subtotals							27,900			
9	09-b	1010 N Fairfax	1000-1020 N Fairfax			3,964				
	09-c	1020 N Fairfax				11,388				
	09-d	Dry Cleaners							17,022	
	09-e	St. Anthony's							5,820	
	09-f	325 First St				16,932				
Subtotals						32,283			22,841	
12	12-a	AFBA	909 N Washington			3,979				
		AFBA Parking Lot	909 N Washington							
	12-b	900 N Washington	900 N Washington			56,379				
Subtotals						60,358				
13	13-a	Giant	513 First Street	232			21,933			
	13-b	ABC	513 First Street							
Subtotals				232	0		21,933			
19	19-a	Montgomery Center	300 Montgomery			145,663	-97,184			
Subtotals						145,663	-97,184			
22	22-a	PNC	825 N Washington			68,725	27,943			
Subtotals						68,725	27,943			
23	23-a	Old Town Auto	834 N Washington			29,093	11,975			
	23-b	Asian Wok	828 N Washington							
	23-c	Towne Motel	800-802 N Washington					69		
	23-d									
Subtotals						29,093	11,975	69		
24	24-a	Redpeg	727 N Washington			17,172	12,549			
	24-b	Liberty	725 N Washington							
	24-c	Exxon	703 N Washington			32,247	13,290			
	24-g	Royal Restaurant	720 N St Asaph				22,317			
	24-h	610 Madison (Cleaners)	610 Madison				3,979			
Subtotals						49,419	52,135			
27	27-b	Simpson Building	700 N Fairfax			5,097				
Subtotals						5,097				
31	31-a	Royal St Bus Garage	600 N Royal	131						
Subtotals				131						
36	36-a	The Mill	515 N Washington	34						
	36-b									
Subtotals				34						
37	37-a	Former Health Dept	509 N St Asaph							
	37-b	HD Parking Lot	511 Oronocco		16					
	37-c									
	37-d									
Subtotals				0	16					
39	39-a	Hokins (ARHA)	551 N Royal	85						
Subtotals				85						
40	40-c	Dalton Wharf	100-120 Oronoco	34						
Subtotals				34						
41	41-g	Travelodge	700 N Washington	31			6,354	-40		
	41-h									

PARCEL DATA				ENHANCED BASELINE NET INCREASES (Existing uses deducted)						
Block	Parcel	Site	Address	Additional residential Apartment Units	Additional residential TH Units	Additional Office	Additional Retail/Services	Additional Hotel (Rooms)	Additional Commercial (non-office/retail)	Additional Industrial
				Units	Units	SF	SF	Rooms	SF	SF
Unit Conversion										
Subtotals				31			6,354	-40		
42	42-a	RTN (West)	500 N Union	41		0	4,421	132		
	42-b	RTN (East)	501 N Union	41		0	19,120	0		
Subtotals				82	0	0	23,541	132	0	0
			TOTALS	628	16	390,638	230,158	207	22,841	126,032


ALFRED
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PENDLETON
WYTHE
MADISON
MONTGOMERY
POWHATAN
FIRST
SECOND
THIRD
CANAL CENTER
BASHFORD
SLATERS
GEORGE WASHINGTON MEMORIAL
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250
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1,000 Feet
*NOTE: WMATA BUS GARAGE ZONING AMENDMENT RECOMMENDED PER COMMUNITY PROCESS

PARCEL DATA				APPROVED & DESIGNATED NET INCREASES (Existing uses deducted)						
Block	Parcel	Site	Address	Additional residential Apartment Units	Additional residential TH Units	Additional Office	Additional Retail/Services	Additional Hotel (Rooms)	Additional Commercial (non-office/retail)	Additional Industrial
Unit				Units	Units	SF	SF	Rooms	SF	SF
2	02-a	PEPCO Substation	1300 K N Royal	0	30	0	0	0		-7,975
	02-b	NRG	1300 H N Royal	1,258	22	605,000	75,000	0		0
Subtotals				1,258	52	605,000	75,000	0		-7,975
3	03-b	Foreign Car Service	501 Bashford Ln	0	20	0	-10,910	0		
Subtotals				0	20	0	-10,910	0		
4	04-c	Old Colony Inn	1101 N Washington	0	0	0	0	46		
	04-d	National PTA	1240 N Pitt St	0	8	0	0	0		
Subtotals				0	8	0	0	46		
6	06-a	Craddock Site	1200 N Royal	45	0	0	7,916	0		
		Metro Stage							-4,200	
Subtotals				45	0	0	7,916	0	-4,200	
7	07-b	Potomack Co	1112 N Fairfax	34	0	0	-14,400	0		
Subtotals				34	0	0	-14,400	0		
8	08-b	Transpotomac Plaza	1100 N Fairfax	42	0	20,900	0	0		
	08-c									
	08-d									
Subtotals				42	0	20,900	0	0		
9	09-b	1010 N Fairfax	1000-1020 N Fairfax	67	3	-16,388		0		
	09-c	1020 N Fairfax				-8,964			0	
	09-d	Dry Cleaners					-3,330		0	
	09-e	St. Anthony's							-14,532	
	09-f	325 First St				-3,420			0	
Subtotals				67	3	-28,772	-3,330	0	-14,532	
10	10-b	901 N Pitt		131	0	0	17,128	0		
Subtotals				131	0	0	17,128	0		
12	12-a	AFBA	909 N Washington	0	0	28,800	0	0		
		AFBA Parking Lot	909 N Washington							
	12-b	900 N Washington	900 N Washington	0	0	58,458	19,486	0		
Subtotals				0	0	87,258	19,486	0		
13	13-a	Giant	513 First Street	232	0	0	21,933	0		
	13-b	ABC	513 First Street							
Subtotals				232	0	0	21,933	0		
15	15-b	Crowne Plaza	901 N Fairfax	150	42	0	0	-253		
Subtotals				150	42	0	0	-253		
16	16-a	Canal Center	44 Canal Center Plaza	0	0	31,650	10,000	0		
	16-c			0	0	31,650	10,000	0		
	16-d			0	0	31,651	0	0		
Subtotals				0	0	94,951	20,000	0		
19	19-a	Montgomery Center	300 Montgomery	191	0	0	-98,928	0		
Subtotals				191	0	0	-98,928	0		
20	20-a2	Port Royal liner	801 N Pitt	16	0	0	8,000	0		
Subtotals				16	0	0	8,000	0		
22	22-a	PNC	825 N Washington	56	0	0	20,411	0		
	22-b	Shell	801 N Washington							
Subtotals				56	0	0	20,411	0		
23	23-a	Old Town Auto	834 N Washington	24	0	0	8,426	0		
	23-b	Asian Wok	828 N Washington							
Subtotals				24	0	0	8,426	69		
24	24-a	Redpeg	727 N Washington	0	0	19,688	-2,719	0		
	24-c	Exxon	703 N Washington	27	0	0	11,414	0		
	24-g	Royal Restaurant	720 N St Asaph	14	0	0	2,912	0		
	24-h	610 Madison (Cleaners)	610 Madison	11	0	0	-2,911	0		
Subtotals				53	0	19,688	8,697	0		
27	27-b	Simpson Building	700 N Fairfax	109	0	-49,259	0	0		
Subtotals				109	0	-49,259	0	0		

PARCEL DATA				APPROVED & DESIGNATED NET INCREASES (Existing uses deducted)						
Block	Parcel	Site	Address	Additional residential Apartment Units	Additional residential TH Units	Additional Office	Additional Retail/Services	Additional Hotel (Rooms)	Additional Commercial (non-office/retail)	Additional Industrial
Unit				Units	Units	SF	SF	Rooms	SF	SF
30	30-b2	Former ARHA Liner	600 N Fairfax	0	20	0	0	0		
Subtotals				0	20	0	0	0		
31	31-a	Royal St Bus Garage	600 N Royal	181	10	0	0	0		
Subtotals				181	10	0	0	0		
36	36-a	The Mill	515 N Washington	34	0	-25,204	0	0		
	36-b									
Subtotals				34	0	-25,204	0	0		
37	37-a	Former Health Dept	509 N St Asaph	0	16	0	0	0		
	37-b	HD Parking Lot	511 Oronocco							
	37-c									
Subtotals				0	16	0	0	0		
39	39-a	Hokins (ARHA)	551 N Royal	179	-34	0	0	0		
Subtotals				179	-34	0	0	0		
40	40-c	Dalton Wharf	100-120 Oronoco	34	0	0	0	0		
Subtotals				34	0	0	0	0		
41	41-g	Travelodge	700 N Washington	0	31	0	6,354	-40		
	41-h									
Subtotals				0	31	0	6,354	-40		
42	42-a	RTN (West)	500 N Union	25	0	0	4,421	132		0
	42-b	RTN (East)	501 N Union	41	0	0	19,120	0		0
Subtotals				66	0	0	23,541	132		0
TOTALS				2,884	168	724,562	109,323	-46	-18,732	-7,975

Appendix H

Breakdown of Person Trips by Block

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

2040 Baseline Land Use	Total Intensity (Rounded)	Dev. Unit	AM Peak Hour			PM Peak Hour			Weekday
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Hotel	207	Rooms	65	45	110	63	61	124	1691
Transit - Metrorail			17	12	29	18	16	34	457
Transit - Bus			3	1	4	3	2	5	68
Ped and Bicyle			19	14	33	20	19	39	525
Auto			26	18	44	22	24	46	641
Specialty Retail	253	1000 sq.ft. gla	133	81	214	373	476	849	11270
Transit - Metrorail			39	23	62	107	139	246	3270
Transit - Bus			11	5	16	28	39	67	900
Ped and Bicyle			32	21	53	87	112	199	2597
Auto			46	29	75	138	169	307	4056
Mid-Rise Apartment	613	DUs	60	134	194	143	103	246	2398
Transit - Metrorail			34	69	103	74	56	130	1271
Transit - Bus			0	1	1	2	0	2	23
Ped and Bicyle			10	22	32	22	17	39	379
Auto			16	42	58	45	30	75	725
General Office	391	1000 sq.ft. gla	623	85	708	120	598	718	4906
Transit - Metrorail			219	29	248	44	208	252	1715
Transit - Bus			70	9	79	15	66	81	540
Ped and Bicyle			39	4	43	9	35	44	294
Auto			295	43	338	52	289	341	2357
Residential Condominium/Townhouse	16	DUs	2	10	12	9	4	13	131
Transit - Metrorail			1	5	6	5	2	7	71
Transit - Bus			0	0	0	0	0	0	1
Ped and Bicyle			0	2	2	1	1	2	21
Auto			1	3	4	3	1	4	38
Light Industrial	126	1000 sq.ft. gla	102	14	116	15	107	122	878
Transit - Metrorail			0	0	0	0	0	0	0
Transit - Bus			0	0	0	0	0	0	0
Ped and Bicyle			0	0	0	0	0	0	0
Auto			102	14	116	15	107	122	878
Total Transit - Metrorail			310	138	448	248	421	669	6784
Total Transit - Bus			84	16	100	48	107	155	1532
Total Ped and Bicyle			100	63	163	139	184	323	3816
Total Auto			486	149	635	275	620	895	8695
Total Baseline Site Generated			**980**	**366**	**1346**	**710**	**1332**	**2042**	**20827**

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

BLOCK	Parcel	NAME	ITE Code	Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
2	02-a	PEPCO Substation	110	Light Industrial	Rate	126.032	1000 sq.ft. gfa	N/A	102	14	116	15	107	122	878
		Transit - Metrorail													
		Transit - Bus													
		Ped and Bicycle													
		Auto							102	14	116	15	107	122	878
		Block 2 Total Auto							**102**	**14**	**116**	**15**	**107**	**122**	**878**
3	03-b	Foreign Car Service	826	Specialty Retail	Equation	37.822	1000 sq.ft. gla	Retail	17	11	28	49	63	112	1656
		Transit - Metrorail						not large format	5	3	8	14	18	32	480
		Transit - Bus							1	1	2	4	5	9	132
		Ped and Bicycle							5	3	8	13	17	30	447
		Auto							6	4	10	18	23	41	597
		Block 3 Total Auto							**6**	**4**	**10**	**18**	**23**	**41**	**597**
4	04-c	Old Colony Inn	310	Hotel	Rate	46	rooms	Hotel	14	10	24	14	14	28	376
		Transit - Metrorail							4	2	6	4	4	8	102
		Transit - Bus							1	0	1	1	0	1	15
		Ped and Bicyle							4	3	7	5	4	9	117
		Auto							5	5	10	4	6	10	142
	04-d	National PTA	710	Specialty Retail	Equation	62.699	1000 sq.ft. gla	Retail	27	16	43	76	96	172	2720
		Transit - Metrorail						not large format	7	5	12	22	28	50	789
		Transit - Bus							2	1	3	6	8	14	218
		Ped and Bicyle							7	5	12	20	26	46	734
		Auto							11	5	16	28	34	62	979
		Block 4 Total Auto							**16**	**10**	**26**	**32**	**40**	**72**	**1121**
6	06-a	Craddock Site	826	Specialty Retail	Equation	55.04	1000 sq.ft. gla	Retail	24	15	39	68	86	154	2392
		Transit - Metrorail						not large format	7	4	11	20	25	45	694
		Transit - Bus							2	1	3	5	7	12	191
		Ped and Bicyle							7	4	11	18	24	42	646
		Auto							8	6	14	25	30	55	861
		Block 6 Total Auto							**8**	**6**	**14**	**25**	**30**	**55**	**861**
7	07-b	Potomack Co	826	Specialty Retail	Equation	27.9	1000 sq.ft. gla	Retail	14	8	22	39	49	88	1231
		Transit - Metrorail						not large format	4	2	6	11	15	26	357
		Transit - Bus							1	1	2	3	4	7	98
		Ped and Bicyle							4	2	6	11	13	24	332
		Auto							5	3	8	14	17	31	444
		Block 7 Total Auto							**5**	**3**	**8**	**14**	**17**	**31**	**444**
9	09-b	1010 N Fairfax	710	General Office	Rate	3.964	1000 sq.ft. gfa	Office	5	1	6	1	5	6	44
		Transit - Metrorail						adjacent to transit	2	0	2	0	2	2	15
		Transit - Bus							1	0	1	0	1	1	5
		Ped and Bicyle							0	0	0	0	0	0	3
		Auto							2	1	3	1	2	3	21
	09-c	1020 N Fairfax	710	General Office	Rate	11.388	1000 sq.ft. gfa	Office	16	2	18	3	14	17	126
		Transit - Metrorail						adjacent to transit	5	1	6	1	5	6	44
		Transit - Bus							2	0	2	0	2	2	14
		Ped and Bicyle							1	0	1	0	1	1	8
		Auto							8	1	9	2	6	8	60
	09-d	Dry Cleaners	826	Specialty Retail	Equation	17.022	1000 sq.ft. gla	Retail	10	6	16	27	35	62	766
		Transit - Metrorail						not large format	3	2	5	8	10	18	222

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

BLOCK	Parcel	NAME	ITE Code	Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Bus							1	0	1	2	3	5	61
		Ped and Bicyle							2	2	4	7	10	17	207
		Auto							4	2	6	10	12	22	276
	09-e	St. Anthony's	826	Specialty Retail	Rate	5.82	1000 sq.ft. gla	Retail	2	2	4	7	9	16	258
		Transit - Metrorail						not large format	1	0	1	2	3	5	75
		Transit - Bus							0	0	0	0	1	1	21
		Ped and Bicyle							1	0	1	2	2	4	70
		Auto							0	2	2	3	3	6	92
	09-f	325 First St	710	General Office	Rate	16.932	1000 sq.ft. gfa	Office	23	3	26	4	21	25	187
		Transit - Metrorail						adjacent to transit	8	1	9	2	7	9	65
		Transit - Bus							3	0	3	1	2	3	21
		Ped and Bicyle							2	0	2	0	2	2	11
		Auto							10	2	12	1	10	11	90
		Block 9 Total Auto							**24**	**8**	**32**	**17**	**33**	**50**	**539**
12	12-a	AFBA AFBA Parking Lot	710	General Office	Rate	3.979	1000 sq.ft. gfa	Office	5	1	6	1	5	6	44
		Transit - Metrorail						adjacent to transit	2	0	2	0	2	2	15
		Transit - Bus							1	0	1	0	1	1	5
		Ped and Bicyle							0	0	0	0	0	0	3
		Auto							2	1	3	1	2	3	21
	12-b	900 N Washington	710	General Office	Equation	56.379	1000 sq.ft. gfa	Office	106	15	121	24	118	142	849
		Transit - Metrorail						adjacent to transit	37	5	42	9	41	50	297
		Transit - Bus							11	2	13	3	13	16	93
		Ped and Bicyle							6	1	7	2	7	9	51
		Auto							52	7	59	10	57	67	408
		Block 12 Total Auto							**54**	**8**	**62**	**11**	**59**	**70**	**429**
13	13-a	Giant	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	232	dwelling units	Residential	25	57	82	58	42	100	908
		Transit - Metrorail						adjacent to transit	14	30	44	31	23	54	490
		Transit - Bus							0	1	1	1	0	1	9
		Ped and Bicyle							4	9	13	9	7	16	145
		Auto							7	17	24	17	12	29	264
	13-b	ABC	826	Specialty Retail	Equation	21.933	1000 sq.ft. gla	Retail	12	7	19	33	41	74	976
		Transit - Metrorail						not large format	4	2	6	9	12	21	283
		Transit - Bus							1	1	2	3	3	6	78
		Ped and Bicyle							3	2	5	9	11	20	264
		Auto							4	2	6	12	15	27	351
		Block 13 Total Auto							**11**	**19**	**30**	**29**	**27**	**56**	**615**
19	19-a	Montgomery Center	710	General Office	Equation	145.663	1000 sq.ft. gfa	Office	228	31	259	41	201	242	1747
		Transit - Metrorail						adjacent to transit	80	11	91	14	71	85	611
		Transit - Bus							25	3	28	5	22	27	192
		Ped and Bicyle							14	2	16	3	12	15	105
		Auto							109	15	124	19	96	115	839
	19-a	Montgomery Center	826	Specialty Retail	Equation	-97.184	1000 sq.ft. gla	Retail	-40	-24	-64	-112	-143	-255	-4195
		Transit - Metrorail						not large format	-12	-7	-19	-33	-41	-74	-1217
		Transit - Bus							-3	-2	-5	-9	-11	-20	-336
		Ped and Bicyle							-11	-6	-17	-30	-39	-69	-1133
		Auto							-14	-9	-23	-40	-52	-92	-1509

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

BLOCK	Parcel	NAME	ITE Code	Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Block 19 Total Auto							**95**	**6**	**101**	**-21**	**44**	**23**	**-670**
22	22-a	PNC	710	General Office	Equation	68.725	1000 sq.ft. gfa	Office	125	17	142	26	129	155	987
		Transit - Metrorail						adjacent to transit	44	6	50	9	45	54	345
		Transit - Bus							14	2	16	3	14	17	109
		Ped and Bicyle							8	1	9	2	7	9	59
		Auto							59	8	67	12	63	75	474
	22-b	Shell	826	Specialty Retail	Equation	27.943	1000 sq.ft. gla	Retail	14	8	22	39	50	89	1233
		Transit - Metrorail						not large format	4	2	6	11	15	26	358
		Transit - Bus							1	1	2	3	4	7	99
		Ped and Bicyle							4	2	6	11	13	24	333
		Auto							5	3	8	14	18	32	443
		Block 22 Total Auto							**64**	**11**	**75**	**26**	**81**	**107**	**917**
23	23-a	Old Town Auto	710	General Office	Rate	29.093	1000 sq.ft. gfa	Office	40	5	45	7	36	43	321
		Transit - Metrorail						adjacent to transit	14	2	16	3	12	15	112
		Transit - Bus							4	1	5	1	4	5	35
		Ped and Bicyle							3	0	3	1	2	3	19
		Auto							19	2	21	2	18	20	155
	23-b	Asian Wok	826	Specialty Retail	Equation	11.975	1000 sq.ft. gla	Retail	8	5	13	22	28	50	550
		Transit - Metrorail						not large format	2	2	4	7	8	15	160
		Transit - Bus							1	0	1	2	2	4	44
		Ped and Bicyle							2	2	4	6	8	14	149
		Auto							3	1	4	7	10	17	197
	23-c 23-d	Towne Motel	310	Hotel	Rate	69	rooms	Hotel	22	15	37	21	20	41	564
		Transit - Metrorail							6	4	10	6	5	11	152
		Transit - Bus							1	0	1	1	1	2	23
		Ped and Bicyle							6	5	11	7	6	13	175
		Auto							9	6	15	7	8	15	214
		Block 23 Total Auto							**31**	**9**	**40**	**16**	**36**	**52**	**566**
24	24-a	Redpeg	710	General Office	Rate	17.172	1000 sq.ft. gfa	Office	24	3	27	4	22	26	189
		Transit - Metrorail						adjacent to transit	8	1	9	2	7	9	66
		Transit - Bus							3	0	3	1	2	3	21
		Ped and Bicyle							2	0	2	0	2	2	11
		Auto							11	2	13	1	11	12	91
	24-b	Liberty	826	Specialty Retail	Equation	12.549	1000 sq.ft. gla	Retail	8	5	13	23	29	52	575
		Transit - Metrorail						not large format	2	2	4	7	8	15	167
		Transit - Bus							1	0	1	2	2	4	46
		Ped and Bicyle							2	2	4	6	8	14	155
		Auto							3	1	4	8	11	19	207
	24-c	Exxon	710	General Office	Rate	32.247	1000 sq.ft. gfa	Office	44	6	50	8	40	48	356
		Transit - Metrorail						adjacent to transit	16	2	18	3	14	17	125
		Transit - Bus							5	1	6	1	4	5	39
		Ped and Bicyle							3	0	3	1	2	3	21
		Auto							20	3	23	3	20	23	171
			826	Specialty Retail	Equation	13.29	1000 sq.ft. gla	Retail	8	5	13	23	30	53	606
	24-c	*Transit - Metrorail*						not large format	2	2	4	7	8	15	176
		Transit - Bus							1	0	1	2	2	4	48
		Ped and Bicyle							2	2	4	6	8	14	164

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

BLOCK	Parcel	NAME	ITE Code	Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Auto							3	1	4	8	12	20	218
	24-g	Royal Restaurant	826	Specialty Retail	Equation	22.317	1000 sq.ft. gla	Retail	12	7	19	33	42	75	992
		Transit - Metrorail						not large format	4	2	6	10	12	22	288
		Transit - Bus							1	1	2	3	3	6	79
		Ped and Bicyle							3	2	5	9	11	20	268
		Auto							4	2	6	11	16	27	357
	24-h	610 Madison (Cleaners)	826	Specialty Retail	Rate	3.979	1000 sq.ft. gla	Retail	2	1	3	5	6	11	176
		Transit - Metrorail						not large format	1	0	1	1	2	3	51
		Transit - Bus							0	0	0	0	1	1	14
		Ped and Bicyle							1	0	1	1	2	3	48
		Auto							0	1	1	3	1	4	63
		Block 24 Total Auto							**41**	**10**	**51**	**34**	**71**	**105**	**1107**
27	27-b	Simpson Building	710	General Office	Rate	5.097	1000 sq.ft. gfa	Office	7	1	8	1	7	8	56
		Transit - Metrorail						adjacent to transit	3	0	3	1	2	3	20
		Transit - Bus							1	0	1	0	1	1	6
		Ped and Bicyle							0	0	0	0	0	0	3
		Auto							3	1	4	0	4	4	27
		Block 27 Total Auto							**3**	**1**	**4**	**0**	**4**	**4**	**27**
31	31-a	Royal St Bus Garage	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	131	dwelling units	Residential	13	28	41	30	22	52	512
		Transit - Metrorail						adjacent to transit	7	15	22	16	12	28	276
		Transit - Bus							0	0	0	1	0	1	5
		Ped and Bicyle							2	5	7	5	3	8	82
		Auto							4	8	12	8	7	15	149
		Block 31 Total Auto							**4**	**8**	**12**	**8**	**7**	**15**	**149**
36	36-a 36-b	The Mill	223	Mid-Rise Apartment	Rate	34	dwelling units	Residential	3	7	10	8	5	13	133
		Transit - Metrorail						adjacent to transit	2	3	5	4	3	7	72
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicyle							1	1	2	1	1	2	21
		Auto							0	3	3	3	1	4	39
		Block 36 Total Auto							**0**	**3**	**3**	**3**	**1**	**4**	**39**
37	37-a 37-b 37-c 37-d	Former Health Dept HD Parking Lot	230	Residential Condominium/Townhouse	Equation	16	dwelling units	Residential	2	10	12	9	4	13	131
		Transit - Metrorail						adjacent to transit	1	5	6	5	2	7	71
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicyle							0	2	2	1	1	2	21
		Auto							1	3	4	3	1	4	38
		Block 37 Total Auto							**1**	**3**	**4**	**3**	**1**	**4**	**38**
39	39-a	Hokins (ARHA)	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	85	dwelling units	Residential	7	15	22	17	13	30	333
		Transit - Metrorail						adjacent to transit	4	8	12	9	7	16	180
		Transit - Bus							0	0	0	0	0	0	3
		Ped and Bicyle							1	3	4	3	2	5	53
		Auto							2	4	6	5	4	9	97
		Block 39 Total Auto							**2**	**4**	**6**	**5**	**4**	**9**	**97**
40	40-c	Dalton Wharf	223	Mid-Rise Apartment	Rate	34	dwelling units	Residential	3	7	10	8	5	13	133

OLD TOWN NORTH
2040 Baseline Site Generation Peak Hour Trips

BLOCK	Parcel	NAME	ITE Code	Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Metrorail						within 1/4 of transit	2	3	5	3	3	6	64
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicyle							1	1	2	1	1	2	20
		Auto							0	3	3	4	1	5	48
		Block 40 Total Auto							**0**	**3**	**3**	**4**	**1**	**5**	**48**
41	41-g	Travelodge	223	Mid-Rise Apartment	Rate	31	dwelling units	Residential	3	6	9	7	5	12	121
		Transit - Metrorail						adjacent to transit	2	3	5	3	3	6	65
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicyle							0	1	1	1	1	2	19
		Auto							1	2	3	3	1	4	36
			826	Specialty Retail	Rate	6.354	1000 sq.ft. gla	Retail	2	2	4	7	10	17	282
	41-g	*Transit - Metrorail*						not large format	1	0	1	2	3	5	82
		Transit - Bus							0	0	0	0	1	1	23
		Ped and Bicyle							1	0	1	2	3	5	76
		Auto							0	2	2	3	3	6	101
	41-h		310	Hotel	Rate	-40	rooms	Hotel	-12	-9	-21	-12	-12	-24	-327
		Transit - Metrorail							-4	-2	-6	-3	-3	-6	-88
		Transit - Bus							-1	0	-1	-1	0	-1	-13
		Ped and Bicyle							-4	-3	-7	-4	-3	-7	-101
		Auto							-3	-4	-7	-4	-6	-10	-125
		Block 41 Total Auto							**-2**	**0**	**-2**	**2**	**-2**	**0**	**12**
42	42-a	RTN (West)	223	Mid-Rise Apartment	Rate	25	dwelling units	Residential	2	6	8	6	4	10	98
		Transit - Metrorail						within 1/4 of transit	1	3	4	3	2	5	47
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicyle							0	1	1	1	1	2	15
		Auto							1	2	3	2	1	3	35
			826	Specialty Retail	Rate	4.421	1000 sq.ft. gla	Retail	2	1	3	5	7	12	196
	42-a	*Transit - Metrorail*						not large format	1	0	1	1	2	3	57
		Transit - Bus							0	0	0	0	1	1	16
		Ped and Bicyle							1	0	1	1	2	3	53
		Auto							0	1	1	3	2	5	70
			310	Hotel	Rate	132	rooms	Hotel	41	29	70	40	39	79	1078
	42-a	*Transit - Metrorail*							11	8	19	11	10	21	291
		Transit - Bus							2	1	3	2	1	3	43
		Ped and Bicyle							13	9	22	12	12	24	334
		Auto							15	11	26	15	16	31	410
	42-b	RTN (East)	223	Mid-Rise Apartment	Rate	41	dwelling units	Residential	4	8	12	9	7	16	160
		Transit - Metrorail						within 1/4 of transit	2	4	6	5	3	8	77
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicyle							1	1	2	1	1	2	24
		Auto							1	3	4	3	3	6	57
			826	Specialty Retail	Equation	19.12	1000 sq.ft. gla	Retail	11	6	17	29	38	67	856
	42-b	*Transit - Metrorail*						not large format	3	2	5	8	11	19	248
		Transit - Bus							1	0	1	2	3	5	68
		Ped and Bicyle							3	2	5	8	10	18	231
		Auto							4	2	6	11	14	25	309
		Block 42 Total Auto							**21**	**19**	**40**	**34**	**36**	**70**	**881**

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

2040 Build Land Use	Total Intensity (Rounded)	Dev. Unit	AM Peak Hour			PM Peak Hour			Weekday
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Hotel	-46	Rooms	-14	-10	-24	-15	-13	-28	-376
Transit - Metrorail			-4	-3	-7	-3	-4	-7	-101
Transit - Bus			0	-1	-1	0	-1	-1	-15
Ped and Bicycle			-6	-3	-9	-4	-4	-8	-116
Auto			-4	-3	-7	-8	-4	-12	-144
Specialty Retail	91	1000 sq.ft. gla	47	28	75	129	166	295	4057
Transit - Metrorail			13	9	22	39	45	84	1176
Transit - Bus			4	1	5	11	12	23	324
Ped and Bicycle			12	8	20	34	45	79	1096
Auto			18	10	28	45	64	109	1461
Mid-Rise Apartment	2901	Dus	315	705	1020	724	526	1250	11348
Transit - Metrorail			162	355	517	369	269	638	5797
Transit - Bus			2	7	9	9	3	12	113
Ped and Bicycle			50	109	159	116	79	195	1760
Auto			101	234	335	230	175	405	3678
General Office	725	1000 sq.ft. gla	905	123	1028	169	822	991	6703
Transit - Metrorail			209	27	236	42	187	229	1549
Transit - Bus			81	13	94	18	73	91	616
Ped and Bicycle			72	8	80	14	65	79	535
Auto			543	75	618	95	497	592	4003
Residential Condominium/Townhouse	168	Dus	18	99	117	88	44	132	1317
Transit - Metrorail			10	52	62	46	23	69	687
Transit - Bus			0	0	0	0	0	0	13
Ped and Bicycle			2	14	16	14	7	21	206
Auto			6	33	39	28	14	42	411
Light Industrial	-8	1000 sq.ft. gla	-6	-1	-7	-1	-7	-8	-56
Transit - Metrorail			0	0	0	0	0	0	0
Transit - Bus			0	0	0	0	0	0	0
Ped and Bicycle			0	0	0	0	0	0	0
Auto			-6	-1	-7	-1	-7	-8	-56
Transit - Metrorail			390	440	830	493	520	1013	9108
Transit - Bus			87	20	107	38	87	125	1051
Ped and Bicycle			130	136	266	174	192	366	3481
Auto			658	348	1006	389	739	1128	9353
Total Build Site Generated			**1265**	**944**	**2209**	**1094**	**1538**	**2632**	**22993**

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
2	02-a	PEPCO Substation	110	Light Industrial	Rate	-7.975	1000 sq.ft. gfa	N/A	-6	-1	-7	-1	-7	-8	-56
		Transit - Metrorail													
		Transit - Bus													
		Ped and Bicycle													
		Auto							-6	-1	-7	-1	-7	-8	-56
	02-a	PEPCO Substation	230	Residential Condominium/Townhouse	Equation	30	dwelling units	Residential	3	17	20	15	7	22	226
		Transit - Metrorail						within 1/4 of transit	2	8	10	7	4	11	108
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	2	3	2	1	3	34
		Auto							0	7	7	6	2	8	82
	02-b	NRG	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	1258	dwelling units	Residential	156	347	503	344	249	593	4921
		Transit - Metrorail						within 1/4 of transit	75	166	241	165	120	285	2362
		Transit - Bus							2	3	5	3	3	6	49
		Ped and Bicycle							23	52	75	52	37	89	738
		Auto							56	126	182	124	89	213	1772
	02-b	NRG	230	Residential Condominium/Townhouse	Equation	22	dwelling units	Residential	3	12	15	11	6	17	172
		Transit - Metrorail						within 1/4 of transit	1	6	7	5	3	8	83
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							0	2	2	2	1	3	26
		Auto							2	4	6	4	2	6	61
	02-b	NRG	710	General Office	Equation	605	1000 sq.ft. gfa	Office	711	97	808	129	627	756	5156
		Transit - Metrorail						within 1/4 of transit	150	20	170	27	132	159	1083
		Transit - Bus							64	9	73	12	56	68	464
		Ped and Bicycle							42	6	48	8	37	45	309
		Auto							455	62	517	82	402	484	3300
	02-b	NRG	826	Specialty Retail	Equation	75	1000 sq.ft. gla	Retail	31	19	50	88	113	201	3246
		Transit - Metrorail						not large format	9	6	15	26	32	58	941
		Transit - Bus							2	2	4	7	9	16	260
		Ped and Bicycle							9	5	14	24	30	54	876
		Auto							11	6	17	31	42	73	1169
		Block 2 Total Auto							**518**	**204**	**722**	**246**	**530**	**776**	**6328**
3	03-b	Foreign Car Service	826	Specialty Retail	Equation	-10.91	1000 sq.ft. gla	Retail	-7	-5	-12	-21	-27	-48	-504
		Transit - Metrorail						not large format	-2	-1	-3	-6	-8	-14	-146
		Transit - Bus							-1	0	-1	-2	-2	-4	-40
		Ped and Bicycle							-2	-1	-3	-6	-7	-13	-136
		Auto							-2	-3	-5	-7	-10	-17	-182
	03-b	Foreign Car Service	230	Residential Condominium/Townhouse	Equation	20	dwelling units	Residential	2	12	14	11	5	16	159
		Transit - Metrorail						adjacent to transit	1	7	8	6	3	9	86
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							0	2	2	2	1	3	25
		Auto							1	3	4	3	1	4	46
		Block 3 Total Auto							**-1**	**0**	**-1**	**-4**	**-9**	**-13**	**-136**
4	04-c	Old Colony Inn	310	Hotel	Rate	46	rooms	Hotel	14	10	24	14	14	28	376
		Transit - Metrorail							4	2	6	4	4	8	102
		Transit - Bus							1	0	1	1	0	1	15
		Ped and Bicycle							4	3	7	5	4	9	117
		Auto							5	5	10	4	6	10	142
	04-d	National PTA	230	Residential Condominium/Townhouse	Equation	8	dwelling units	Residential	1	6	7	5	3	8	71
		Transit - Metrorail						adjacent to transit	1	3	4	3	1	4	38

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	0	1	11
		Auto							0	2	2	1	2	3	21
		Block 4 Total Auto							**5**	**7**	**12**	**5**	**8**	**13**	**163**
6	06-a	Craddock Site	826	Specialty Retail	Rate	7.916	1000 sq.ft. gla	Retail	3	2	5	9	12	21	351
		Transit - Metrorail						not large format	1	0	1	3	3	6	102
		Transit - Bus							0	0	0	1	1	2	28
		Ped and Bicycle							1	0	1	3	3	6	95
		Auto							1	2	3	2	5	7	126
	06-a	Craddock Site	223	Mid-Rise Apartment	Rate	45	dwelling units	Residential	4	10	14	10	8	18	176
		Transit - Metrorail						within 1/4 of transit	2	5	7	5	4	9	84
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	1	2	2	1	3	26
		Auto							1	4	5	3	3	6	64
	06-a	Metro Stage	826	Specialty Retail	Rate	-4.2	1000 sq.ft. gla	Retail	-2	-1	-3	-5	-6	-11	-186
		Transit - Metrorail						not large format	-1	0	-1	-1	-2	-3	-54
		Transit - Bus							0	0	0	0	-1	-1	-15
		Ped and Bicycle							-1	0	-1	-1	-2	-3	-50
		Auto							0	-1	-1	-3	-1	-4	-67
		Block 6 Total Auto							**2**	**5**	**7**	**2**	**7**	**9**	**123**
7	07-b	Potomack Co	826	Specialty Retail	Equation	-14.4	1000 sq.ft. gla	Retail	-9	-5	-14	-25	-31	-56	-654
		Transit - Metrorail						not large format	-2	-2	-4	-7	-9	-16	-190
		Transit - Bus							-1	0	-1	-2	-2	-4	-52
		Ped and Bicycle							-2	-2	-4	-7	-8	-15	-177
		Auto							-4	-1	-5	-9	-12	-21	-235
	07-b	Potomack Co	223	Mid-Rise Apartment	Rate	34	dwelling units	Residential	3	7	10	8	5	13	133
		Transit - Metrorail						adjacent to transit	2	3	5	4	3	7	72
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							1	1	2	1	1	2	21
		Auto							0	3	3	3	1	4	39
		Block 7 Total Auto							**-4**	**2**	**-2**	**-6**	**-11**	**-17**	**-196**
8	08-b	Transpotomac Plaza	710	General Office	Rate	20.9	1000 sq.ft. gfa	Office	29	4	33	5	26	31	231
		Transit - Metrorail						adjacent to transit	11	1	12	2	9	11	81
		Transit - Bus							4	0	4	1	2	3	25
		Ped and Bicycle							2	0	2	0	2	2	14
		Auto							12	3	15	2	13	15	111
	08-c	Transpotomac Plaza	223	Mid-Rise Apartment	Rate	42	dwelling units	Residential	4	9	13	9	7	16	164
		Transit - Metrorail						adjacent to transit	2	5	7	5	4	9	89
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	1	2	2	1	3	26
		Auto							1	3	4	2	2	4	47
		Block 8 Total Auto							**13**	**6**	**19**	**4**	**15**	**19**	**158**
9	09-b	1010 N Fairfax	710	General Office	Rate	-16.388	1000 sq.ft. gfa	Office	-23	-3	-26	-4	-20	-24	-181
		Transit - Metrorail						adjacent to transit	-8	-1	-9	-1	-7	-8	-63
		Transit - Bus							-3	0	-3	-1	-2	-3	-20
		Ped and Bicycle							-2	0	-2	0	-1	-1	-11
		Auto							-10	-2	-12	-2	-10	-12	-87
	09-c	1020 N Fairfax	710	General Office	Rate	-8.964	1000 sq.ft. gfa	Office	-12	-2	-14	-2	-11	-13	-99
		Transit - Metrorail						adjacent to transit	-4	-1	-5	-1	-4	-5	-35

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Bus							-2	0	-2	0	-1	-1	-11
		Ped and Bicycle							-1	0	-1	0	-1	-1	-6
		Auto							-5	-1	-6	-1	-5	-6	-47
	09-d	Dry Cleaners	826	Specialty Retail	Equation	-14.532	1000 sq.ft. gla	Retail	-9	-5	-14	-25	-31	-56	-659
		Transit - Metrorail						not large format	-2	-2	-4	-7	-9	-16	-191
		Transit - Bus							-1	0	-1	-2	-2	-4	-53
		Ped and Bicycle							-2	-2	-4	-7	-8	-15	-178
		Auto							-4	-1	-5	-9	-12	-21	-237
	09-e	St. Anthony's	826	Specialty Retail	Rate	-3.33	1000 sq.ft. gla	Retail	-1	-1	-2	-4	-5	-9	-148
		Transit - Metrorail						not large format	-1	0	-1	-1	-2	-3	-43
		Transit - Bus							0	0	0	0	-1	-1	-12
		Ped and Bicycle							-1	0	-1	-1	-1	-2	-40
		Auto							1	-1	0	-2	-1	-3	-53
	09-f	325 First St	710	General Office	Rate	-3.42	1000 sq.ft. gfa	Office	-4	-1	-5	-1	-4	-5	-38
		Transit - Metrorail						adjacent to transit	-2	0	-2	0	-2	-2	-13
		Transit - Bus							-1	0	-1	0	-1	-1	-4
		Ped and Bicycle							0	0	0	0	0	0	-2
		Auto							-1	-1	-2	-1	-1	-2	-19
	09-f	325 First St	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	67	dwelling units	Residential	4	10	14	12	9	21	262
		Transit - Metrorail						adjacent to transit	2	6	8	6	5	11	141
		Transit - Bus							0	0	0	0	0	0	3
		Ped and Bicycle							1	1	2	2	1	3	42
		Auto							1	3	4	4	3	7	76
	09-f	325 First St	230	Residential Condominium/Townhouse	Equation	3	dwelling units	Residential	1	2	3	2	1	3	30
		Transit - Metrorail						adjacent to transit	0	2	2	1	1	2	16
		Transit - Bus							0	0	0	0	0	0	0
		Ped and Bicycle							0	0	0	0	0	0	5
		Auto							1	0	1	1	0	1	9
		Block 9 Total Auto							**-17**	**-3**	**-20**	**-10**	**-26**	**-36**	**-358**
10	10-b	901 N Pitt	826	Specialty Retail	Equation	17.128	1000 sq.ft. gla	Retail	10	6	16	28	35	63	770
		Transit - Metrorail						not large format	3	2	5	8	10	18	223
		Transit - Bus							1	0	1	2	3	5	62
		Ped and Bicycle							2	2	4	7	10	17	208
		Auto							4	2	6	11	12	23	277
	10-b	901 N Pitt	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	131	dwelling units	Residential	13	28	41	30	22	52	512
		Transit - Metrorail						adjacent to transit	7	15	22	16	12	28	276
		Transit - Bus							0	0	0	1	0	1	5
		Ped and Bicycle							2	5	7	5	3	8	82
		Auto							4	8	12	8	7	15	149
		Block 10 Total Auto							**8**	**10**	**18**	**19**	**19**	**38**	**426**
12	12-a	AFBA AFBA Parking Lot	710	General Office	Rate	28.8	1000 sq.ft. gfa	Office	40	5	45	7	36	43	318
		Transit - Metrorail						adjacent to transit	4	1	5	1	4	5	35
		Transit - Bus							3	0	3	1	2	3	19
		Ped and Bicycle							19	2	21	2	18	20	153
		Auto							14	2	16	3	12	15	111
	12-b	900 N Washington	710	General Office	Equation	58.458	1000 sq.ft. gfa	Office	110	15	125	24	120	144	873
		Transit - Metrorail						adjacent to transit	39	5	44	9	41	50	306
		Transit - Bus							12	2	14	3	13	16	96

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Ped and Bicycle							7	1	8	2	7	9	52
		Auto							52	7	59	10	59	69	419
	12-b	900 N Washington	826	Specialty Retail	Equation	19.486	1000 sq.ft. gla	Retail	11	6	17	30	38	68	871
		Transit - Metrorail						not large format	3	2	5	9	11	20	253
		Transit - Bus							1	0	1	2	3	5	70
		Ped and Bicycle							3	2	5	8	10	18	235
		Auto							4	2	6	11	14	25	313
		Block 12 Total Auto							**70**	**11**	**81**	**24**	**85**	**109**	**843**
13	13-a	Giant	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	232	dwelling units	Residential	25	57	82	58	42	100	908
		Transit - Metrorail						adjacent to transit	14	30	44	31	23	54	490
		Transit - Bus							0	1	1	1	0	1	9
		Ped and Bicycle							4	9	13	9	7	16	145
		Auto							7	17	24	17	12	29	264
	13-b	ABC	826	Specialty Retail	Equation	21.933	1000 sq.ft. gla	Retail	12	7	19	33	41	74	976
		Transit - Metrorail						not large format	4	2	6	9	12	21	283
		Transit - Bus							1	1	2	3	3	6	78
		Ped and Bicycle							3	2	5	9	11	20	264
		Auto							4	2	6	12	15	27	351
		Block 13 Total Auto							**11**	**19**	**30**	**29**	**27**	**56**	**615**
15	15-b	Crowne Plaza	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	150	dwelling units	Residential	15	33	48	35	26	61	587
		Transit - Metrorail						adjacent to transit	8	18	26	19	14	33	317
		Transit - Bus							0	0	0	1	0	1	6
		Ped and Bicycle							2	6	8	6	4	10	94
		Auto							5	9	14	9	8	17	170
	15-b	Crowne Plaza	230	Residential Condominium/Townhouse	Equation	42	dwelling units	Residential	4	22	26	20	10	30	302
		Transit - Metrorail						adjacent to transit	2	12	14	11	5	16	163
		Transit - Bus							0	0	0	0	0	0	3
		Ped and Bicycle							1	3	4	3	2	5	48
		Auto							1	7	8	6	3	9	88
	15-b	Crowne Plaza	310	Hotel	Rate	-253	rooms	Hotel	-79	-55	-134	-78	-74	-152	-2067
		Transit - Metrorail							-21	-15	-36	-21	-20	-41	-558
		Transit - Bus							-3	-2	-5	-3	-3	-6	-83
		Ped and Bicycle							-25	-17	-42	-24	-23	-47	-641
		Auto							-30	-21	-51	-30	-28	-58	-785
		Block 15 Total Auto							**-24**	**-5**	**-29**	**-15**	**-17**	**-32**	**-527**
16	16-a	Canal Center	710	General Office	Rate	31.65	1000 sq.ft. gfa	Office	43	6	49	8	39	47	349
		Transit - Metrorail						within 1/4 of transit	15	2	17	3	13	16	122
		Transit - Bus							4	1	5	1	4	5	38
		Ped and Bicycle							3	0	3	1	2	3	21
		Auto							21	3	24	3	20	23	168
	16-a	Canal Center	826	Specialty Retail	Rate	10	1000 sq.ft. gla	Retail	4	3	7	12	15	27	443
		Transit - Metrorail						not large format	1	1	2	4	4	8	128
		Transit - Bus							1	0	1	1	1	2	35
		Ped and Bicycle							1	1	2	3	4	7	120
		Auto							1	1	2	4	6	10	160
	16-c	Canal Center	710	General Office	Rate	31.65	1000 sq.ft. gfa	Office	43	6	49	8	39	47	349
		Transit - Metrorail						within 1/4 of transit	15	2	17	3	13	16	122
		Transit - Bus							4	1	5	1	4	5	38

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Ped and Bicycle							3	0	3	1	2	3	21
		Auto							21	3	24	3	20	23	168
	16-c	Canal Center	826	Specialty Retail	Rate	10	1000 sq.ft. gla	Retail	4	3	7	12	15	27	443
		Transit - Metrorail						not large format	1	1	2	4	4	8	128
		Transit - Bus							1	0	1	1	1	2	35
		Ped and Bicycle							1	1	2	3	4	7	120
		Auto							1	1	2	4	6	10	160
	16-d	Canal Center	710	General Office	Rate	31.651	1000 sq.ft. gfa	Office	43	6	49	8	39	47	349
		Transit - Metrorail						within 1/4 of transit	15	2	17	3	13	16	122
		Transit - Bus							4	1	5	1	4	5	38
		Ped and Bicycle							3	0	3	1	2	3	21
		Auto							21	3	24	3	20	23	168
		Block 16 Total Auto							**65**	**11**	**76**	**17**	**72**	**89**	**824**
19	19-a	Montgomery Center	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	191	dwelling units	Residential	20	45	65	47	34	81	747
		Transit - Metrorail						adjacent to transit	11	24	35	26	18	44	403
		Transit - Bus							0	1	1	1	0	1	7
		Ped and Bicycle							3	7	10	8	5	13	120
		Auto							6	13	19	12	11	23	217
	19-a	Montgomery Center	826	Specialty Retail	Equation	-98.928	1000 sq.ft. gla	Retail	-40	-25	-65	-114	-145	-259	-4270
		Transit - Metrorail						not large format	-12	-7	-19	-33	-42	-75	-1238
		Transit - Bus							-3	-2	-5	-9	-12	-21	-342
		Ped and Bicycle							-11	-7	-18	-31	-39	-70	-1153
		Auto							-14	-9	-23	-41	-52	-93	-1537
		Block 19 Total Auto							**-8**	**4**	**-4**	**-29**	**-41**	**-70**	**-1320**
20	20-a2	Port Royal liner	223	Mid-Rise Apartment	Rate	16	dwelling units	Residential	2	3	5	3	3	6	63
		Transit - Metrorail						adjacent to transit	1	2	3	2	1	3	34
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	0	1	10
		Auto							1	0	1	0	2	2	18
	20-a2	Port Royal liner	826	Specialty Retail	Rate	8	1000 sq.ft. gla	Retail	4	2	6	10	12	22	355
		Transit - Metrorail						not large format	1	1	2	3	3	6	103
		Transit - Bus							0	0	0	1	1	2	28
		Ped and Bicycle							1	1	2	3	3	6	96
		Auto							2	0	2	3	5	8	128
		Block 20 Total Auto							**3**	**0**	**3**	**3**	**7**	**10**	**146**
22	22-a	PNC	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	56	dwelling units	Residential	3	7	10	9	7	16	219
		Transit - Metrorail						adjacent to transit	2	3	5	5	4	9	118
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	1	2	2	1	3	35
		Auto							0	3	3	2	2	4	64
	22-b	Shell	826	Specialty Retail	Equation	20.411	1000 sq.ft. gla	Retail	11	7	18	31	39	70	911
		Transit - Metrorail						not large format	3	2	5	9	11	20	264
		Transit - Bus							1	0	1	3	3	6	73
		Ped and Bicycle							3	2	5	8	11	19	246
		Auto							4	3	7	11	14	25	328
		Block 22 Total Auto							**4**	**6**	**10**	**13**	**16**	**29**	**392**
23	23-a	Old Town Auto	223	Mid-Rise Apartment	Rate	24	dwelling units	Residential	2	5	7	5	4	9	94
		Transit - Metrorail						adjacent to transit	1	3	4	3	2	5	51
		Transit - Bus							0	0	0	0	0	0	1

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Ped and Bicycle							0	1	1	1	0	1	15
		Auto							1	1	2	1	2	3	27
	23-b	Asian Wok	826	Specialty Retail	Rate	8.426	1000 sq.ft. gla	Retail	4	2	6	10	13	23	373
		Transit - Metrorail						not large format	1	1	2	3	4	7	108
		Transit - Bus							0	0	0	1	1	2	30
		Ped and Bicycle							1	1	2	3	3	6	101
		Auto							2	0	2	3	5	8	134
	23-b	Crowne Plaza	310	Hotel	Rate	69	rooms	Hotel	22	15	37	21	20	41	564
		Transit - Metrorail							6	4	10	6	5	11	152
		Transit - Bus							1	0	1	1	1	2	23
		Ped and Bicycle							6	5	11	7	6	13	175
		Auto							9	6	15	7	8	15	214
		Block 23 Total Auto							**12**	**7**	**19**	**11**	**15**	**26**	**375**
24	24-a	Redpeg	710	General Office	Rate	19.688	1000 sq.ft. gfa	Office	27	4	31	5	24	29	217
		Transit - Metrorail						adjacent to transit	10	1	11	2	8	10	76
		Transit - Bus							3	0	3	1	2	3	24
		Ped and Bicycle							2	0	2	0	2	2	13
		Auto							12	3	15	2	12	14	104
	24-a	Redpeg	826	Specialty Retail	Rate	-2.719	1000 sq.ft. gla	Retail	-1	-1	-2	-3	-4	-7	-121
		Transit - Metrorail						not large format	-1	0	-1	-1	-1	-2	-35
		Transit - Bus							0	0	0	0	-1	-1	-10
		Ped and Bicycle							-1	0	-1	-1	-1	-2	-33
		Auto							1	-1	0	-1	-1	-2	-43
	24-c	Exxon	223	Mid-Rise Apartment	Rate	27	dwelling units	Residential	2	6	8	6	5	11	106
		Transit - Metrorail						adjacent to transit	1	3	4	3	3	6	57
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	1	2	17
		Auto							1	2	3	2	1	3	31
	24-c	Exxon	826	Specialty Retail	Equation	11.414	1000 sq.ft. gla	Retail	7	5	12	22	27	49	526
		Transit - Metrorail						not large format	2	1	3	6	8	14	153
		Transit - Bus							1	0	1	2	2	4	42
		Ped and Bicycle							2	1	3	6	7	13	142
		Auto							2	3	5	8	10	18	189
	24-g	Royal Restaurant	826	Specialty Retail	Rate	2.912	1000 sq.ft. gla	Retail	1	1	2	4	4	8	129
		Transit - Metrorail						not large format	1	0	1	1	1	2	37
		Transit - Bus							0	0	0	0	1	1	10
		Ped and Bicycle							1	0	1	1	1	2	35
		Auto							-1	1	0	2	1	3	47
	24-g	Royal Restaurant	223	Mid-Rise Apartment	Rate	14	dwelling units	Residential	1	3	4	3	2	5	55
		Transit - Metrorail						adjacent to transit	1	1	2	2	1	3	30
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	0	1	9
		Auto							0	1	1	0	1	1	15
	24-h	610 Madison (Cleaners)	826	Specialty Retail	Rate	-2.911	1000 sq.ft. gla	Retail	-1	-1	-2	-4	-4	-8	-129
		Transit - Metrorail						not large format	-1	0	-1	-1	-1	-2	-37
		Transit - Bus							0	0	0	0	-1	-1	-10
		Ped and Bicycle							-1	0	-1	-1	-1	-2	-35
		Auto							1	-1	0	-2	-1	-3	-47
	24-h	610 Madison (Cleaners)	223	Mid-Rise Apartment	Rate	11	dwelling units	Residential	1	2	3	2	2	4	43
		Transit - Metrorail						adjacent to transit	1	1	2	1	1	2	23

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Bus							0	0	0	0	0	0	0
		Ped and Bicycle							0	0	0	1	0	1	7
		Auto							0	1	1	0	1	1	13
		Block 24 Total Auto							**16**	**9**	**25**	**11**	**24**	**35**	**309**
27	27-b	Simpson Building	710	General Office	Rate	-49.259	1000 sq.ft. gfa	Office	-68	-9	-77	-12	-61	-73	-543
		Transit - Metrorail						adjacent to transit	-24	-3	-27	-4	-22	-26	-190
		Transit - Bus							-7	-1	-8	-1	-7	-8	-60
		Ped and Bicycle							-4	-1	-5	-1	-3	-4	-33
		Auto							-33	-4	-37	-6	-29	-35	-260
	27-b	Simpson Building	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	109	dwelling units	Residential	10	22	32	24	17	41	426
		Transit - Metrorail						adjacent to transit	5	12	17	13	9	22	230
		Transit - Bus							0	0	0	0	0	0	4
		Ped and Bicycle							2	3	5	4	3	7	68
		Auto							3	7	10	7	5	12	124
		Block 27 Total Auto							**-30**	**3**	**-27**	**1**	**-24**	**-23**	**-136**
30	30-b2	Former ARHA Liner	230	Residential Condominium/Townhouse	Equation	20	dwelling units	Residential	2	12	14	11	5	16	159
		Transit - Metrorail						adjacent to transit	1	7	8	6	3	9	86
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							0	2	2	2	1	3	25
		Auto							1	3	4	3	1	4	46
		Block 30 Total Auto							**1**	**3**	**4**	**3**	**1**	**4**	**46**
31	31-a	Royal St Bus Garage	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	181	dwelling units	Residential	19	42	61	44	32	76	708
		Transit - Metrorail						adjacent to transit	10	23	33	24	17	41	382
		Transit - Bus							0	1	1	1	0	1	7
		Ped and Bicycle							3	7	10	7	5	12	113
		Auto							6	11	17	12	10	22	206
	31-a	Royal St Bus Garage	230	Residential Condominium/Townhouse	Equation	10	dwelling units	Residential	1	7	8	6	3	9	87
		Transit - Metrorail						adjacent to transit	1	3	4	3	2	5	47
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	0	1	14
		Auto							0	3	3	2	1	3	25
		Block 31 Total Auto							**6**	**14**	**20**	**14**	**11**	**25**	**231**
36	36-a 36-b	The Mill	223	Mid-Rise Apartment	Rate	34	dwelling units	Residential	3	7	10	8	5	13	133
		Transit - Metrorail						adjacent to transit	2	3	5	4	3	7	72
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							1	1	2	1	1	2	21
		Auto							0	3	3	3	1	4	39
	36-a/b	The Mill	710	General Office	Rate	-25.204	1000 sq.ft. gfa	Office	-34	-5	-39	-6	-32	-38	-278
		Transit - Metrorail						adjacent to transit	-12	-2	-14	-2	-11	-13	-97
		Transit - Bus							-4	0	-4	-1	-3	-4	-31
		Ped and Bicycle							-2	0	-2	0	-2	-2	-17
		Auto							-16	-3	-19	-3	-16	-19	-133
		Block 36 Total Auto							**-16**	**0**	**-16**	**0**	**-15**	**-15**	**-94**
37	37-a 37-b 37-c 37-d	Former Health Dept HD Parking Lot	230	Residential Condominium/Townhouse	Equation	16	dwelling units	Residential	2	10	12	9	4	13	131

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
		Transit - Metrorail						adjacent to transit	1	5	6	5	2	7	71
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	2	2	1	1	2	21
		Auto							1	3	4	3	1	4	38
		Block 37 Total Auto							**1**	**3**	**4**	**3**	**1**	**4**	**38**
39	39-a	Hokins (ARHA)	223	Mid-Rise Apartment	Equation (Rate for Wkdy)	179	dwelling units	Residential	19	41	60	44	31	75	700
		Transit - Metrorail						adjacent to transit	10	22	32	24	17	41	378
		Transit - Bus							0	1	1	1	0	1	7
		Ped and Bicycle							3	7	10	7	5	12	112
		Auto							6	11	17	12	9	21	203
	39-a	Hokins (ARHA)	230	Residential Condominium/Townhouse	Equation	-34	dwelling units	Residential	-4	-18	-22	-17	-8	-25	-252
		Transit - Metrorail						adjacent to transit	-2	-10	-12	-9	-5	-14	-136
		Transit - Bus							0	0	0	0	0	0	-3
		Ped and Bicycle							-1	-3	-4	-3	-1	-4	-40
		Auto							-1	-5	-6	-5	-2	-7	-73
		Block 39 Total Auto							**5**	**6**	**11**	**7**	**7**	**14**	**130**
40	40-c	Dalton Wharf	223	Mid-Rise Apartment	Rate	34	dwelling units	Residential	3	7	10	8	5	13	133
		Transit - Metrorail						within 1/4 of transit	2	3	5	3	3	6	64
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							1	1	2	1	1	2	20
		Auto							0	3	3	4	1	5	48
		Block 40 Total Auto							**0**	**3**	**3**	**4**	**1**	**5**	**48**
41	41-g	Travelodge	230	Residential Condominium/Townhouse	Equation	31	dwelling units	Residential	3	17	20	15	8	23	232
		Transit - Metrorail						adjacent to transit	2	9	11	8	4	12	125
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	2	3	3	1	4	37
		Auto							0	6	6	4	3	7	68
	41-g	Travelodge	826	Specialty Retail	Rate	6.354	1000 sq.ft. gla	Retail	2	2	4	7	10	17	282
		Transit - Metrorail						not large format	1	0	1	2	3	5	82
		Transit - Bus							0	0	0	0	1	1	23
		Ped and Bicycle							1	0	1	2	3	5	76
		Auto							0	2	2	3	3	6	101
	41-h	Travelodge	310	Hotel	Rate	-40	rooms	Hotel	-12	-9	-21	-12	-12	-24	-327
		Transit - Metrorail							-4	-2	-6	-3	-3	-6	-88
		Transit - Bus							-1	0	-1	-1	0	-1	-13
		Ped and Bicycle							-4	-3	-7	-4	-3	-7	-101
		Auto							-3	-4	-7	-4	-6	-10	-125
		Block 41 Total Auto							**-3**	**4**	**1**	**3**	**0**	**3**	**44**
42	42-a	RTN (West)	223	Mid-Rise Apartment	Rate	25	dwelling units	Residential	2	6	8	6	4	10	98
		Transit - Metrorail						within 1/4 of transit	1	3	4	3	2	5	47
		Transit - Bus							0	0	0	0	0	0	1
		Ped and Bicycle							0	1	1	1	1	2	15
		Auto							1	2	3	2	1	3	35
	42-a	RTN (West)	826	Specialty Retail	Rate	4.421	1000 sq.ft. gla	Retail	2	1	3	5	7	12	196
		Transit - Metrorail						not large format	1	0	1	1	2	3	57
		Transit - Bus							0	0	0	0	1	1	16
		Ped and Bicycle							1	0	1	1	2	3	53
		Auto							0	1	1	3	2	5	70

OLD TOWN NORTH
2040 Build Site Generated Peak Hour Trips

BLOCK	Parcel	Existing Site Name	ITE Code	Planned Land Use	Formula or Rate?	Intensity	Dev. Unit	Mode Split	AM Peak Hour			PM Peak Hour			Weekday
									IN	OUT	TOTAL	IN	OUT	TOTAL	
	42-a	RTN (West)	310	Hotel	Rate	132	rooms	Hotel	41	29	70	40	39	79	1078
		Transit - Metrorail							11	8	19	11	10	21	291
		Transit - Bus							2	1	3	2	1	3	43
		Ped and Bicycle							13	9	22	12	12	24	334
		Auto							15	11	26	15	16	31	410
	42-b	RTN (East)	223	Mid-Rise Apartment	Rate	41	dwelling units	Residential	4	8	12	9	7	16	160
		Transit - Metrorail						within 1/4 of transit	2	4	6	5	3	8	77
		Transit - Bus							0	0	0	0	0	0	2
		Ped and Bicycle							1	1	2	1	1	2	24
		Auto							1	3	4	3	3	6	57
	42-b	RTN (East)	826	Specialty Retail	Equation	19.12	1000 sq.ft. gla	Retail	11	6	17	29	38	67	856
		Transit - Metrorail						not large format	3	2	5	8	11	19	248
		Transit - Bus							1	0	1	2	3	5	68
		Ped and Bicycle							3	2	5	8	10	18	231
		Auto							4	2	6	11	14	25	309
		Block 42 Total Auto							**21**	**19**	**40**	**34**	**36**	**70**	**881**

Appendix I

Bicycle Level of Traffic Stress Analysis

MEMORANDUM

To: Kimley Horn Associates Project Team

From: Iain Banks, Senior Associate

Date: January 18, 2017

Subject: Old Town North Small Area Plan Transportation Study – Bicycle Level of Traffic Stress

As part of the Multimodal Transportation Study being prepared for the Old Town North Small Area Plan Update, Nelson\Nygaard conducted a Bicycle Level of Traffic Stress (BLTS) analysis to evaluate existing conditions and potential alternatives for bicycle infrastructure along the Madison Street corridor in Old Town North. The Pedestrian and Bicycle chapter of the City's Transportation Master Plan (Figure 1) recommends an enhanced bicycle facility along this corridor, to provide a connection between the Braddock Road Metrorail station and the Mt. Vernon Trail and waterfront to the east. The project team analyzed the BLTS for three different scenarios incorporating Madison Street and Wythe Street.

Background

BLTS is a tool developed in 2012 by researchers at the Mineta Transportation Institute. BLTS evaluates streets on the hypothetical level of stress experienced by bicyclists riding along a roadway segment. BLTS is scored from one to four (one representing low stress for a bicyclist and four representing high stress for a bicyclist), based on factors such as bicycle facility type, traffic speed, street width, and bike lane width. The combination of these factors contributes to the level of stress that a bicyclist may feel as they travel along a roadway segment. A street with a BLTS score of one provides comfortable and a low stress riding experience for bicyclists of all ages and abilities.

There are a few methodologies to classify the stress felt by cyclists on the roadways with the best known being the Bicycle Level of Service (BLOS), where streets are graded from A to F, like the level of service for motor traffic. While BLOS can be effective to rate streets, it provides no clear correspondence between the BLOS grade for a street and user tolerance for biking on that street under prevailing conditions.

In contrast, Bicycle Levels of Traffic Street classifies road segments by one of four levels of traffic stress.

- Level of traffic stress 1 (LTS 1) is meant to be a level that most children can tolerate;
- LTS 2, the level that will be tolerated by the mainstream adult population;
- LTS 3, the level tolerated by American cyclists who are "enthused and confident" but still prefer having their own dedicated space for riding; and
- LTS 4, a level tolerated only by those characterized as "strong and fearless."

This analysis utilized the BLTS in order to examine the study roadways and help define the bicycling network so to provide recommendations that would meet and/or exceed people's tolerance for traffic stress. Being able to provide routes with the lowest BLTS possible is a key element of a safe and effective bicycle network, particularly because many people choose not to ride a bike regularly because of the lack of safe routes to ride.

Figure 1: Proposed Bicycle Network

Methodology

A BLTS evaluation was prepared for Madison Street and for Wythe Street, using existing conditions and using potential bicycle facilities that could be reasonably implemented in accordance with the recently updated Pedestrian and Bicycle chapter of the Transportation Master Plan and consistent with the Old Town North Small Area Plan. The following scenarios were evaluated:

- Scenario 1: Existing Conditions
- Alternative Scenario 2: Two Travel Lanes on both Madison Street (Eastbound only) and Wythe Street (One eastbound, one westbound)
- Alternative Scenario 3: One Travel Lane along either Madison Street or Wythe Street (Eastbound only). The other lane would be converted to a protected bicycle facility.

Factors and criteria analyzed included the following and are included as Appendix A:

- Street Width (number of lanes per direction, without raised medians)
- Bike Lane / facility Width (feet, including any buffer space)
- Posted Speed Limit (miles per hour)
- Sum of Parking Lane and Bike Lane Width (feet, when adjacent)

BLTS scores ranging from one (most comfortable, least stressful) to four (least comfortable, most stressful) were assigned to each bicycle facility under each Scenario. No scenario resulted in an average overall score higher than BLTS of two. This is expected as the Old Town North study area consists mostly of low speed, two-lane streets.

The analysis includes both an average of the scenario LTS as well as the highest LTS for the scenario for purposes of comparison. The highest LTS provides the true level of traffic stress a user would experience on any segment of roadway. By using the weakest link logic, it also provides an assessment of the facility as even if the roadway is generally at LTS 1, one small section with narrow lanes, high speeds or dual right turn lanes would increase the LTS to where users may avoid the entire roadway.

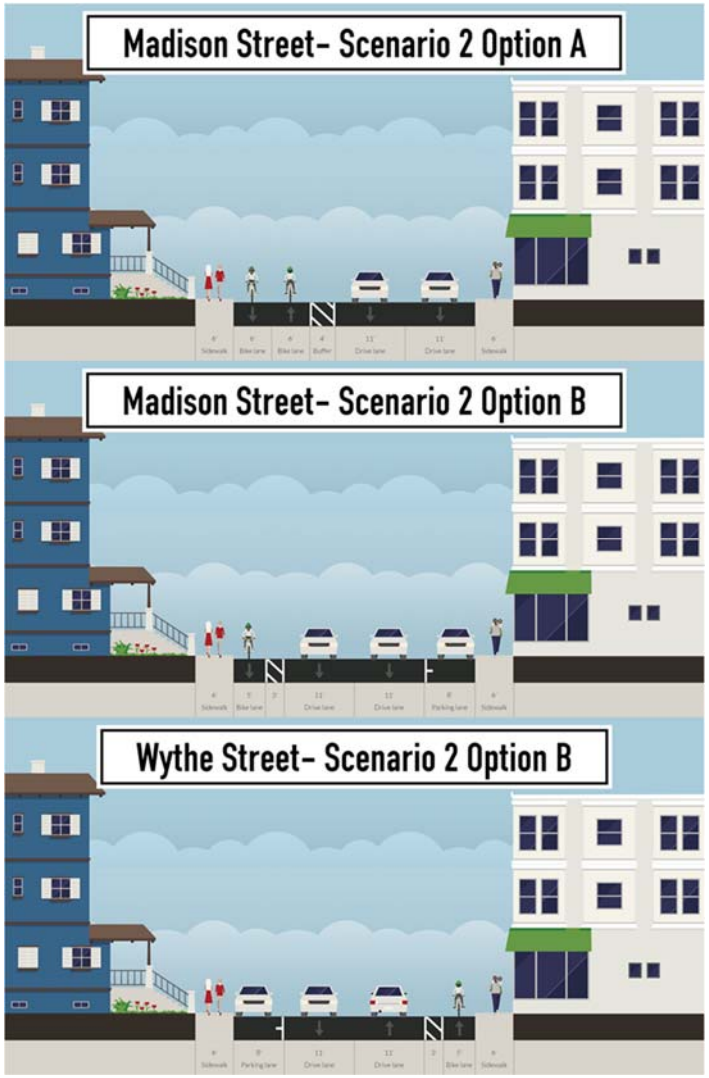
Scenario 1: Existing Conditions

Bicycle Facility Options:

- No Marked Bicycle facilities on Madison Street or on Wythe Street. Madison Street is one-way eastbound with two travel lanes. Parking is allowed on both sides on both streets.
  - 11-ft travel lanes with 8-ft parking lanes

Criteria	Existing	BLTS
Without Bike Lanes (Mixed Traffic)		
≤25 mph posted speed limit	2	
<30 mph posted speed limit		
>35 mph posted speed limit		
Final Bicycle LTS (All existing streets)	2	

Alternative Scenario 2: Two Travel Lanes on both Madison Street and Wythe Street

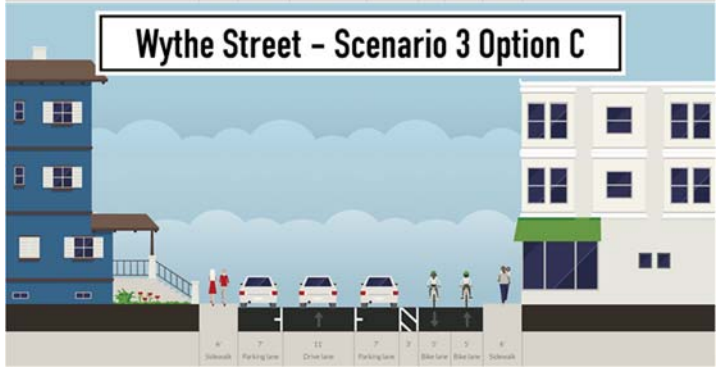


Bicycle Facility Options:

- Option A: 2-Way buffered bike lanes (6-ft bike lanes with 4-ft buffer) along one-way (Eastbound), two lane (11-ft lane widths) Madison Street. No parking along Madison Street. No change in operation of Wythe Street.
- Option B (Couplet): Buffered eastbound bicycle lane (5-ft bike lane and 3-ft buffer) on one-way, two lane Madison Street (11-ft travel lanes) and buffered westbound bicycle lane (5-ft bike lane and 3-ft buffer) on two-way Wythe Street. Parking on one-side of each street (8-ft parking lane).

Criteria	Option A		Option B			
	Madison Street Scenario 2	BLTS	Madison Street Scenario 2 Couplet	BLTS	Wythe Street Scenario 2 Couplet	BLTS
With Separated Bike Lanes						
Street Width (no. of lanes per direction)	2	1	2	1	1	1
Bike Lane Width (feet, including buffer space)	16'	1	8'	1	8'	1
Posted Speed Limit (mph)	25 mph	1	25 mph	1	25 mph	1
Sum of Parking Lane and Bike Lane Width if applicable (feet)	n/a	n/a	n/a	n/a	n/a	n/a
Final Bicycle LTS (Average)	1		1		1	
Final Bicycle LTS (Highest)	1		1		1	

Alternative Scenario 3: One Travel Lane along either Madison Street or Wythe Street



Bicycle Facility Options

- **Option A:** 2-Way buffered bike lanes (5-ft bike lane and 3-ft buffer) along one-way, one-lane Madison Street (11-ft travel lanes). No change in operation of Wythe Street.
- **Option B (Contra flow):** Buffered Westbound bike lane (6-ft bike lane and 4-ft buffer) along one-way (Eastbound), one-lane Madison Street. Madison Street 11-ft travel lane is marked as a shared lane for eastbound bicyclists. No change in operation of Wythe Street.
- **Option C:** 2-Way buffered bike lanes (5-ft bike lanes and 3-ft buffer) along one-way, one-travel lane Wythe Street (11-ft travel lane). No change in operation along Madison Street.

Criteria	Option A		Option B		Option C	
	Madison Scenario 3: 2-Way Cycle Track	BLTS	Madison Scenario 3: Contra-flow	BLTS	Wythe Street Scenario 3 (One-Way WB)	BLTS
With Separated Bike Lanes						
Street Width (no. of lanes per direction)	1	1	1	1 WB 2 EB	1	1
Bike Lane Width (feet, including any buffer space)	13'	1	10'	1	13’	1
Posted Speed Limit (mph)	25 mph	1	25 mph	1	25 mph	1
Sum of Parking Lane and Bike Lane Width if applicable (feet)	20'	1	18'	1	20’	1
Final Bicycle LTS (Average)	1		1.2		1	
Final Bicycle LTS (Highest)	1		2		1	

Bicycle Level of Stress at Intersections

In addition to roadway segments, BLTS can also measure anticipated stress levels for bicyclists crossing intersections based on the following factors:

- Speed limit
- Width of street being crossed
- Presence and width of any median refuges

Because there are no median refuges present in Old Town North, and because all streets have a posted speed limit of 25 mph, the analysis results are based solely on the width of streets being crossed. The width of street being crossed in the study area is generally 3 or fewer lanes (parking lanes were not counted in the lane width). Lastly, BLTS methodology focuses on unsignalized intersections. There are less conflicts for a bicyclist crossing a signalized intersection and thus no BLTS score is associated with signalized intersections. It is noted that bicycle signals would need to be installed if 2-way bicycle lanes were implemented at signalized intersections.

Madison Street Intersections *All streets are assumed to be 25 mph*	**Width of Street Being Crossed (total lanes)**		**BLTS**
	3 or fewer lanes	**6 or more lanes**	
Unsignalized Intersections			
Madison St. at N. Fairfax St	x		LTS 1
Madison St. at N. Royal St	x		LTS 1
Madison St. at N. Pitt St	x		LTS 1
Signalized Intersections			
Madison St. at N. St Asaph St	x		n/a
Madison St. at N. Washington St		x	n/a
Wythe Street Intersections *All streets are assumed to be 25 mph*	**Width of Street Being Crossed (total lanes)**		**BLTS**
	3 or fewer lanes	**6 or more lanes**	
Unsignalized Intersections			
Wythe St. at N. Fairfax St	x		LTS 1
Wythe St. at N. Royal St	x		LTS 1
Wythe St. at N. Pitt St	x		LTS 1
Signalized Intersections			
Wythe St. at N. St Asaph St	x		n/a
Wythe St. at N. Washington St		x	n/a
Based on Mekuria, Furth and Nixon. "Low-Stress Bicycling and Network Connectivity." May 2012.			

Summary

Based on the BLTS ranking, Alternative Scenario 2 options provide the most comfort and lowest stress for bicyclists. Alternative Scenario 3 options provide a BLTS that is nearly as good as Alternative Scenario 2, while providing flexibility in the number of parking lanes. Under each scenario, intersection in the study areas operate at low levels of stress. Further review and consideration will be needed prior to moving forward with a bicycle treatment concept. Elements to be further considered include design and geometric limitation, impacts to traffic and parking, and compatibility with updated Pedestrian and Bicycle Chapter of the Transportation Master Plan.

APPENDIX A

Level of Traffic Stress Criteria

- **Segments (Tables 1-4)**
- **Pocket Lanes on Intersection Approaches (Table 5)**
- **Crossings (Table 6)**

Table 1: LTS for Segment by Bikeway Type

Segment Type	Level of Traffic Stress
Stand-alone paths	LTS = 1
Segregated paths (sidepaths, cycle tracks)	LTS = 1
Bike lanes	LTS can vary from 1 to 4; see Tables 2 and 3
Mixed traffic	LTS can vary from 1 to 4; see Table 4

Table 2: LTS Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (thru lanes per direction)	1	(n.a.)	2 or more	(n.a.)
Sum of bike lane and parking lane width	15 ft or more	14 or 14.5 ft[a]	13.5 ft or less	(n.a.)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)

[a] If speed limit < 25 mph, or land use is residential with little parking turnover, then any width is acceptable for LTS 2.

Table 3: Criteria for Bike Lanes Not Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (thru lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(n.a.)
Bike lane width	6 ft or more	5.5 ft or less	(n.a.)	(n.a.)
Speed limit or prevailing speed	30 mph or less	(n.a.)	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)

Table 4: Criteria for Mixed Traffic

	Street Width		
Speed Limit or Prevailing Speed	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 [a] or 2 [a]	LTS 3	LTS 4
30 mph	LTS 2 [a] or 3 [a]	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

[a] Use lower value for streets without marked centerlines and with ADT $\leq$ 3000; use higher value otherwise.

Table 5: Criteria for Bike Lanes and Mixed Traffic on Intersection Approaches in the Presence of a Right Turn Lane

Configuration	Level of Traffic Stress
Single RT lane up to 150 ft long, starting abruptly while the bike lane continues straight; intersection angle such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single RT lane longer than 150 ft ,starting abruptly while the bike lane continues straight; intersection angle such that turning speed is ≤ 20 mph.	LTS ≥ 3
Single RT lane in which the bike lane shifts to the left, but intersection angle and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single RT lane with any other configuration; dual RT lanes; or RT lane plus option (through-right) lane	LTS = 4

Note: “Bike lane” here means either a pocket bike lane (between the RT lane and a through lane), or a bike lane marked within the right turn lane. These criteria do not apply if a segregated bike lane is kept to the right of a right turn lane and provided a safe means of crossing.

Table 6: Criteria for Unsignalized Crossings

a. NO CROSSING ISLAND	Width of Street Being Crossed		
Speed Limit or Prevailing Speed	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

b. WITH CROSSING ISLAND	Width of street being crossed		
Speed Limit or Prevailing lanes	Up to 3 lanes	4 - 5 lanes	6+
Speed			
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4