Appendix

Appendix A

Existing Traffic Count Data

Kimley-Horn and Associates, Inc.

Intersection Turning Movement Count Summary

Intersection: US Route 1 and E. Glebe Rd

Date Counted: *29-Jan-09*
Day of Week: *Thursday*
Weather: *Clear, Cold*

Jurisdiction: *Alexandria, VA*
Counted by: *NM & AE*

Start Time	Southbound US Route 1					Westbound E. Glebe					Northbound US Route 1					Eastbound E. Glebe					Veh.
	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
Hourly Totals (Start Time)																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Peak Hour (Start Time)																					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Start Time	Southbound US Route 1					Westbound E. Glebe					Northbound US Route 1					Eastbound E. Glebe					Veh.
	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
4:00 PM	1	326	31	0	*358*	1	3	5	0	*9*	57	291	0	0	*348*	51	1	53	0	*105*	**820**
4:15 PM	3	393	36	0	*432*	1	1	2	0	*4*	51	328	0	0	*379*	53	0	66	0	*119*	**934**
4:30 PM	0	359	26	0	*385*	0	0	1	0	*1*	66	311	2	0	*379*	45	0	77	0	*122*	**887**
4:45 PM	1	401	51	0	*453*	0	1	1	0	*2*	81	330	2	0	*413*	39	0	48	0	*87*	**955**
5:00 PM	0	366	35	0	*401*	0	0	1	0	*1*	68	298	0	0	*366*	34	0	47	0	*81*	**849**
5:15 PM	1	386	29	0	*416*	0	0	0	0	*0*	65	318	0	0	*383*	54	0	48	0	*102*	**901**
5:30 PM	0	443	31	0	*474*	0	0	0	0	*0*	65	321	2	0	*388*	39	1	32	0	*72*	**934**
5:45 PM	1	390	45	0	*436*	0	0	0	0	*0*	62	348	1	0	*411*	36	1	59	0	*96*	**943**
Hourly Totals (Start Time)																					
4:00 PM	5	1479	144	0	1628	2	5	9	0	16	255	1260	4	0	1519	188	1	244	0	433	**3596**
4:15 PM	4	1519	148	0	1671	1	2	5	0	8	266	1267	4	0	1537	171	0	238	0	409	**3625**
4:30 PM	2	1512	141	0	1655	0	1	3	0	4	280	1257	4	0	1541	172	0	220	0	392	**3592**
4:45 PM	2	1596	146	0	1744	0	1	2	0	3	279	1267	4	0	1550	166	1	175	0	342	**3639**
5:00 PM	2	1585	140	0	1727	0	0	1	0	1	260	1285	3	0	1548	163	2	186	0	351	**3627**
Peak Hour (Start Time)																					
4:45 PM	2	1596	146	0	1744	0	1	2	0	3	279	1267	4	0	1550	166	1	175	0	342	**3639**

Peak Hour Factor

	SB	WB	NB	EB
AM PH Vehicle	0	0	0	0
AM PH's Peak 15 Min	0	0	0	0
AM Peak Hour Factor	N/A	N/A	N/A	N/A

	SB	WB	NB	EB
PM PH Vehicle	1744	3	1550	342
PM PH's Peak 15 Min	474	2	413	102
PM Peak Hour Factor	0.9198	0.375	0.9383	0.8382

Peak Hour Percent Heavy Vehicles

		Southbound US Route 1				Westbound E. Glebe				Northbound US Route 1				Eastbound E. Glebe				Veh.
		Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	**Total**
	Peak Hour (Start time)																	
volume	4:45 PM	0	4	0	4	0	0	0	0	1	8	0	9	1	0	0	1	14
percent		0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%

Kimley-Horn and Associates, Inc.

Intersection Turning Movement Count Summary

Intersection: US Route 1 and Slater's Lane/Ramp

Date Counted: *Feb 5 2009*
Day of Week: *Thursday*
Weather: *Clear*

Jurisdiction: *Alexandria, VA*
Counted by: *BB & MC*

Start Time	Southbound *US Route 1*					Westbound Slater's Lane					Northbound US Route 1					Eastbound *Ramp*					Veh.
	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
6:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0
Hourly Totals (Start Time)																					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour (Start Time)																					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound US Route 1					Westbound Slater's Lane					Northbound US Route 1					Eastbound Ramp					Veh.
	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Total
4:00 PM	0	383	0	0	*383*	0	0	24	0	*24*	0	240	60	0	*300*	0	0	69	0	*69*	776
4:15 PM	0	443	0	1	*443*	0	0	23	2	*23*	0	221	49	0	*270*	0	0	61	0	*61*	797
4:30 PM	0	437	0	0	*437*	0	0	22	2	*22*	0	187	37	0	*224*	0	0	76	0	*76*	759
4:45 PM	0	476	0	0	*476*	0	0	26	0	*26*	0	261	50	0	*311*	0	0	86	0	*86*	899
5:00 PM	0	430	0	0	*430*	0	0	25	0	*25*	0	286	75	0	*361*	0	0	77	0	*77*	893
5:15 PM	0	452	0	0	*452*	0	0	33	0	*33*	0	287	55	0	*342*	0	0	72	0	*72*	899
5:30 PM	0	418	0	0	*418*	0	0	36	0	*36*	0	269	57	0	*326*	0	0	86	0	*86*	866
5:45 PM	0	434	0	0	*434*	0	0	36	0	*36*	0	301	69	0	*370*	0	0	74	0	*74*	914
Hourly Totals (Start Time)																					
4:00 PM	0	1739	0	1	1739	0	0	95	4	95	0	909	196	0	1105	0	0	292	0	292	3231
4:15 PM	0	1786	0	1	1786	0	0	96	4	96	0	955	211	0	1166	0	0	300	0	300	3348
4:30 PM	0	1795	0	0	1795	0	0	106	2	106	0	1021	217	0	1238	0	0	311	0	311	3450
4:45 PM	0	1776	0	0	1776	0	0	120	0	120	0	1103	237	0	1340	0	0	321	0	321	3557
5:00 PM	0	1734	0	0	1734	0	0	130	0	130	0	1143	256	0	1399	0	0	309	0	309	3572
5:15 PM	0	1304	0	0	1304	0	0	105	0	105	0	857	181	0	1038	0	0	232	0	232	2679
5:30 PM	0	852	0	0	852	0	0	72	0	72	0	570	126	0	696	0	0	160	0	160	1780
5:45 PM	0	434	0	0	434	0	0	36	0	36	0	301	69	0	370	0	0	74	0	74	914
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour (Start Time)																					
5:00 PM	0	1734	0	0	1734	0	0	130	0	130	0	1143	256	0	1399	0	0	309	0	309	3572

Peak Hour Factor

	SB	WB	NB	EB
AM PH Vehicle	0	0	0	0
AM PH's Peak 15 Min	0	0	0	0
AM Peak Hour Factor	N/A	N/A	N/A	N/A

	SB	WB	NB	EB
PM PH Vehicle	1734	130	1399	309
PM PH's Peak 15 Min	452	36	370	86
PM Peak Hour Factor	0.96	0.90	0.95	0.90

Peak Hour Percent Heavy Vehicles

	Southbound US Route 1					Westbound Slater's Lane					Northbound US Route 1					Eastbound Ramp					Veh.
	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	Total
Peak Hour (Start time)																					
volume 5:00 PM	0	23	0		23	0	0	2		2	0	10	6		16	0	0	7		7	48
percent	0%	1%	0%		1%	0%	0%	2%		2%	0%	1%	2%		1%	0%	0%	2%		2%	1%

Kimley-Horn and Associates, Inc.

Intersection Turning Movement Count Summary

Intersection: E. Glebe Rd and Commonwealth Ave

Date Counted: *4-Feb-09*
Day of Week: *Wednesday*
Weather: *Cloudy, Cold*

Jurisdiction: *Alexandria, VA*
Counted by: *NM and BB*

	Southbound Commonwealth					Westbound E. Glebe					Northbound Commonwealth					Eastbound E. Glebe					Veh.
Start Time	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**

Hourly Totals (Start Time)

7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Peak Hour (Start Time)

6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

	Southbound Commonwealth					Westbound E. Glebe					Northbound Commonwealth					Eastbound E. Glebe					Veh.
Start Time	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
4:00 PM	3	20	8	5	*31*	18	80	0	4	*98*	6	15	16	1	*37*	8	66	7	1	*81*	**247**
4:15 PM	4	22	6	0	*32*	26	66	1	6	*93*	7	14	19	1	*40*	6	81	12	0	*99*	**264**
4:30 PM	2	21	7	0	*30*	30	63	2	1	*95*	5	22	19	1	*46*	6	62	7	8	*75*	**246**
4:45 PM	2	37	9	5	*48*	23	77	6	0	*106*	4	12	19	2	*35*	1	75	6	3	*82*	**271**
5:00 PM	1	22	8	1	*31*	27	71	1	1	*99*	6	22	23	1	*51*	9	69	4	7	*82*	**263**
5:15 PM	5	23	11	0	*39*	17	75	4	6	*96*	3	16	21	1	*40*	4	68	5	2	*77*	**252**
5:30 PM	4	26	9	8	*39*	33	75	3	4	*111*	8	18	22	1	*48*	1	57	6	7	*64*	**262**
5:45 PM	4	24	12	4	*40*	28	82	2	0	*112*	2	10	25	2	*37*	9	51	6	4	*66*	**255**

Hourly Totals (Start Time)

4:00 PM	11	100	30	10	141	97	286	9	11	392	22	63	73	5	158	21	284	32	12	337	**1028**
4:15 PM	9	102	30	6	141	106	277	10	8	393	22	70	80	5	172	22	287	29	18	338	**1044**
4:30 PM	10	103	35	6	148	97	286	13	8	396	18	72	82	5	172	20	274	22	20	316	**1032**
4:45 PM	12	108	37	14	157	100	298	14	11	412	21	68	85	5	174	15	269	21	19	305	**1048**
5:00 PM	14	95	40	13	149	105	303	10	11	418	19	66	91	5	176	23	245	21	20	289	**1032**

Peak Hour (Start Time)

4:45 PM	12	108	37	14	157	100	298	14	11	412	21	68	85	5	174	15	269	21	19	305	**1048**

Peak Hour Factor

	SB	WB	NB	EB
AM PH Vehicle	0	0	0	0
AM PH's Peak 15 Min	0	0	0	0
AM Peak Hour Factor	N/A	N/A	N/A	N/A

	SB	WB	NB	EB
PM PH Vehicle	157	412	174	305
PM PH's Peak 15 Min	48	111	51	82
PM Peak Hour Factor	0.82	0.93	0.85	0.93

Peak Hour Percent Heavy Vehicles

		Southbound Commonwealth				Westbound E. Glebe				Northbound Commonwealth				Eastbound E. Glebe				Veh.
		Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	Left	Thru	Right	- *Total*	**Total**
	Peak Hour (Start time)																	
volume	4:45 PM	0	0	0	0	3	0	0	3	1	2	0	3	0	0	0	0	6
percent		0%	0%	0%	0%	3%	0%	0%	1%	5%	3%	0%	2%	0%	0%	0%	0%	1%

Kimley-Horn and Associates, Inc.

Intersection Turning Movement Count Summary

Intersection: ***Mount Vernon Ave, Commonwealth Ave, and Hume Ave***

Date Counted: *29-Jan-09*
Day of Week: *Thursday*
Weather: *Cold, Clear*

Jurisdiction: *Alexandria, VA*
Counted by: *RH & MC*

	Southwest Bound Commonwealth Ave						Southeast Bound Mt. Vernon Avenue						Westbound Hume Ave						Northwest Bound Mt Vernon Ave						Northeast Bound Commonwealth Ave						
Start Time	Hard Left	Slight Left	Thru	Right	Peds	*Tot*	Hard Left	Left	Thru	Right	Peds	*Tot*	Hard Left	Slight Left	Silght Right	Hard Right	Peds	*Tot*	Left	Thru	Slight Right	Hard Right	Peds	*Tot*	Left	Thru	Right	Hard Right	Peds	*Tot*	**Veh Total**
4:00 PM	1	12	26	1	3	*40*	0	7	53	24	0	*84*	2	4	3	0	5	*9*	1	49	15	3	2	*68*	28	18	4	2	1	*52*	**253**
4:15 PM	0	18	29	2	2	*49*	3	6	71	28	0	*108*	4	8	3	0	10	*15*	0	47	21	2	4	*70*	12	19	2	0	2	*33*	**275**
4:30 PM	1	15	34	0	2	*50*	0	1	58	32	0	*91*	3	6	2	0	7	*11*	2	39	18	3	3	*62*	28	20	8	0	6	*56*	**270**
4:45 PM	0	17	25	0	0	*42*	3	8	83	26	2	*120*	3	5	5	1	4	*14*	0	60	23	4	1	*87*	24	20	1	0	2	*45*	**308**
5:00 PM	0	22	36	1	0	*59*	0	3	71	52	0	*126*	3	4	3	0	2	*10*	1	69	24	2	1	*96*	33	22	3	1	1	*59*	**350**
5:15 PM	0	14	36	1	2	*51*	0	4	81	36	0	*121*	1	10	1	0	14	*12*	1	51	20	2	2	*74*	25	27	2	1	2	*55*	**313**
5:30 PM	0	21	37	1	1	*59*	0	6	63	39	0	*108*	3	10	4	0	4	*17*	1	51	17	0	0	*69*	29	18	6	1	1	*54*	**307**
5:45 PM	1	15	37	1	3	*54*	0	4	89	34	1	*127*	4	6	1	4	0	*15*	0	33	11	4	1	*48*	22	13	5	3	2	*43*	**287**
Hourly Totals (Start Time)																															
4:00 PM	2	62	114	3	7	179	6	22	265	110	2	397	12	23	13	1	26	49	3	195	77	12	10	287	92	77	15	2	11	186	**1098**
4:15 PM	1	72	124	3	4	199	6	18	283	138	2	439	13	23	13	1	23	50	3	215	86	11	9	315	97	81	14	1	11	193	**1196**
4:30 PM	1	68	131	2	4	201	3	16	293	146	2	455	10	25	11	1	27	47	4	219	85	11	7	319	110	89	14	2	11	215	**1237**
4:45 PM	0	74	134	3	3	211	3	21	298	153	2	472	10	29	13	1	24	53	3	231	84	8	4	326	111	87	12	3	6	213	**1275**
5:00 PM	1	72	146	4	6	222	0	17	304	161	1	482	11	30	9	4	20	54	3	204	72	8	4	287	109	80	16	6	6	211	**1256**
Peak Hour (Start Time)																															
4:45 PM	0	72	146	4	6	222	0	17	304	161	1	482	10	29	13	1	24	53	3	231	84	8	4	326	111	87	12	3	6	213	**1275**

Peak Hour Factor

	SWB	SEB	WB	NWB	NEB
AM PH Vehicle	0	0	0	0	0
AM PH's Peak 15 Min	0	0	0	0	0
AM Peak Hour Factor	0	0	0	0	0

	SWB	SEB	WB	NWB	NEB
PM PH Vehicle	222	482	53	326	213
PM PH's Peak 15 Min	59	126	17	96	59
PM Peak Hour Factor	0.94	0.96	0.78	0.85	0.90

Peak Hour Percent Heavy Vehicles

		Hard Left	Slight Left	Thru	Right	-	*Tot*	Hard Left	Left	Thru	Right	Peds	*Tot*	Hard Left	Slight Left	Silght Right	Hard Right	-	*Tot*	Left	Thru	Slight Right	Hard Right	-	*Tot*	Left	Thru	Right	Hard Right	-	*Tot*	**Veh. Total**
	Peak Hour (Start time)																															
volume	4:45 PM	0	5	0	0		5	0	1	2	2		5	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
percent		0%	7%	0%	0%		7%	0%	6%	1%	1%		8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%

Kimley-Horn and Associates, Inc.

Intersection Turning Movement Count Summary

Intersection: E. Braddock Road and Mount Vernon Avenue

Date Counted: *4-Feb-09*
Day of Week: *Wens*
Weather: *Cloudy Cold*

Jurisdiction: *Alexandria, VA*
Counted by: *RH KW*

	Southbound Mt. Vernon					Westbound E. Braddock					Northbound Mt. Vernon					Eastbound E. Braddock					Veh.
Start Time	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*	**0**
Hourly Totals (Start Time)																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Peak Hour (Start Time)																					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

	Southbound Mt. Vernon					Westbound E. Braddock					Northbound Mt. Vernon					Eastbound E. Braddock					Veh.
Start Time	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	Left	Thru	Right	Peds	*Total*	**Total**
4:00 PM	77	15	3	1	*95*	12	57	50	2	*119*	0	6	3	0	*9*	8	75	0	0	*83*	**306**
4:15 PM	75	23	21	3	*119*	13	71	52	3	*136*	0	2	9	2	*11*	14	74	0	3	*88*	**354**
4:30 PM	59	19	17	4	*95*	14	71	49	1	*134*	0	5	10	3	*15*	11	75	0	0	*86*	**330**
4:45 PM	74	15	9	4	*98*	8	75	83	0	*166*	0	5	8	0	*13*	8	94	1	2	*103*	**380**
5:00 PM	104	11	9	5	*124*	12	85	76	0	*173*	0	11	11	0	*22*	4	81	0	2	*85*	**404**
5:15 PM	89	12	3	12	*104*	17	112	95	0	*224*	0	9	14	1	*23*	9	102	0	1	*111*	**462**
5:30 PM	97	15	10	3	*122*	20	106	79	1	*205*	1	9	12	1	*22*	4	101	1	1	*106*	**455**
5:45 PM	90	11	2	14	*103*	21	93	89	1	*203*	0	11	15	3	*26*	8	99	2	0	*109*	**441**

Peak Hour Factor

Hourly Totals (Start Time)																					
4:00 PM	285	72	50	12	407	47	274	234	6	555	0	18	30	5	48	41	318	1	5	360	**1370**
4:15 PM	312	68	56	16	436	47	302	260	4	609	0	23	38	5	61	37	324	1	7	362	**1468**
4:30 PM	326	57	38	25	421	51	343	303	1	697	0	30	43	4	73	32	352	1	5	385	**1576**
4:45 PM	364	53	31	24	448	57	378	333	1	768	1	34	45	2	80	25	378	2	6	405	**1701**
5:00 PM	380	49	24	34	453	70	396	339	2	805	1	40	52	5	93	25	383	3	4	411	**1762**
Peak Hour (Start Time)																					
5:00 PM	380	49	24	34	453	70	396	339	2	805	1	40	52	5	93	25	383	3	4	411	**1762**

	SB	WB	NB	EB
AM PH Vehicle	0	0	0	0
AM PH's Peak 15 Min	0	0	0	0
AM Peak Hour Factor	N/A	N/A	N/A	N/A

	SB	WB	NB	EB
PM PH Vehicle	453	805	93	411
PM PH's Peak 15 Min	124	224	26	111
PM Peak Hour Factor	0.91	0.90	0.89	0.93

Peak Hour Percent Heavy Vehicles

	Southbound Mt. Vernon					Westbound E. Braddock					Northbound Mt. Vernon					Eastbound E. Braddock					Veh.
	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	Left	Thru	Right	-	*Total*	**Total**
Peak Hour (Start time)																					
volume 5:00 PM	11	0	1		12	0	4	6		10	0	0	0		0	0	9	0		9	31
percent	3%	0%	4%		3%	0%	1%	2%		1%	0%	0%	0%		0%	0%	2%	0%		2%	2%

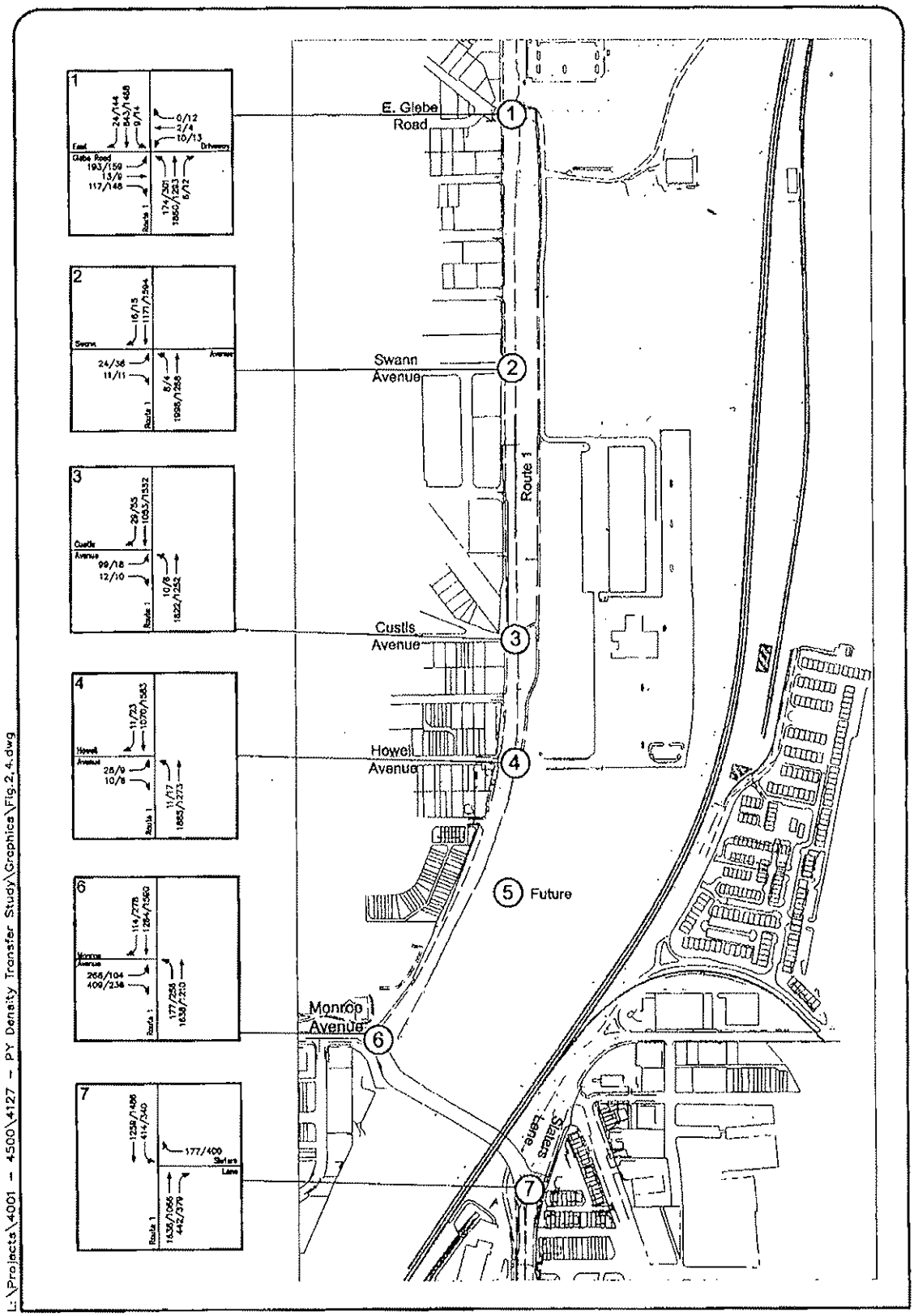


Figure 4
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Potomac Village	DATE:	11/29/2007	SOUTHBOUND ROAD:	Jefferson Davis Highway
W & A JOB NO.:	3913	DAY:	Thursday	NORTHBOUND ROAD:	Jefferson Davis Highway
INTERSECTION:	Route 1 & Potomac Yard Center Entr	WEATHER:	Clear	WESTBOUND ROAD:	Potomac Yard Center Entrance
LOCATION:	Alexandria,VA	COUNTED BY:	Juan & Dina	EASTBOUND ROAD:	Dealer Entrance
		INPUTED BY:	again		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Jefferson Davis Highway				Westbound Potomac Yard Center Entrance				Northbound Jefferson Davis Highway				Eastbound Dealer Entrance				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	7	97	20	124	24	0	0	24	11	244	3	258	0	0	0	0	382	24	406		6:00-6:15
6:15-6:30	5	100	16	121	24	0	0	24	14	281	3	298	0	0	7	7	419	31	450		6:15-6:30
6:30-6:45	10	124	22	156	26	2	3	31	14	361	3	378	0	1	1	2	534	33	567		6:30-6:45
6:45-7:00	11	194	19	224	30	1	5	36	19	396	3	418	1	0	1	2	642	38	680		6:45-7:00
7:00-7:15	6	178	25	209	26	5	5	36	18	431	7	456	2	0	7	9	665	45	710		7:00-7:15
7:15-7:30	14	181	28	223	35	1	5	41	11	550	7	568	0	0	5	5	791	46	837		7:15-7:30
7:30-7:45	10	201	15	226	35	5	8	48	13	509	1	523	0	0	2	2	749	50	799		7:30-7:45
7:45-8:00	20	240	35	295	37	3	2	42	18	610	15	643	2	0	2	4	938	46	984		7:45-8:00
8:00-8:15	24	231	26	281	40	0	6	46	25	537	9	571	2	2	5	9	852	55	907		8:00-8:15
8:15-8:30	14	197	44	255	51	2	8	61	12	539	25	576	4	0	13	17	831	78	909		8:15-8:30
8:30-8:45	18	267	38	323	38	2	7	47	11	546	7	564	2	1	6	9	887	56	943		8:30-8:45
8:45-9:00	15	325	31	371	43	1	5	49	16	456	10	482	3	0	5	8	853	57	910		8:45-9:00
3 Hour Totals	154	2,335	319	2,808	409	22	54	485	182	5,460	93	5,735	16	4	54	74	8,543	559	9,102		
1 Hour Totals																					
6:00-7:00	33	515	77	625	104	3	8	115	58	1,282	12	1,352	1	1	9	11	1,977	126	2,103	0.77	6:00-7:00
6:15-7:15	32	596	82	710	106	8	13	127	65	1,469	16	1,550	3	1	16	20	2,260	147	2,407	0.85	6:15-7:15
6:30-7:30	41	677	94	812	117	9	18	144	62	1,738	20	1,820	3	1	14	18	2,632	162	2,794	0.83	6:30-7:30
6:45-7:45	41	754	87	882	126	12	23	161	61	1,886	18	1,965	3	0	15	18	2,847	179	3,026	0.90	6:45-7:45
7:00-8:00	50	800	103	953	133	14	20	167	60	2,100	30	2,190	4	0	16	20	3,143	187	3,330	0.85	7:00-8:00
7:15-8:15	68	853	104	1,025	147	9	21	177	67	2,206	32	2,305	4	2	14	20	3,330	197	3,527	0.90	7:15-8:15
7:30-8:30	68	869	120	1,057	163	10	24	197	68	2,195	50	2,313	8	2	22	32	3,370	229	3,599	0.91	7:30-8:30
7:45-8:45	76	935	143	1,154	166	7	23	196	66	2,232	56	2,354	10	3	26	39	3,508	235	3,743	0.95	7:45-8:45
8:00-9:00	71	1,020	139	1,230	172	5	26	203	64	2,078	51	2,193	11	3	29	43	3,423	246	3,669	0.97	8:00-9:00
AM Peak 7:45-8:45	76	935	143	1,154	166	7	23	196	66	2,232	56	2,354	10	3	26	39	3,508	235	3,743	0.95	**AM Peak 7:45-8:45**
PM																					
3:00-3:15	16	330	48	394	50	3	6	59	9	276	14	299	15	6	23	44	693	103	796		3:00-3:15
3:15-3:30	15	296	48	359	59	1	12	72	8	276	11	295	11	0	11	22	654	94	748		3:15-3:30
3:30-3:45	17	372	59	448	50	0	4	54	9	287	6	302	9	1	24	34	750	88	838		3:30-3:45
3:45-4:00	17	332	63	412	53	1	8	62	7	284	5	296	5	3	17	25	708	87	795		3:45-4:00
4:00-4:15	19	422	53	494	48	1	13	62	7	280	5	292	9	4	24	37	786	99	885		4:00-4:15
4:15-4:30	20	327	63	410	50	0	12	62	6	259	2	267	11	2	15	28	677	90	767		4:15-4:30
4:30-4:45	13	445	61	519	45	0	13	58	12	262	6	280	3	1	33	37	799	95	894		4:30-4:45
4:45-5:00	20	452	62	534	38	1	22	61	34	193	12	239	12	1	42	55	773	116	889		4:45-5:00
5:00-5:15	10	405	64	479	41	0	20	61	3	215	0	218	11	0	21	32	697	93	790		5:00-5:15
5:15-5:30	12	433	50	495	40	0	16	56	18	319	1	338	13	2	35	50	833	106	939		5:15-5:30
5:30-5:45	15	405	66	486	38	0	19	57	3	284	3	290	7	3	26	36	776	93	869		5:30-5:45
5:45-6:00	8	457	65	530	58	1	16	75	7	266	4	277	6	3	20	29	807	104	911		5:45-6:00
6:00-6:15	11	428	63	502	50	0	21	71	6	315	3	324	13	1	23	37	826	108	934		6:00-6:15
6:15-6:30	17	431	77	525	42	0	14	56	12	293	0	305	6	0	12	18	830	74	904		6:15-6:30
6:30-6:45	16	347	63	426	47	0	19	66	11	265	7	283	9	1	33	43	709	109	818		6:30-6:45
6:45-7:00	12	390	82	484	44	0	13	57	9	229	2	240	5	1	29	35	724	92	816		6:45-7:00
3 Hour Totals	173	4,942	769	5,884	541	3	198	742	128	3,180	45	3,353	105	19	313	437	9,237	1,179	10,416		
1 Hour Totals																					
3:00-4:00	65	1,330	218	1,613	212	5	30	247	33	1,123	36	1,192	40	10	75	125	2,805	372	3,177	0.95	3:00-4:00
3:15-4:15	68	1,422	223	1,713	210	3	37	250	31	1,127	27	1,185	34	8	76	118	2,898	368	3,266	0.92	3:15-4:15
3:30-4:30	73	1,453	238	1,764	201	2	37	240	29	1,110	18	1,157	34	10	80	124	2,921	364	3,285	0.93	3:30-4:30
3:45-4:45	69	1,526	240	1,835	196	2	46	244	32	1,085	18	1,135	28	10	89	127	2,970	371	3,341	0.93	3:45-4:45
4:00-5:00	72	1,646	239	1,957	181	2	60	243	59	994	25	1,078	35	8	114	157	3,035	400	3,435	0.96	4:00-5:00
4:15-5:15	63	1,629	250	1,942	174	1	67	242	55	929	20	1,004	37	4	111	152	2,946	394	3,340	0.93	4:15-5:15
4:30-5:30	55	1,735	237	2,027	164	1	71	236	67	989	19	1,075	39	4	131	174	3,102	410	3,512	0.94	4:30-5:30
4:45-5:45	57	1,695	242	1,994	157	1	77	235	58	1,011	16	1,085	43	6	124	173	3,079	408	3,487	0.93	4:45-5:45
5:00-6:00	45	1,700	245	1,990	177	1	71	249	31	1,084	8	1,123	37	8	102	147	3,113	396	3,509	0.93	5:00-6:00
5:15-6:15	46	1,723	244	2,013	186	1	72	259	34	1,184	11	1,229	39	9	104	152	3,242	411	3,653	0.97	5:15-6:15
5:30-6:30	51	1,721	271	2,043	188	1	70	259	28	1,158	10	1,196	32	7	81	120	3,239	379	3,618	0.97	5:30-6:30
5:45-6:45	52	1,663	268	1,983	197	1	70	268	36	1,139	14	1,189	34	5	88	127	3,172	395	3,567	0.95	5:45-6:45
6:00-7:00	56	1,596	285	1,937	183	0	67	250	38	1,102	12	1,152	33	3	97	133	3,089	383	3,472	0.93	6:00-7:00
PM Peak 5:15-6:15	46	1,723	244	2,013	186	1	72	259	34	1,184	11	1,229	39	9	104	152	3,242	411	3,653	0.97	**PM Peak 5:15-6:15**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Potomac Village	DATE:	11/29/2007	SOUTHBOUND ROAD:	Jefferson Davis Highway
W & A JOB NO.:	3913	DAY:	Thursday	NORTHBOUND ROAD:	Jefferson Davis Highway
INTERSECTION:	Route 1 & Reed Ave	WEATHER:	Clear	WESTBOUND ROAD:	Potomac Yard Center Entrance
LOCATION:	Alexandria VA	COUNTED BY:	Sheila & Anthony	EASTBOUND ROAD:	Reed Avenue
		INPUTED BY:	again		

Time Period	Turning Movements: Southbound Jefferson Davis Highway				Westbound Potomac Yard Center Entrance				Northbound Jefferson Davis Highway				Eastbound Reed Avenue				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	3	109	6	118	3	1	0	4	11	230	1	242	4	0	13	17	360	21	381		6:00-6:15
6:15-6:30	4	91	3	98	2	0	5	7	6	257	1	264	8	0	19	27	362	34	396		6:15-6:30
6:30-6:45	6	107	8	121	5	0	3	8	11	301	4	316	5	0	43	48	437	56	493		6:30-6:45
6:45-7:00	10	172	22	204	7	0	5	12	7	378	5	390	9	1	33	43	594	55	649		6:45-7:00
7:00-7:15	17	151	18	186	6	0	5	11	9	385	1	395	3	0	58	61	581	72	653		7:00-7:15
7:15-7:30	12	165	6	183	5	0	4	9	9	473	1	483	7	0	59	66	666	75	741		7:15-7:30
7:30-7:45	26	186	11	223	13	1	7	21	8	449	3	460	12	0	68	80	683	101	784		7:30-7:45
7:45-8:00	9	221	20	250	3	1	3	7	10	518	4	532	8	0	91	99	782	106	888		7:45-8:00
8:00-8:15	19	235	15	269	1	0	5	6	8	493	3	504	10	0	62	72	773	78	851		8:00-8:15
8:15-8:30	14	208	9	231	3	0	12	15	9	475	5	489	9	0	75	84	720	99	819		8:15-8:30
8:30-8:45	13	223	21	257	22	0	5	27	8	448	1	457	4	0	79	83	714	110	824		8:30-8:45
8:45-9:00	7	225	18	250	15	1	19	35	12	379	3	394	11	0	64	75	644	110	754		8:45-9:00
3 Hour Totals	140	2,093	157	2,390	85	4	73	162	108	4,786	32	4,926	90	1	664	755	7,316	917	8,233		
1 Hour Totals																					
6:00-7:00	23	479	39	541	17	1	13	31	35	1,166	11	1,212	26	1	108	135	1,753	166	1,919	0.74	6:00-7:00
6:15-7:15	37	521	51	609	20	0	18	38	33	1,321	11	1,365	25	1	153	179	1,974	217	2,191	0.84	6:15-7:15
6:30-7:30	45	595	54	694	23	0	17	40	36	1,537	11	1,584	24	1	193	218	2,278	258	2,536	0.86	6:30-7:30
6:45-7:45	65	674	57	796	31	1	21	53	33	1,685	10	1,728	31	1	218	250	2,524	303	2,827	0.90	6:45-7:45
7:00-8:00	64	723	55	842	27	2	19	48	36	1,825	9	1,870	30	0	276	306	2,712	354	3,066	0.86	7:00-8:00
7:15-8:15	66	807	52	925	22	2	19	43	35	1,933	11	1,979	37	0	280	317	2,904	360	3,264	0.92	7:15-8:15
7:30-8:30	68	850	55	973	20	2	27	49	35	1,935	15	1,985	39	0	296	335	2,958	384	3,342	0.94	7:30-8:30
7:45-8:45	55	887	65	1,007	29	1	25	55	35	1,934	13	1,982	31	0	307	338	2,989	393	3,382	0.95	7:45-8:45
8:00-9:00	53	891	63	1,007	41	1	41	83	37	1,795	12	1,844	34	0	280	314	2,851	397	3,248	0.95	8:00-9:00
AM Peak 7:45-8:45	55	887	65	1,007	29	1	25	55	35	1,934	13	1,982	31	0	307	338	2,989	393	3,382	0.95	AM Peak 7:45-8:45
PM																					
3:00-3:15	39	366	36	441	46	1	30	77	26	252	3	281	8	2	19	29	722	106	828		3:00-3:15
3:15-3:30	28	348	52	428	44	1	62	107	19	195	7	221	14	1	17	32	649	139	788		3:15-3:30
3:30-3:45	22	472	56	550	27	0	31	58	12	241	10	263	9	1	15	25	813	83	896		3:30-3:45
3:45-4:00	32	409	58	499	32	0	48	80	19	192	6	217	4	0	19	23	716	103	819		3:45-4:00
4:00-4:15	58	482	47	587	36	0	27	63	24	205	12	241	4	1	14	19	828	82	910		4:00-4:15
4:15-4:30	62	489	59	610	32	0	56	88	8	229	10	247	10	0	21	31	857	119	976		4:15-4:30
4:30-4:45	56	514	62	632	21	2	48	71	19	193	19	231	9	1	22	32	863	103	966		4:30-4:45
4:45-5:00	53	527	78	658	42	7	39	88	29	263	12	304	6	0	17	23	962	111	1,073		4:45-5:00
5:00-5:15	88	329	75	492	42	0	50	92	19	263	10	292	10	0	21	31	784	123	907		5:00-5:15
5:15-5:30	75	396	78	549	20	0	33	53	22	286	15	323	11	1	16	28	872	81	953		5:15-5:30
5:30-5:45	45	349	110	504	26	0	52	78	13	252	8	273	5	0	23	28	777	106	883		5:30-5:45
5:45-6:00	116	549	164	829	29	2	48	79	15	249	25	289	17	0	20	37	1,118	116	1,234		5:45-6:00
6:00-6:15	138	489	88	715	20	1	65	86	12	249	14	275	14	0	28	42	990	128	1,118		6:00-6:15
6:15-6:30	81	418	63	562	43	6	44	93	20	214	7	241	15	0	21	36	803	129	932		6:15-6:30
6:30-6:45	105	489	114	708	32	1	35	68	21	208	14	243	16	0	14	30	951	98	1,049		6:30-6:45
6:45-7:00	138	401	84	623	27	0	44	71	23	190	11	224	11	0	16	27	847	98	945		6:45-7:00
3 Hour Totals	1,015	5,432	1,022	7,469	370	19	541	930	225	2,801	157	3,183	128	3	233	364	10,652	1,294	11,946		
1 Hour Totals																					
3:00-4:00	121	1,595	202	1,918	149	2	171	322	76	880	26	982	35	4	70	109	2,900	431	3,331	0.93	3:00-4:00
3:15-4:15	140	1,711	213	2,064	139	1	168	308	74	833	35	942	31	3	65	99	3,006	407	3,413	0.94	3:15-4:15
3:30-4:30	174	1,852	220	2,246	127	0	162	289	63	867	38	968	27	2	69	98	3,214	387	3,601	0.92	3:30-4:30
3:45-4:45	208	1,894	226	2,328	121	2	179	302	70	819	47	936	27	2	76	105	3,264	407	3,671	0.94	3:45-4:45
4:00-5:00	229	2,012	246	2,487	131	9	170	310	80	890	53	1,023	29	2	74	105	3,510	415	3,925	0.91	4:00-5:00
4:15-5:15	259	1,859	274	2,392	137	9	193	339	75	948	51	1,074	35	1	81	117	3,466	456	3,922	0.91	4:15-5:15
4:30-5:30	272	1,766	293	2,331	125	9	170	304	89	1,005	56	1,150	36	2	76	114	3,481	418	3,899	0.91	4:30-5:30
4:45-5:45	261	1,601	341	2,203	130	7	174	311	83	1,064	45	1,192	32	1	77	110	3,395	421	3,816	0.89	4:45-5:45
5:00-6:00	324	1,623	427	2,374	117	2	183	302	69	1,050	58	1,177	43	1	80	124	3,551	426	3,977	0.81	5:00-6:00
5:15-6:15	374	1,783	440	2,597	95	3	198	296	62	1,036	62	1,160	47	1	87	135	3,757	431	4,188	0.85	5:15-6:15
5:30-6:30	380	1,805	425	2,610	118	9	209	336	60	964	54	1,078	51	0	92	143	3,688	479	4,167	0.84	5:30-6:30
5:45-6:45	440	1,945	429	2,814	124	10	192	326	68	920	60	1,048	62	0	83	145	3,862	471	4,333	0.88	5:45-6:45
6:00-7:00	462	1,797	349	2,608	122	8	188	318	76	861	46	983	56	0	79	135	3,591	453	4,044	0.90	6:00-7:00
PM Peak 5:45-6:45	440	1,945	429	2,814	124	10	192	326	68	920	60	1,048	62	0	83	145	3,862	471	4,333	0.88	PM Peak 5:45-6:45

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Potomac Village	DATE:	11/29/2007	SOUTHBOUND ROAD:	Jefferson Davis Highway
W & A JOB NO.:	3913	DAY:	Thursday	NORTHBOUND ROAD:	Jefferson Davis Highway
INTERSECTION:	Route 1 & E Glebe Rd.	WEATHER:	Clear	WESTBOUND ROAD:	Driveway
LOCATION:	Alexandria,VA	COUNTED BY:	Alba & Eduvina	EASTBOUND ROAD:	East Glebe Road
		INPUTED BY:	again		

Time Period	Turning Movements																				
	Southbound Jefferson Davis Highway				Westbound Driveway				Northbound Jefferson Davis Highway				Eastbound East Glebe Road				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	7	82	3	92	1	0	1	2	8	243	40	291	22	8	10	40	383	42	425		6:00-6:15
6:15-6:30	2	80	7	89	10	0	0	10	4	246	30	280	26	5	13	44	369	54	423		6:15-6:30
6:30-6:45	3	125	9	137	1	0	1	2	6	347	33	386	8	2	21	31	523	33	556		6:30-6:45
6:45-7:00	3	135	5	143	0	0	0	0	3	364	59	426	20	2	22	44	569	44	613		6:45-7:00
7:00-7:15	5	165	2	172	8	1	2	11	9	373	30	412	25	10	40	75	584	86	670		7:00-7:15
7:15-7:30	3	148	3	154	11	4	1	16	5	422	44	471	23	5	32	60	625	76	701		7:15-7:30
7:30-7:45	6	177	2	185	1	1	1	3	2	382	46	430	30	2	44	76	615	79	694		7:30-7:45
7:45-8:00	6	233	1	240	0	1	1	2	2	522	54	578	37	1	40	78	818	80	898		7:45-8:00
8:00-8:15	5	195	1	201	0	0	1	1	1	465	42	508	23	2	50	75	709	76	785		8:00-8:15
8:15-8:30	5	209	3	217	0	0	4	4	2	460	38	500	35	2	49	86	717	90	807		8:15-8:30
8:30-8:45	8	206	4	218	0	1	4	5	1	413	40	454	22	8	54	84	672	89	761		8:30-8:45
8:45-9:00	13	252	4	269	1	1	2	4	1	393	32	426	39	7	49	95	695	99	794		8:45-9:00
3 Hour Totals	66	2,007	44	2,117	33	9	18	60	44	4,630	488	5,162	310	54	424	788	7,279	848	8,127		
1 Hour Totals																					
6:00-7:00	15	422	24	461	12	0	2	14	21	1,200	162	1,383	76	17	66	159	1,844	173	2,017	0.82	6:00-7:00
6:15-7:15	13	505	23	541	19	1	3	23	22	1,330	152	1,504	79	19	96	194	2,045	217	2,262	0.84	6:15-7:15
6:30-7:30	14	573	19	606	20	5	4	29	23	1,506	166	1,695	76	19	115	210	2,301	239	2,540	0.91	6:30-7:30
6:45-7:45	17	625	12	654	20	6	4	30	19	1,541	179	1,739	98	19	138	255	2,393	285	2,678	0.96	6:45-7:45
7:00-8:00	20	723	8	751	20	7	5	32	18	1,699	174	1,891	115	18	156	289	2,642	321	2,963	0.82	7:00-8:00
7:15-8:15	20	753	7	780	12	6	4	22	10	1,791	186	1,987	113	10	166	289	2,767	311	3,078	0.86	7:15-8:15
7:30-8:30	22	814	7	843	1	2	7	10	7	1,829	180	2,016	125	7	183	315	2,859	325	3,184	0.89	7:30-8:30
7:45-8:45	24	843	9	876	0	2	10	12	6	1,860	174	2,040	117	13	193	323	2,916	335	3,251	0.91	7:45-8:45
8:00-9:00	31	862	12	905	1	2	11	14	5	1,731	152	1,888	119	19	202	340	2,793	354	3,147	0.97	8:00-9:00
AM Peak 7:45-8:45	**24**	**843**	**9**	**876**	**0**	**2**	**10**	**12**	**6**	**1,860**	**174**	**2,040**	**117**	**13**	**193**	**323**	**2,916**	**335**	**3,251**	**0.91**	**AM Peak 7:45-8:45**
PM																					
3:00-3:15	30	303	5	338	4	3	5	12	4	231	55	290	42	8	31	81	628	93	721		3:00-3:15
3:15-3:30	23	292	4	319	5	1	2	8	3	182	46	231	40	2	25	67	550	75	625		3:15-3:30
3:30-3:45	26	334	1	361	3	8	1	12	3	241	59	303	25	1	38	64	664	76	740		3:30-3:45
3:45-4:00	19	283	9	311	8	3	7	18	2	204	54	260	33	3	30	66	571	84	655		3:45-4:00
4:00-4:15	23	352	11	386	4	4	6	14	3	235	37	275	17	1	26	44	661	58	719		4:00-4:15
4:15-4:30	33	312	0	345	3	1	0	4	0	198	65	263	20	0	27	47	608	51	659		4:15-4:30
4:30-4:45	33	404	13	450	0	0	2	2	0	217	66	283	35	0	36	71	733	73	806		4:30-4:45
4:45-5:00	36	403	2	441	1	0	0	1	6	270	68	344	31	4	34	69	785	70	855		4:45-5:00
5:00-5:15	36	344	1	381	4	3	5	12	8	274	79	361	62	6	58	126	742	138	880		5:00-5:15
5:15-5:30	38	396	3	437	4	1	5	10	3	351	97	451	30	2	35	67	888	77	965		5:15-5:30
5:30-5:45	29	339	0	368	1	0	0	1	0	305	61	366	31	0	41	72	734	73	807		5:30-5:45
5:45-6:00	41	389	10	440	3	0	3	6	1	363	64	428	23	1	25	49	868	55	923		5:45-6:00
6:00-6:15	37	345	1	383	2	3	4	9	3	271	63	337	26	0	40	66	720	75	795		6:00-6:15
6:15-6:30	36	217	4	257	1	0	5	6	1	276	61	338	72	5	49	126	595	132	727		6:15-6:30
6:30-6:45	38	256	6	300	0	0	0	0	0	240	38	278	54	0	27	81	578	81	659		6:30-6:45
6:45-7:00	33	277	7	317	1	0	3	4	1	246	44	291	46	2	30	78	608	82	690		6:45-7:00
3 Hour Totals	413	4,034	58	4,505	24	12	33	69	26	3,246	743	4,015	447	21	428	896	8,520	965	9,485		
1 Hour Totals																					
3:00-4:00	98	1,212	19	1,329	20	15	15	50	12	858	214	1,084	140	14	124	278	2,413	328	2,741	0.93	3:00-4:00
3:15-4:15	91	1,261	25	1,377	20	16	16	52	11	862	196	1,069	115	7	119	241	2,446	293	2,739	0.93	3:15-4:15
3:30-4:30	101	1,281	21	1,403	18	16	14	48	8	878	215	1,101	95	5	121	221	2,504	269	2,773	0.94	3:30-4:30
3:45-4:45	108	1,351	33	1,492	15	8	15	38	5	854	222	1,081	105	4	119	228	2,573	266	2,839	0.88	3:45-4:45
4:00-5:00	125	1,471	26	1,622	8	5	8	21	9	920	236	1,165	103	5	123	231	2,787	252	3,039	0.89	4:00-5:00
4:15-5:15	138	1,463	16	1,617	8	4	7	19	14	959	278	1,251	148	10	155	313	2,868	332	3,200	0.91	4:15-5:15
4:30-5:30	143	1,547	19	1,709	9	4	12	25	17	1,112	310	1,439	158	12	163	333	3,148	358	3,506	0.91	4:30-5:30
4:45-5:45	139	1,482	6	1,627	10	4	10	24	17	1,200	305	1,522	154	12	168	334	3,149	358	3,507	0.91	4:45-5:45
5:00-6:00	144	1,468	14	1,626	12	4	13	29	12	1,293	301	1,606	146	9	159	314	3,232	343	3,575	0.93	5:00-6:00
5:15-6:15	145	1,469	14	1,628	10	4	12	26	7	1,290	285	1,582	110	3	141	254	3,210	280	3,490	0.90	5:15-6:15
5:30-6:30	143	1,290	15	1,448	7	3	12	22	5	1,215	249	1,469	152	6	155	313	2,917	335	3,252	0.88	5:30-6:30
5:45-6:45	152	1,207	21	1,380	6	3	12	21	5	1,150	226	1,381	175	6	141	322	2,761	343	3,104	0.84	5:45-6:45
6:00-7:00	144	1,095	18	1,257	4	3	12	19	5	1,033	206	1,244	198	7	146	351	2,501	370	2,871	0.90	6:00-7:00
PM Peak 5:00-6:00	**144**	**1,468**	**14**	**1,626**	**12**	**4**	**13**	**29**	**12**	**1,293**	**301**	**1,606**	**146**	**9**	**159**	**314**	**3,232**	**343**	**3,575**	**0.93**	**PM Peak 5:00-6:00**

Appendix B

Levels of Service by Lane Group for Existing Conditions, Future Conditions without Development, and Future Conditions with Proposed Development

Table B-1 Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
1. US 1 and S. Glebe Road (signalized)						
Northbound Approach	L	E (77)	L	D (39)	L	D (44)
	T/R	A (2)	T/R	C (27)	T/R	B (10)
	Overall	*C (22)*	*Overall*	*C (30)*	*Overall*	*B (17)*
Southbound Approach	L	E (65)	L	E (64)	L	E (65)
	T	C (23)	T	C (28)	T	C (32)
	R	B (14)	R	B (14)	R	B (16)
	Overall	*C (22)*	*Overall*	*C (26)*	*Overall*	*C (30)*
Eastbound Approach	L	F (124)	L	E (62)	L	E (63)
	T	E (60)	T	E (55)	T	E (54)
	R	D (49)	R	D (44)	R	D (38)
	Overall	*E (77)*	*Overall*	*D (51)*	*Overall*	*D (48)*
Westbound Approach	L	E (75)	L	E (69)	L	E (74)
	T	D (60)	T	E (61)	T	E (58)
	R	D (50)	R	D (51)	R	D (47)
	Overall	*E (66)*	*Overall*	*E (64)*	*Overall*	*E (61)*
Overall Intersection		***C (31)***		***C (32)***		***C (29)***
2. US 1 and driveway (near Four Mile Run)						
Northbound Approach	L	E (71)	L	D (35)	L	D (49)
	T/R	B (19)	T/R	C (27)	T/R	A (2)
	Overall	*B (20)*	*Overall*	*C (27)*	*Overall*	*A (2)*
Southbound Approach	L	E (77)	L	E (66)	T/R	B (20)
	T/R	A (7)	T/R	A (6)		
	Overall	*B (15)*	*Overall*	*B (13)*	*Overall*	*B (20)*
Eastbound Approach	L/T/R	F (97)	L/T/R	E (65)	L/T/R	E (63)
	Overall	*F (97)*	*Overall*	*E (65)*	*Overall*	*E (63)*
Westbound Approach	L/T	E (68)	L	E (59)		
	R	D (44)	T/R	D (42)		
	Overall	*E (62)*	*Overall*	*D (54)*		
Overall Intersection		***C (23)***		***C (23)***		***B (13)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
3. US 1 and future Crescent Place (signalized)						
Northbound Approach					T/R	A (4)
					Overall	*A (4)*
Southbound Approach					L	E (64)
					T	A (3)
					Overall	*A (6)*
Westbound Approach					L	E (63)
					R	E (60)
					Overall	*E (61)*
Overall Intersection						***A (7)***
4. US 1 and future Lincoln Avenue (signalized)						
Northbound Approach					L	A (0)
					T/R	A (5)
					Overall	*A (5)*
Southbound Approach					L	E (58)
					T/R	A (4)
					Overall	*A (7)*
Eastbound Approach					L/T/R	A (0)
					Overall	*A (0)*
Westbound Approach					L	E (63)
					T/R	E (57)
					Overall	*E (59)*
Overall Intersection						***A (8)***
5. US 1 and E. Reed Avenue (signalized)						
Northbound Approach	L	D (47)	L	E (57)	L	E (66)
	T	B (13)	T/R	F (122)	T/R	D (54)
	R	A (7)				
	Overall	*B (13)*	*Overall*	*F (120)*	*Overall*	*D (55)*
Southbound Approach	L	F (112)	L	E (62)	L	E (70)
	T/R	C (20)	T/R	B (18)	T/R	E (79)
	Overall	*C (34)*	*Overall*	*C (25)*	*Overall*	*E (78)*
Eastbound Approach	L	E (62)	L	E (65)	L	E (64)
	T/R	E (57)	T/R	E (61)	T/R	D (46)
	Overall	*E (60)*	*Overall*	*E (63)*	*Overall*	*D (51)*
Westbound Approach	L	E (63)	L	E (142)	L	D (52)
	L/T	E (65)	T/R	E (61)	T/R	F (87)
	R	E (57)				
	Overall	*E (61)*	*Overall*	*F (109)*	*Overall*	*F (80)*
Overall Intersection		***C (29)***		***E (71)***		***E (67)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
6. US 1 and future Diamond Avenue (signalized, right-in, right-out vehicular access)						
Northbound Approach					T/R	A (2)
					Overall	*A (2)*
Southbound Approach					T	A (0)
					Overall	*A (0)*
Westbound Approach					R	E (63)
					Overall	*E (63)*
Overall Intersection						***A (3)***
7. US 1 and Evans Lane (signalized)						
Northbound Approach	L	A (8)	L	D (46)	L	E (59)
	T	A (9)	T/R	B (11)	T/R	B (15)
	R	*A (1)*				
	Overall	*A (7)*	*Overall*	*B (11)*	*Overall*	*B (14)*
Southbound Approach	L	A (9)	L	E (70)	L	E (73)
	T/R	A (9)	T/R	A (12)	T/R	A (5)
	Overall	*A (9)*	*Overall*	*B (15)*	*Overall*	*A (9)*
Eastbound Approach	L/T/R	D (48)	L/T/R	E (66)	L/T/R	E (68)
	Overall	*D (48)*	*Overall*	*E (66)*	*Overall*	*E (768)*
Westbound Approach	L	F (85)	L	E (55)	L	E (62)
	T/R	D (47)	T/R	D (44)	T/R	D (53)
	Overall	*E (70)*	*Overall*	*D (51)*	*Overall*	*D (57)*
Overall Intersection		***B (15)***		***B (17)***		***B (15)***
8. US 1 and future Wesmond Drive (signalized)						
Northbound Approach					T/R	A (7)
					Overall	*A (7)*
Southbound Approach					L	E (72)
					T	A (3)
					Overall	*A (7)*
Westbound Approach					L	E (63)
					R	E (58)
					Overall	*E (60)*
Overall Intersection						***A (11)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
9. US 1 and E. Glebe Road (signalized)						
Northbound Approach	L	F (81)	L	F (171)	L	F (193)
	T	B (10)	T/R	C (24)	T/R	B (18)
	R	A (8)				
	Overall	*C (24)*	*Overall*	*E (56)*	*Overall*	*E (57)*
Southbound Approach	L	B (11)	L	F (87)	L	F (85)
	T/R	C (26)	T/R	F (117)	T/R	F (122)
	Overall	*C (26)*	*Overall*	*F(115)*	*Overall*	*F (120)*
Eastbound Approach	L	E (68)	L	E (70)	L	F (180)
	T/R	D (52)	T/R	E (64)	T/R	D (51)
	Overall	*E (60)*	*Overall*	*E (66)*	*Overall*	*F (89)*
Westbound Approach	L/T	D (50)	L	D (53)	L	F (80)
	R	D (49)	T/R	F (81)	T/R	F (143)
	Overall	*D (49)*	*Overall*	*E (76)*	*Overall*	*F (131)*
Overall Intersection		***C (28)***		***F (83)***		***F (94)***
10. US 1 and Hume Avenue (signalized)						
Northbound Approach	L/T	A (3)	L	E (57)	L	E (56)
			T	A (3)	T	A (3)
	Overall	*A (3)*	*Overall*	*A (4)*	*Overall*	*A (4)*
Southbound Approach	T/R	A (0)	T/R	A (1)	L	A (0)
	Overall	*A (0)*	*Overall*	*A (1)*	*Overall*	*A (0)*
Eastbound Approach	L/R	E (64)	L/R	E (66)	L/R	E (66)
	Overall	*E (64)*	*Overall*	*E (66)*	*Overall*	*E (66)*
Overall Intersection		***A (2)***		***A (3)***		***A (2)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
11. US 1 and Swann Avenue (signalized)						
Northbound Approach	L/T	A (3)	L	D (46)	L	D (45)
			T	A (4)	T	A (3)
	Overall	*A (3)*	*Overall*	*A (4)*	*Overall*	*A (3)*
Southbound Approach	T/R	A (1)	L	E (72)	L	F (75)
			T	A (1)	T	A (1)
	Overall	*A (1)*	*Overall*	*A (4)*	*Overall*	*A (4)*
Eastbound Approach	L/R	E (64)	L	E (63)	L	E (63)
			T/R	E (59)	T/R	E (59)
	Overall	*E (64)*	*Overall*	*E (62)*	*Overall*	*E (62)*
Westbound Approach			L	E (65)	L	E (65)
			T/R	E (59)	T/R	E (59)
			Overall	*E (63)*	*Overall*	*E (63)*
Overall Intersection		***A (3)***		***A (6)***		***A (6)***
12. US 1 and E. Custis Avenue (signalized)						
Northbound Approach	L/T	A (0)	L	D (52)	L	E (60)
			T	A (1)	T	A (1)
	Overall	*A (0)*	*Overall*	*A (1)*	*Overall*	*A (1)*
Southbound Approach	T/R	A (1)	L	E (68)	L	E (71)
			T	A (3)	T	A (1)
	Overall	*A (1)*	*Overall*	*A (4)*	*Overall*	*A (2)*
Eastbound Approach	L/R	E (64)	L/T/R	E (60)	L/T/R	E (60)
	Overall	*E (64)*	*Overall*	*E (60)*	*Overall*	*E (60)*
Westbound Approach			L	E (67)	L	E (67)
			T/R	E (59)	T/R	E (59)
			Overall	*E (64)*	*Overall*	*E (64)*
Overall Intersection		***A (1)***		***A (5)***		***A (4)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
13. US 1 and E. Howell Avenue (signalized)						
Northbound Approach	L	A (1)	L	D (51)	L	D (54)
	T	A (2)	T/R	A (5)	T/R	A (2)
	R	A (0)				
	Overall	*A (2)*	*Overall*	*A (5)*	*Overall*	*A (3)*
Southbound Approach	L	A (0)	L	E (60)	L	E (61)
	T/R	A (1)	T/R	B (15)	T/R	B (14)
	Overall	*A (1)*	*Overall*	*B (16)*	*Overall*	*B (14)*
Eastbound Approach	L/T/R	E (66)	L/T/R	D (52)	L/T/R	D (52)
	Overall	*E (66)*	*Overall*	*D (52)*	*Overall*	*D (52)*
Westbound Approach	L	A (0)	L	E (62)	L	E (62)
	T/R	A (0)	T/R	D (52)	T/R	D (52)
	Overall	*A (0)*	*Overall*	*E (58)*	*Overall*	*E (58)*
Overall Intersection		***A (2)***		***B (14)***		***B (12)***
14. US 1 and existing E. Monroe Avenue/future Potomac Avenue (signalized)						
Northbound Approach	L	F (72)	T	B (17)	T	B (19)
	T	A (1)	R	C (29)	R	F (178)
	Overall	*B (12)*	*Overall*	*C (22)*	*Overall*	*F (92)*
Southbound Approach	T	B (20)	L	F (90)	L	F (89)
	R	B (11)	T	B (18)	T	C (23)
	Overall	*B (18)*	*Overall*	*B (18)*	*Overall*	*C (23)*
Eastbound Approach	L	E (56)				
	R	D (51)				
	Overall	*D (53)*				
Westbound Approach			L	D (49)	L	E (58)
			R	C (30)	R	C (26)
			Overall	*D (45)*	*Overall*	*E (53)*
Overall Intersection		***B (19)***		***C (28)***		***E (63)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
15. US 1 and Slater's Lane (signalized)						
Northbound Approach	T	B (16)	T	B (17)	T	B (19)
	R	B (13)	R	B (15)	R	B (15)
	Overall	*B (15)*	*Overall*	*B (17)*	*Overall*	*B (19)*
Southbound Approach	L	C (26)	L	E (60)	L	D (54)
	T	A (4)	T	A (2)	T	A (5)
	Overall	*A (8)*	*Overall*	*B (10)*	*Overall*	*B (10)*
Westbound Approach	R	E (56)	R	E (65)	R	E (64)
	Overall	*E (56)*	*Overall*	*E (65)*	*Overall*	*E (64)*
Overall Intersection		***B (16)***		***B (17)***		***B (17)***
16. Commonwealth Avenue and E. Glebe Road (signalized)						
Northbound Approach	L/T/R	B (10)	L/T/R	B (14)	L/T/R	C (21)
	Overall	*B (10)*	*Overall*	*B (14)*	*Overall*	*C (21)*
Southbound Approach	L/T/R	B (10)	L/T/R	B (15)	L/T/R	C (23)
	Overall	*B (10)*	*Overall*	*B (15)*	*Overall*	*C (23)*
Eastbound Approach	L/T	A (6)	L/T	A (6)	L/T	A (7)
	R	A (5)	R	A (5)	R	A (5)
	Overall	*A (6)*	*Overall*	*A (6)*	*Overall*	*A (7)*
Westbound Approach	L/T/R	A (8)	L/T/R	B (12)	L/T/R	B (18)
	Overall	*A (8)*	*Overall*	*B (12)*	*Overall*	*B (18)*
Overall Intersection		***A (8)***		***B (11)***		***B (17)***
17. Commonwealth Avenue, Mount Vernon Avenue, and Hume Avenue (signalized)						
Northbound Approach	L/T/R	C (27)	L/T/R	C (27)	L/T/R	C (30)
	Overall	*C (27)*	*Overall*	*C (27)*	*Overall*	*C (30)*
Northeast-bound Approach	L	C (32)	L	C (32)	L	D (38)
	T/R	C (32)	T/R	C (33)	T/R	D (41)
	Overall	*C (32)*	*Overall*	*C (32)*	*Overall*	*D (40)*
Southbound Approach	T/L	C (32)	T/L	C (31)	T/L	C (34)
	R	C (25)	R	C (25)	R	C (27)
	Overall	*C (30)*	*Overall*	*C (29)*	*Overall*	*C (32)*
Southwest-bound Approach	L	A (0)	L	A (0)	L	D (46)
	T/R	D (37)	T/R	D (37)	T/R	D (47)
	Overall	*D (37)*	*Overall*	*D (37)*	*Overall*	*D (47)*
Westbound Approach	L/T/R	D (47)	L/T/R	D (47)	L/T/R	D (49)
	Overall	*D (47)*	*Overall*	*D (47)*	*Overall*	*D (49)*
Overall Intersection		***C (31)***		***C (31)***		***D (37)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
18. Mount Vernon Avenue and E. Braddock Road (signalized)						
Northbound Approach	L/T/R	D (54)	L/T/R	D (55)	L/T/R	D (55)
	Overall	*D (54)*	*Overall*	*D (55)*	*Overall*	*D (55)*
Southbound Approach	L	D (54)	L	D (52)	L	D (52)
	T/R	D (33)	T/R	D (35)	T/R	D (35)
	Overall	*D (50)*	*Overall*	*D (46)*	*Overall*	*D (45)*
Eastbound Approach	L	B (17)	L	B (19)	L	B (21)
	T/R	C (26)	T/R	C (26)	T/R	C (27)
	Overall	*C (26)*	*Overall*	*C (24)*	*Overall*	*C (25)*
Westbound Approach	L	B (17)	L	B (18)	L	B (18)
	T	C (25)	T	C (28)	T	C (29)
	R	C (20)	R	C (23)	R	C (24)
	Overall	*C (22)*	*Overall*	*C (25)*	*Overall*	*C (26)*
Overall Intersection		***C (32)***		***C (32)***		***C (33)***
19. Potomac Avenue and future Crescent Drive (unsignalized, right-in, right-out access)						
Northbound Approach					T	A (0)
					Overall	*A (0)*
Southbound Approach					T/R	A (0)
					Overall	*A (0)*
Eastbound Approach					R	B (11)
					Overall	*B (11)*
Overall Intersection						***A (0)***
20. Potomac Avenue and future Lincoln Avenue (signalized)						
Northbound Approach					L	D (41)
					T	A (3)
					Overall	*A (6)*
Southbound Approach					T/R	A (7)
					Overall	*A (7)*
Eastbound Approach					L	D (39)
					R	D (36)
					Overall	*D (37)*
Overall Intersection						***A (9)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
21. Potomac Avenue and future Reed Avenue (signalized)						
Northbound Approach					L	D (38)
					T	A (3)
					Overall	*A (6)*
Southbound Approach					T/R	A (3)
					Overall	*A (3)*
Eastbound Approach					L	D (39)
					R	D (36)
					Overall	*D (37)*
Overall Intersection						***A (8)***
22. Potomac Avenue and future Diamond Avenue (signalized)						
Northbound Approach					L	D (40)
					T	A (2)
					Overall	*A (5)*
Southbound Approach					T/R	A (8)
					Overall	*A (8)*
Eastbound Approach					L	D (39)
					R	C (23)
					Overall	*C (32)*
Overall Intersection						***A (9)***
23. Potomac Avenue and future Evans Lane (signalized)						
Northbound Approach					L	A (2)
					T	A (2)
					Overall	*A (2)*
Southbound Approach					T/R	A (1)
					Overall	*A (1)*
Eastbound Approach					L	D (39)
					R	D (36)
					Overall	*D (37)*
Overall Intersection						***A (5)***

Table B-1 (continued) Intersection Level of Service (LOS) and Average Delay in Seconds by Lane Group for Weekday PM Peak Hour						
Intersection	**Existing Conditions**		**2030 Future Conditions without Development**		**2030 Future Conditions with Development**	
24. Potomac Avenue and future Wesmond Drive (signalized)						
Northbound Approach					L	A (2)
					T	A (1)
					Overall	*A (1)*
Southbound Approach					T/R	A (1)
					Overall	*A (1)*
Eastbound Approach					L	D (40)
					R	D (38)
					Overall	*D (40)*
Overall Intersection						***A (3)***
25. Potomac Avenue and future E. Glebe Road (signalized)						
Northbound Approach			L	B (16)	L	A (4)
			T	A (3)	T	A (3)
			Overall	*A (6)*	*Overall*	*A (3)*
Southbound Approach			T/R	B (32)	T/R	A (2)
			Overall	*B (32)*	*Overall*	*A (2)*
Eastbound Approach			L	D (39)	L	D (37)
			R	C (23)	R	D (35)
			Overall	*C (28)*	*Overall*	*D (35)*
Overall Intersection				***C (21)***		***A (9)***

Appendix C

Existing Conditions HCM Reports for Intersection Level of Service

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	3433	5054		1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	3433	5054		1770	5085	1583
Volume (vph)	226	52	338	61	60	14	387	1026	44	55	1613	454
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	57	367	66	65	15	421	1115	48	60	1753	493
RTOR Reduction (vph)	0	0	30	0	0	13	0	2	0	0	0	95
Lane Group Flow (vph)	246	57	337	66	65	2	421	1161	0	60	1753	398
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	8.0	11.3	35.5	6.4	9.7	17.8	24.2	90.2		8.1	74.1	82.1
Effective Green, g (s)	10.0	13.3	39.5	8.4	11.7	21.8	26.2	92.2		10.1	76.1	86.1
Actuated g/C Ratio	0.07	0.10	0.28	0.06	0.08	0.16	0.19	0.66		0.07	0.54	0.62
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	3.0	3.0	2.0	3.0	3.0	0.2		3.0	0.2	3.0
Lane Grp Cap (vph)	245	177	492	106	296	292	642	3328		128	2764	1019
v/s Ratio Prot	c0.07	0.03	c0.13	0.04	0.02	0.00	0.12	0.23		0.03	c0.34	0.03
v/s Ratio Perm			0.08			0.00						0.22
v/c Ratio	1.00	0.32	0.68	0.62	0.22	0.01	0.66	0.35		0.47	0.63	0.39
Uniform Delay, d1	65.0	59.1	44.7	64.3	59.9	50.0	52.7	10.6		62.4	22.3	13.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.42	0.16		1.00	1.00	1.00
Incremental Delay, d2	58.5	0.4	3.9	10.9	0.1	0.0	2.0	0.2		2.7	1.1	0.2
Delay (s)	123.5	59.5	48.6	75.1	60.0	50.0	76.8	2.0		65.1	23.4	13.9
Level of Service	F	E	D	E	E	D	E	A		E	C	B
Approach Delay (s)		77.1			65.8			21.9			22.4	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM Average Control Delay	31.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91		1.00	0.91	
Frt		0.97			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1774	1583	1770	5066		1770	5067	
Flt Permitted		0.45			0.64	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		806			1195	1583	1770	5066		1770	5067	
Volume (vph)	104	9	39	186	1	72	11	1334	34	244	1823	46
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	10	42	202	1	78	12	1450	37	265	1982	50
RTOR Reduction (vph)	0	9	0	0	0	61	0	2	0	0	1	0
Lane Group Flow (vph)	0	156	0	0	203	17	12	1485	0	265	2031	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			4		1	6		3 5	2 3	
Permitted Phases	4			4		4						
Actuated Green, G (s)		26.9			26.9	26.9	3.0	67.9		20.1	90.4	
Effective Green, g (s)		29.8			29.8	29.8	5.4	69.3		24.9	92.8	
Actuated g/C Ratio		0.21			0.21	0.21	0.04	0.50		0.18	0.66	
Clearance Time (s)		6.9			6.9	6.9	6.4	5.4				
Vehicle Extension (s)		3.0			3.0	3.0	3.0	0.2				
Lane Grp Cap (vph)		172			254	337	68	2508		315	3359	
v/s Ratio Prot							0.01	0.29		c0.15	c0.40	
v/s Ratio Perm		c0.19			0.17	0.01						
v/c Ratio		0.91			0.80	0.05	0.18	0.59		0.84	0.60	
Uniform Delay, d1		53.8			52.3	43.8	65.1	25.3		55.6	13.3	
Progression Factor		1.00			1.00	1.00	1.07	0.73		1.11	0.53	
Incremental Delay, d2		42.9			16.0	0.1	1.0	0.8		14.9	0.2	
Delay (s)		96.7			68.2	43.9	70.7	19.3		76.8	7.2	
Level of Service		F			E	D	E	B		E	A	
Approach Delay (s)		96.7			61.5			19.7			15.3	
Approach LOS		F			E			B			B	

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-2%			-1%			0%	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1743	1560		1698	1710	1599	1778	3557	1591	1770	3439	
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.05	1.00	1.00	0.12	1.00	
Satd. Flow (perm)	1743	1560		1698	1710	1599	95	3557	1591	230	3439	
Volume (vph)	83	0	62	192	10	124	60	1170	326	329	1465	340
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	0	67	209	11	135	65	1272	354	358	1592	370
RTOR Reduction (vph)	0	61	0	0	0	121	0	0	95	0	12	0
Lane Group Flow (vph)	90	6	0	107	113	14	65	1272	259	358	1950	0
Turn Type	Split			Split		Perm	pm+pt		Perm	pm+pt		
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6		6	2		
Actuated Green, G (s)	11.5	11.5		12.9	12.9	12.9	81.6	76.6	76.6	97.1	86.1	
Effective Green, g (s)	13.5	13.5		14.9	14.9	14.9	86.1	79.1	79.1	99.6	88.6	
Actuated g/C Ratio	0.10	0.10		0.11	0.11	0.11	0.62	0.56	0.56	0.71	0.63	
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	0.2	0.2	2.0	0.2	
Lane Grp Cap (vph)	168	150		181	182	170	143	2010	899	345	2176	
v/s Ratio Prot	c0.05	0.00		0.06	c0.07		0.02	0.36		c0.12	0.57	
v/s Ratio Perm						0.01	0.26		0.16	c0.62		
v/c Ratio	0.54	0.04		0.59	0.62	0.08	0.45	0.63	0.29	1.04	0.90	
Uniform Delay, d1	60.3	57.4		59.6	59.8	56.4	24.7	20.6	15.8	33.2	21.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.86	0.57	0.37	1.75	0.69	
Incremental Delay, d2	1.6	0.0		3.4	4.7	0.1	0.8	1.4	0.7	53.9	5.2	
Delay (s)	61.9	57.4		63.1	64.5	56.5	46.5	13.1	6.6	112.0	20.3	
Level of Service	E	E		E	E	E	D	B	A	F	C	
Approach Delay (s)		60.0			61.0			13.1			34.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt		0.99		1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.96		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1781		1770	1587		1770	3539	1583	1770	3535	
Flt Permitted		0.69		0.75	1.00		0.08	1.00	1.00	0.15	1.00	
Satd. Flow (perm)		1272		1403	1587		143	3539	1583	279	3535	
Volume (vph)	29	6	2	215	2	140	11	1202	228	78	1630	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	7	2	234	2	152	12	1307	248	85	1772	15
RTOR Reduction (vph)	0	2	0	0	124	0	0	0	72	0	0	0
Lane Group Flow (vph)	0	39	0	234	30	0	12	1307	176	85	1787	0
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		
Actuated Green, G (s)		23.7		26.0	26.0		93.9	91.9	91.9	101.7	95.8	
Effective Green, g (s)		26.0		26.0	26.0		98.1	94.0	94.0	105.9	97.9	
Actuated g/C Ratio		0.19		0.19	0.19		0.70	0.67	0.67	0.76	0.70	
Clearance Time (s)		6.3		4.0	4.0		6.1	6.1	6.1	6.1	6.1	
Vehicle Extension (s)		2.0		2.0	2.0		2.0	0.2	0.2	2.0	0.2	
Lane Grp Cap (vph)		236		261	295		148	2376	1063	296	2472	
v/s Ratio Prot					0.02		0.00	0.37		c0.02	c0.51	
v/s Ratio Perm		0.03		c0.17			0.05		0.11	0.20		
v/c Ratio		0.17		0.90	0.10		0.08	0.55	0.17	0.29	0.72	
Uniform Delay, d1		47.9		55.7	47.3		11.8	12.0	8.5	8.0	12.8	
Progression Factor		1.00		1.00	1.00		0.68	0.65	0.09	1.07	0.60	
Incremental Delay, d2		0.1		29.4	0.1		0.1	0.8	0.3	0.1	1.0	
Delay (s)		48.0		85.1	47.4		8.1	8.5	1.1	8.7	8.7	
Level of Service		D		F	D		A	A	A	A	A	
Approach Delay (s)		48.0			70.1			7.3			8.7	
Approach LOS		D			E			A			A	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.86			1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1632			1829	1615	1805	3574	1615	1805	3564	
Flt Permitted	0.75	1.00			0.79	1.00	0.05	1.00	1.00	0.18	1.00	
Satd. Flow (perm)	1417	1632			1492	1615	88	3574	1615	349	3564	
Volume (vph)	159	9	146	13	4	12	301	1293	12	14	1568	144
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	10	159	14	4	13	327	1405	13	15	1704	157
RTOR Reduction (vph)	0	99	0	0	0	11	0	0	3	0	5	0
Lane Group Flow (vph)	173	70	0	0	18	2	327	1405	10	15	1856	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4		4	6		6	2		
Actuated Green, G (s)	21.9	21.9			21.9	21.9	107.0	99.5	99.5	82.4	79.9	
Effective Green, g (s)	22.9	22.9			22.9	22.9	109.1	101.6	101.6	85.5	82.0	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.78	0.73	0.73	0.61	0.59	
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	6.1	6.1	5.0	6.1	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	0.2	0.2	3.0	0.2	
Lane Grp Cap (vph)	232	267			244	264	352	2594	1172	250	2087	
v/s Ratio Prot		0.04					c0.15	0.39		0.00	0.52	
v/s Ratio Perm	c0.12				0.01	0.00	c0.57		0.01	0.04		
v/c Ratio	0.75	0.26			0.07	0.01	0.93	0.54	0.01	0.06	0.89	
Uniform Delay, d1	55.8	51.2			49.6	49.0	49.2	8.7	5.3	10.7	25.1	
Progression Factor	1.00	1.00			1.00	1.00	1.10	1.13	1.52	1.05	0.85	
Incremental Delay, d2	12.2	0.5			0.1	0.0	26.3	0.7	0.0	0.1	4.3	
Delay (s)	68.0	51.7			49.7	49.0	80.6	10.4	8.1	11.4	25.6	
Level of Service	E	D			D	D	F	B	A	B	C	
Approach Delay (s)		60.0			49.4			23.6			25.5	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	0.95	
Frt	0.92			1.00	1.00	
Flt Protected	0.98			1.00	1.00	
Satd. Flow (prot)	1680			3535	3528	
Flt Permitted	0.98			0.83	1.00	
Satd. Flow (perm)	1680			2936	3528	
Volume (vph)	8	12	36	1499	1474	32
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	13	39	1629	1602	35
RTOR Reduction (vph)	12	0	0	0	1	0
Lane Group Flow (vph)	10	0	0	1668	1636	0
Turn Type			Perm			
Protected Phases	2			1	1	
Permitted Phases			1			
Actuated Green, G (s)	4.3			123.8	123.8	
Effective Green, g (s)	6.6			125.4	125.4	
Actuated g/C Ratio	0.05			0.90	0.90	
Clearance Time (s)	6.3			5.6	5.6	
Vehicle Extension (s)	2.0			0.2	0.2	
Lane Grp Cap (vph)	79			2630	3160	
v/s Ratio Prot	c0.01				0.46	
v/s Ratio Perm				c0.57		
v/c Ratio	0.12			0.63	0.52	
Uniform Delay, d1	63.9			1.8	1.4	
Progression Factor	1.00			0.99	0.03	
Incremental Delay, d2	0.3			1.0	0.3	
Delay (s)	64.2			2.8	0.3	
Level of Service	E			A	A	
Approach Delay (s)	64.2			2.8	0.3	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	2.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	0.95	
Frt	0.97			1.00	1.00	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1739			3539	3534	
Flt Permitted	0.96			0.95	1.00	
Satd. Flow (perm)	1739			3362	3534	
Volume (vph)	38	11	4	1438	1594	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	12	4	1563	1733	16
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	45	0	0	1567	1749	0
Turn Type			Perm			
Protected Phases	2			1	1	
Permitted Phases			1			
Actuated Green, G (s)	7.2			121.2	121.2	
Effective Green, g (s)	9.0			123.0	123.0	
Actuated g/C Ratio	0.06			0.88	0.88	
Clearance Time (s)	5.8			5.8	5.8	
Vehicle Extension (s)	2.0			0.2	0.2	
Lane Grp Cap (vph)	112			2954	3105	
v/s Ratio Prot	c0.03				c0.49	
v/s Ratio Perm				0.47		
v/c Ratio	0.40			0.53	0.56	
Uniform Delay, d1	62.9			1.9	2.0	
Progression Factor	1.00			0.98	0.08	
Incremental Delay, d2	0.8			0.6	0.7	
Delay (s)	63.7			2.5	0.8	
Level of Service	E			A	A	
Approach Delay (s)	63.7			2.5	0.8	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	2.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			0.95	0.95	
Frt	0.93			1.00	0.99	
Flt Protected	0.98			1.00	1.00	
Satd. Flow (prot)	1691			3539	3521	
Flt Permitted	0.98			0.95	1.00	
Satd. Flow (perm)	1691			3356	3521	
Volume (vph)	18	20	5	1402	1552	55
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	22	5	1524	1687	60
RTOR Reduction (vph)	21	0	0	0	1	0
Lane Group Flow (vph)	21	0	0	1529	1746	0
Turn Type			Perm			
Protected Phases	2			1	1	
Permitted Phases			1	1 2		
Actuated Green, G (s)	6.2			140.0	123.1	
Effective Green, g (s)	7.6			140.0	124.4	
Actuated g/C Ratio	0.05			1.00	0.89	
Clearance Time (s)	5.4			5.3	5.3	
Vehicle Extension (s)	2.0			0.2	0.2	
Lane Grp Cap (vph)	92			3356	3129	
v/s Ratio Prot	0.01				c0.50	
v/s Ratio Perm				c0.46		
v/c Ratio	0.23			0.46	0.56	
Uniform Delay, d1	63.4			0.0	1.7	
Progression Factor	1.00			1.00	0.07	
Incremental Delay, d2	0.5			0.0	0.6	
Delay (s)	63.9			0.0	0.7	
Level of Service	E			A	A	
Approach Delay (s)	63.9			0.0	0.7	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	1.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0			4.0	
Lane Util. Factor		1.00					1.00	0.95			0.95	
Frt		0.94					1.00	1.00			1.00	
Flt Protected		0.97					0.95	1.00			1.00	
Satd. Flow (prot)		1699					1770	3539			3532	
Flt Permitted		0.95					0.12	1.00			1.00	
Satd. Flow (perm)		1656					233	3539			3532	
Volume (vph)	9	0	8	0	0	0	17	1423	0	0	1583	23
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	0	9	0	0	0	18	1547	0	0	1721	25
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	0	0	18	1547	0	0	1746	0
Turn Type	Perm			Perm			Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		2.9					125.1	125.1			125.1	
Effective Green, g (s)		4.9					127.1	127.1			127.1	
Actuated g/C Ratio		0.04					0.91	0.91			0.91	
Clearance Time (s)		6.0					6.0	6.0			6.0	
Vehicle Extension (s)		2.0					0.2	0.2			0.2	
Lane Grp Cap (vph)		58					212	3213			3207	
v/s Ratio Prot								0.44			c0.49	
v/s Ratio Perm		c0.01					0.08					
v/c Ratio		0.18					0.08	0.48			0.54	
Uniform Delay, d1		65.6					0.6	1.1			1.2	
Progression Factor		1.00					1.00	1.00			0.08	
Incremental Delay, d2		0.5					0.8	0.5			0.6	
Delay (s)		66.1					1.4	1.6			0.7	
Level of Service		E					A	A			A	
Approach Delay (s)		66.1			0.0			1.6			0.7	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM Average Control Delay	1.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.06	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	113	3539	3539	1583
Volume (vph)	104	236	258	1360	1580	278
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	257	280	1478	1717	302
RTOR Reduction (vph)	0	227	0	0	0	89
Lane Group Flow (vph)	113	30	280	1478	1717	213
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	12.9	12.9	103.1	103.1	78.6	78.6
Effective Green, g (s)	14.9	14.9	105.1	105.1	80.6	80.6
Actuated g/C Ratio	0.12	0.12	0.82	0.82	0.63	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	184	358	2906	2228	997
v/s Ratio Prot	c0.06		c0.13	0.42	0.49	
v/s Ratio Perm		0.02	c0.52			0.13
v/c Ratio	0.55	0.16	0.78	0.51	0.77	0.21
Uniform Delay, d1	53.4	50.9	38.1	3.5	17.1	10.1
Progression Factor	1.00	1.00	1.64	0.18	1.00	1.00
Incremental Delay, d2	3.0	0.4	8.9	0.5	2.6	0.5
Delay (s)	56.3	51.3	71.7	1.2	19.7	10.6
Level of Service	E	D	E	A	B	B
Approach Delay (s)	52.9			12.4	18.3	
Approach LOS	D			B	B	

Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	13	13	15
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	1.00	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2880	3574	1636	1865	3932
Flt Permitted		1.00	1.00	1.00	0.13	1.00
Satd. Flow (perm)		2880	3574	1636	258	3932
Volume (vph)	0	400	1216	379	340	1486
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	435	1322	412	370	1615
RTOR Reduction (vph)	0	404	0	52	0	0
Lane Group Flow (vph)	0	31	1322	360	370	1615
Heavy Vehicles (%)	0%	2%	1%	2%	0%	1%
Turn Type		custom		Perm	pm+pt	
Protected Phases		8	2		1	6
Permitted Phases				2	6	
Actuated Green, G (s)		7.0	77.4	77.4	109.0	109.0
Effective Green, g (s)		9.0	79.4	79.4	111.0	111.0
Actuated g/C Ratio		0.07	0.62	0.62	0.87	0.87
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0	0.2	0.2	3.0	0.2
Lane Grp Cap (vph)		203	2217	1015	570	3410
v/s Ratio Prot		c0.01	0.37		c0.14	0.41
v/s Ratio Perm				0.22	c0.42	
v/c Ratio		0.15	0.60	0.36	0.65	0.47
Uniform Delay, d1		55.9	14.6	11.8	21.4	1.9
Progression Factor		1.00	1.00	1.00	1.14	1.65
Incremental Delay, d2		0.3	1.2	1.0	1.7	0.3
Delay (s)		56.3	15.8	12.8	26.1	3.5
Level of Service		E	B	B	C	A
Approach Delay (s)	56.3		15.1			7.7
Approach LOS	E		B			A

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	0.99		1.00			0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		1.00			0.93			0.97	
Flt Protected		1.00	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1857	1560		1829			1712			1781	
Flt Permitted		0.97	1.00		0.84			0.94			0.96	
Satd. Flow (perm)		1803	1560		1563			1623			1723	
Volume (vph)	15	269	21	100	298	14	21	68	85	12	108	37
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	292	23	109	324	15	23	74	92	13	117	40
RTOR Reduction (vph)	0	0	12	0	2	0	0	56	0	0	18	0
Lane Group Flow (vph)	0	308	11	0	446	0	0	133	0	0	152	0
Confl. Peds. (#/hr)	14		5	5		14	19		11	11		19
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		15.7	15.7		15.7			8.7			8.7	
Effective Green, g (s)		17.7	17.7		17.7			10.7			10.7	
Actuated g/C Ratio		0.49	0.49		0.49			0.29			0.29	
Clearance Time (s)		6.0	6.0		6.0			6.0			6.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		877	759		760			477			506	
v/s Ratio Prot												
v/s Ratio Perm		0.17	0.01		c0.29			0.08			c0.09	
v/c Ratio		0.35	0.01		0.59			0.28			0.30	
Uniform Delay, d1		5.8	4.8		6.7			9.9			9.9	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.2	0.0		1.2			0.3			0.3	
Delay (s)		6.0	4.8		7.9			10.2			10.3	
Level of Service		A	A		A			B			B	
Approach Delay (s)		6.0			7.9			10.2			10.3	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	36.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL	SBT	SBR	NEL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0				4.0				4.0	4.0	4.0
Lane Util. Factor		1.00				0.95				1.00	1.00	1.00
Frt		0.97				0.96				1.00	0.85	1.00
Flt Protected		0.96				1.00				1.00	1.00	0.95
Satd. Flow (prot)		1733				3388				1858	1583	1770
Flt Permitted		0.96				0.95				0.97	1.00	0.95
Satd. Flow (perm)		1733				3227				1806	1583	1770
Volume (vph)	10	29	13	1	3	231	84	8	17	304	161	111
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	32	14	1	3	251	91	9	18	330	175	121
RTOR Reduction (vph)	0	1	0	0	0	1	0	0	0	0	118	0
Lane Group Flow (vph)	0	57	0	0	0	353	0	0	0	348	57	121
Turn Type	Perm				Perm				D.Pm		custom	Prot
Protected Phases		4				1					1	2
Permitted Phases	4				1				1	1		
Actuated Green, G (s)		7.5				31.7				31.7	31.7	26.2
Effective Green, g (s)		9.5				34.7				34.7	34.7	28.2
Actuated g/C Ratio		0.09				0.33				0.33	0.33	0.26
Clearance Time (s)		6.0				7.0				7.0	7.0	6.0
Vehicle Extension (s)		3.0				3.0				3.0	3.0	3.0
Lane Grp Cap (vph)		155				1051				588	516	469
v/s Ratio Prot											0.04	c0.07
v/s Ratio Perm		0.03				0.11				c0.19		
v/c Ratio		0.37				0.34				0.59	0.11	0.26
Uniform Delay, d1		45.7				27.2				30.0	25.1	30.9
Progression Factor		1.00				1.00				1.00	1.00	1.00
Incremental Delay, d2		1.5				0.2				1.6	0.1	1.3
Delay (s)		47.2				27.4				31.6	25.2	32.2
Level of Service		D				C				C	C	C
Approach Delay (s)		47.2				27.4				29.5		
Approach LOS		D				C				C		

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	106.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NET	NER	NER2	SWL	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0	
Lane Util. Factor	1.00				1.00	
Frt	0.98				0.85	
Flt Protected	1.00				1.00	
Satd. Flow (prot)	1822				1587	
Flt Permitted	1.00				1.00	
Satd. Flow (perm)	1822				1587	
Volume (vph)	87	12	3	0	1	72
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	13	3	0	1	78
RTOR Reduction (vph)	1	0	0	0	65	0
Lane Group Flow (vph)	110	0	0	0	14	0
Turn Type				custom		
Protected Phases						
Permitted Phases	2			3	3	
Actuated Green, G (s)	26.2				16.1	
Effective Green, g (s)	28.2				18.1	
Actuated g/C Ratio	0.26				0.17	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	3.0				3.0	
Lane Grp Cap (vph)	482				270	
v/s Ratio Prot						
v/s Ratio Perm	0.06				c0.01	
v/c Ratio	0.23				0.05	
Uniform Delay, d1	30.6				37.0	
Progression Factor	1.00				1.00	
Incremental Delay, d2	1.1				0.4	
Delay (s)	31.7				37.4	
Level of Service	C				D	
Approach Delay (s)	32.0				37.4	
Approach LOS	C				D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		0.92		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.92		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1804	1861		1804	1881	1587		1607		1752	1760	
Flt Permitted	0.37	1.00		0.35	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	707	1861		657	1881	1587		1607		1752	1760	
Volume (vph)	25	383	3	70	396	339	1	40	52	380	49	24
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	416	3	76	430	368	1	43	57	413	53	26
RTOR Reduction (vph)	0	0	0	0	0	198	0	35	0	0	14	0
Lane Group Flow (vph)	27	419	0	76	430	170	0	66	0	413	65	0
Confl. Peds. (#/hr)	4		2	2		4	5		34	34		5
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	4%
Turn Type	pm+pt			pm+pt		Perm	Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6		6						
Actuated Green, G (s)	54.8	51.0		58.6	52.9	52.9		8.7		31.4	31.4	
Effective Green, g (s)	57.8	53.0		61.6	54.9	54.9		10.7		33.4	33.4	
Actuated g/C Ratio	0.48	0.44		0.51	0.46	0.46		0.09		0.28	0.28	
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	385	823		402	862	727		144		488	491	
v/s Ratio Prot	0.00	0.23		c0.01	c0.23			c0.04		c0.24	0.04	
v/s Ratio Perm	0.03			0.09		0.11						
v/c Ratio	0.07	0.51		0.19	0.50	0.23		0.46		0.85	0.13	
Uniform Delay, d1	17.2	24.0		16.3	22.8	19.7		51.8		40.8	32.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	2.2		0.2	2.1	0.8		2.3		12.8	0.1	
Delay (s)	17.3	26.3		16.5	24.8	20.4		54.1		53.5	32.5	
Level of Service	B	C		B	C	C		D		D	C	
Approach Delay (s)		25.7			22.3			54.1			50.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	119.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Appendix D

Figure D-1: Adjustments for Potomac Avenue and US 1 Monroe Avenue Bridge

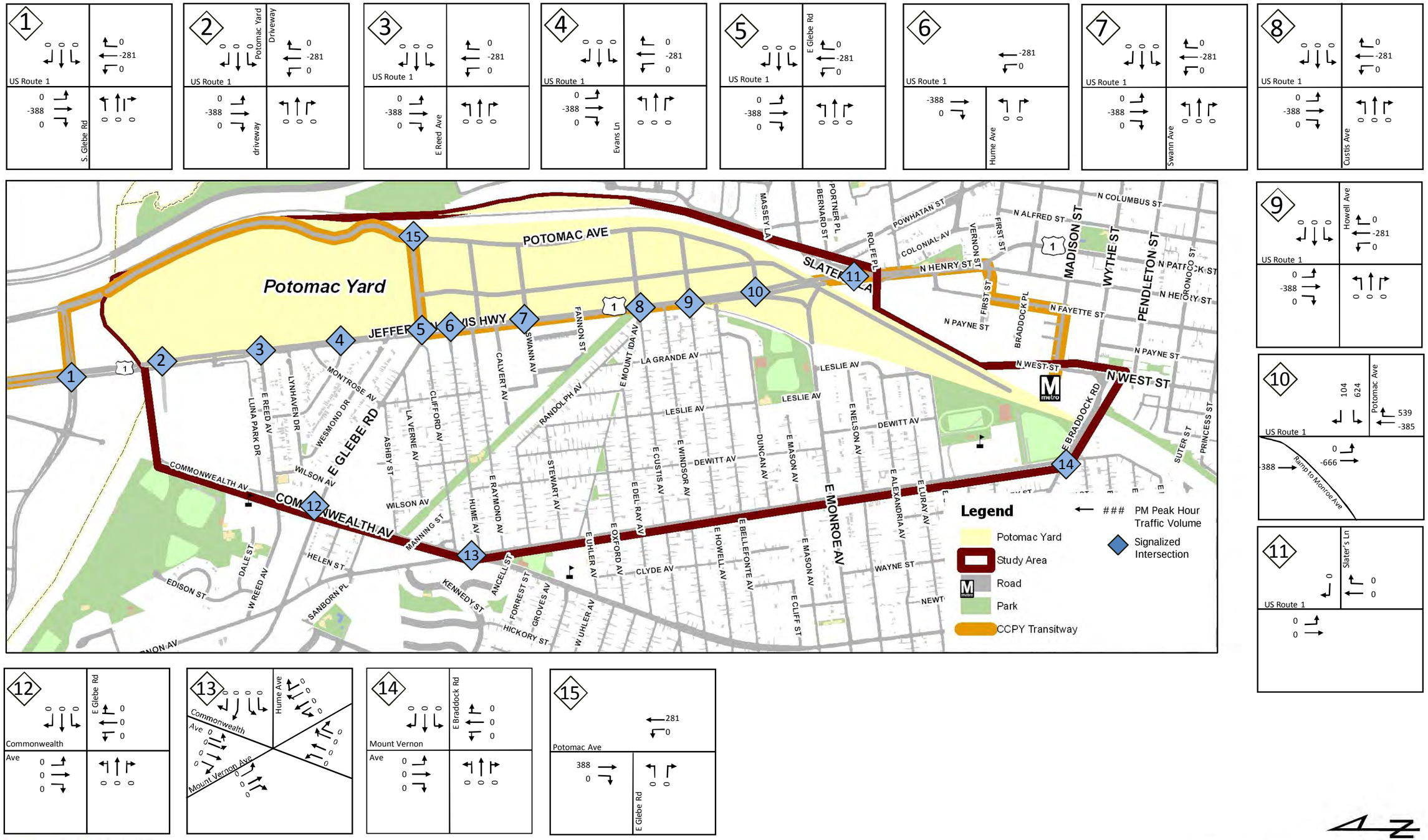
Figure D-2: Existing Volumes Adjusted for Potomac Avenue and US 1 Monroe Avenue Bridge

Figure D-3: 2030 Base Volumes

Figures D-4 and D-5: Trip Assignments for Approved and Unbuilt Developments

Potomac Yard
Multimodal Transportation Study

Figure D-1: Adjustments for Potomac Avenue and US 1 Monroe Avenue Bridge

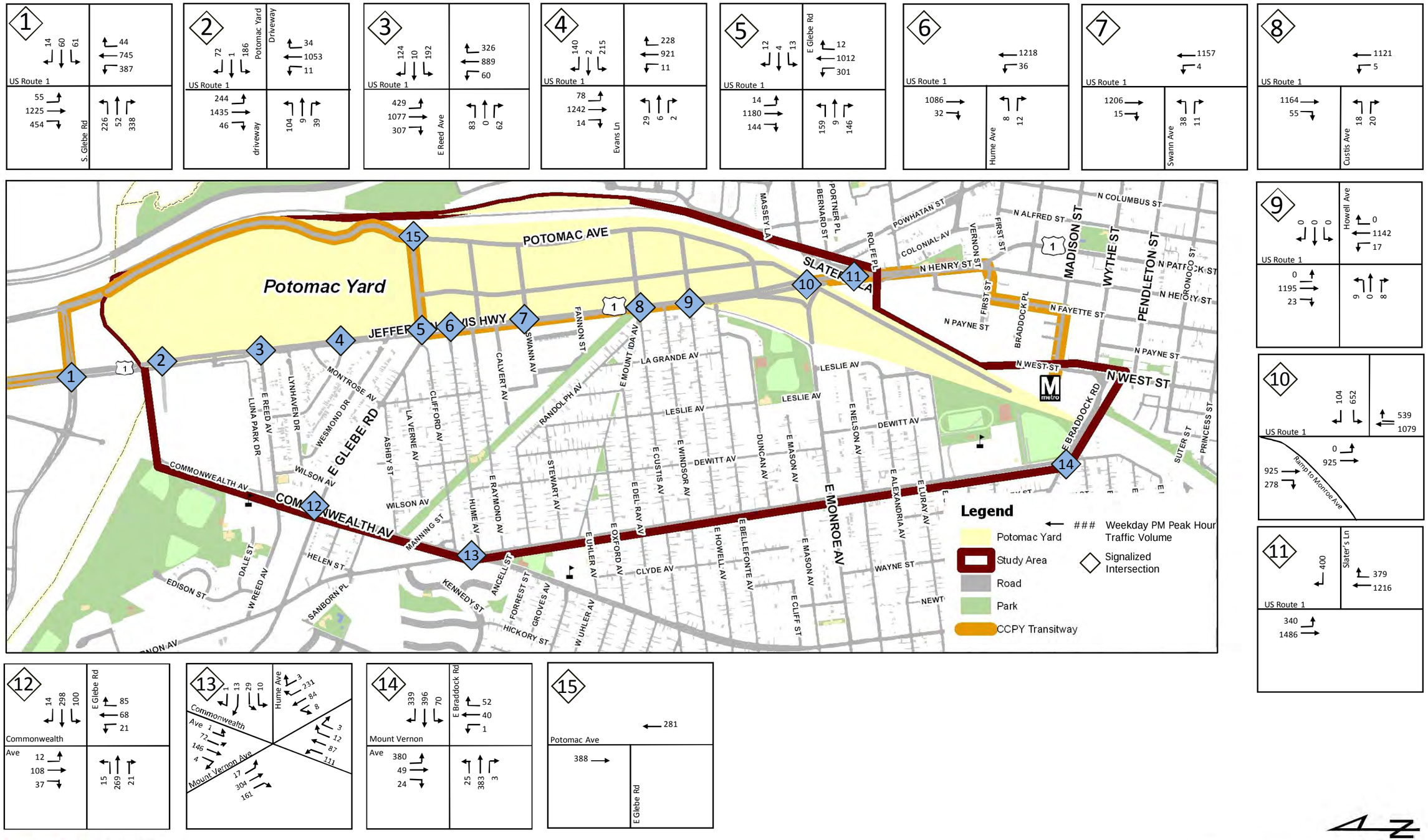


Kimley-Horn and Associates, Inc.

0 375 750 1,500 2,250 Feet

Potomac Yard Multimodal Transportation Study

Figure D-2: Existing Volumes Adjusted for Potomac Avenue and US 1 Monroe Avenue Bridge

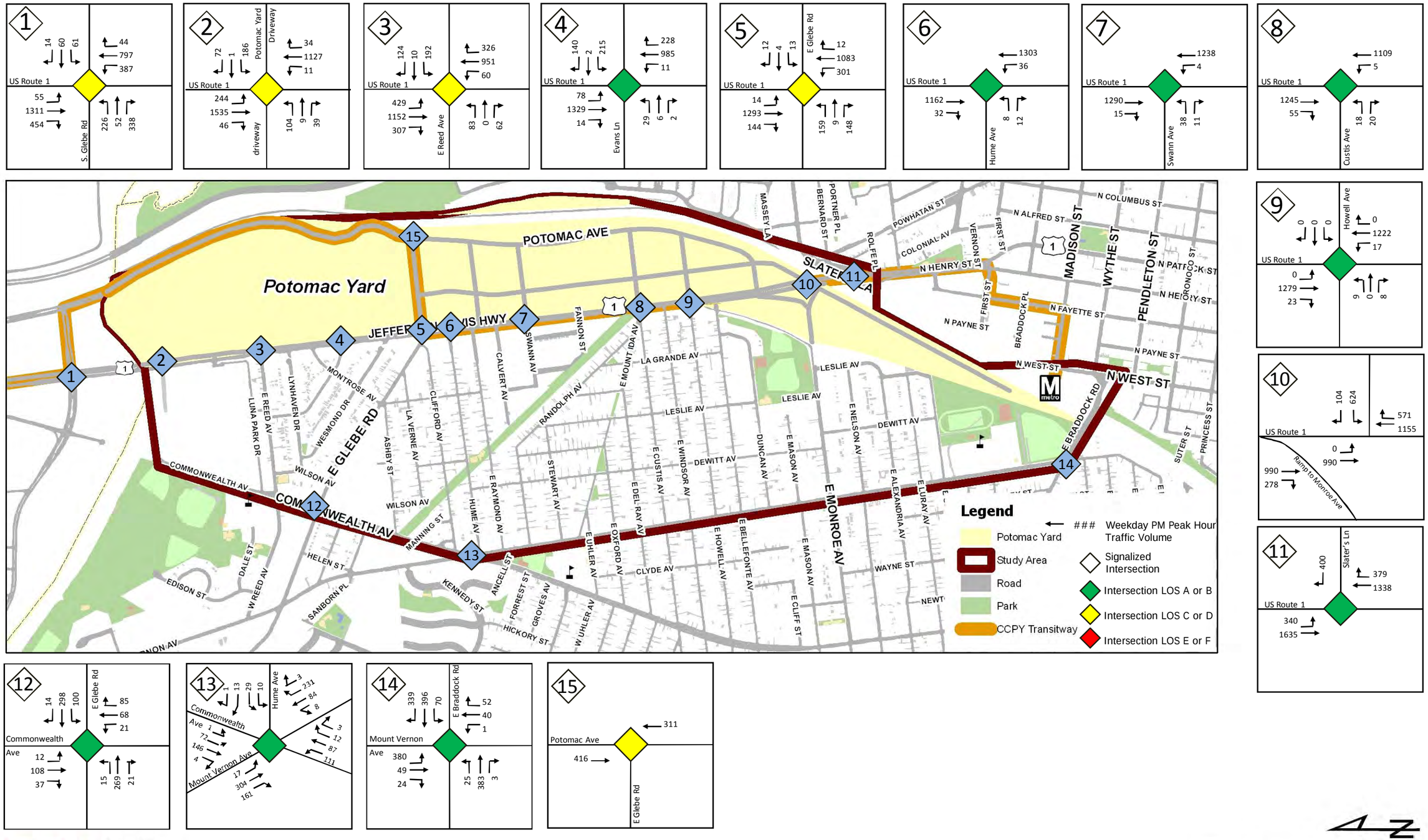


Kimley-Horn and Associates, Inc.

0 375 750 1,500 2,250 Feet

Potomac Yard
Multimodal Transportation Study

Figure D-3: 2030 Base Volumes

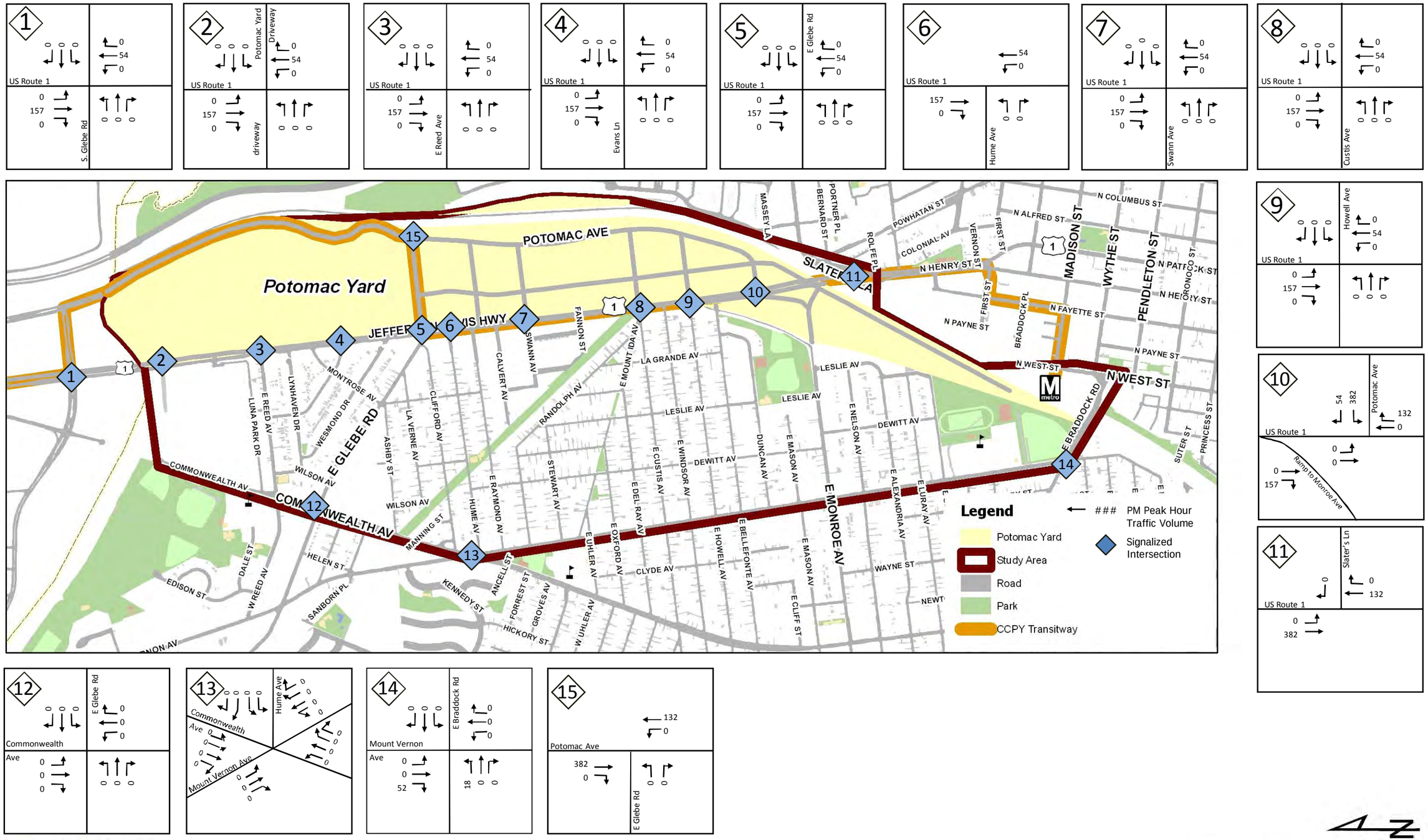


Kimley-Horn and Associates, Inc.

0 375 750 1,500 2,250 Feet

Potomac Yard
Multimodal Transportation Study

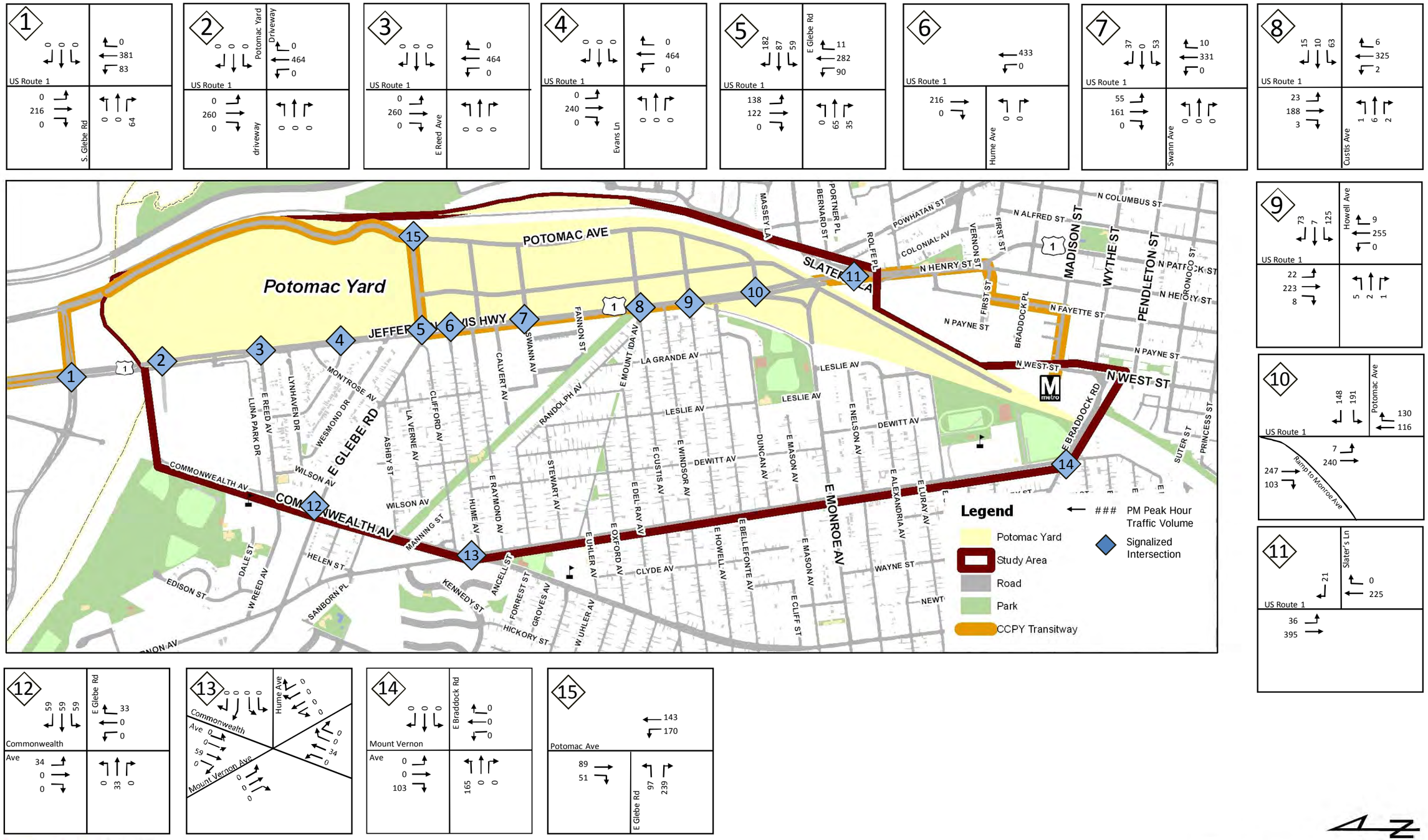
Figure D-4: Trip Assignments for Approved and Unbuilt Potomac Yard South Tract and Potomac Greens



Kimley-Horn and Associates, Inc.

Potomac Yard
Multimodal Transportation Study

Figure D-5: Trip Assignments for Approved and Unbuilt Potomac Yard Landbays G, H, I, J, and K



Kimley-Horn and Associates, Inc.

0 375 750 1,500 2,250 Feet

Appendix E

Future Conditions without Development HCM Reports for Intersection Level of Service and US 1 Travel Time

Kimley-Horn and Associates, Inc.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	3433	5059		1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	3433	5059		1770	5085	1583
Volume (vph)	226	52	382	61	60	14	470	1232	44	55	1684	454
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	55	402	64	63	15	495	1297	46	58	1773	478
RTOR Reduction (vph)	0	0	40	0	0	13	0	2	0	0	0	77
Lane Group Flow (vph)	238	55	362	64	63	2	495	1341	0	58	1773	401
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	14.0	15.5	40.3	7.2	8.7	17.1	24.8	84.9		8.4	68.5	82.5
Effective Green, g (s)	16.0	17.5	44.3	9.2	10.7	21.1	26.8	86.9		10.4	70.5	86.5
Actuated g/C Ratio	0.11	0.12	0.32	0.07	0.08	0.15	0.19	0.62		0.07	0.50	0.62
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	3.0	3.0	2.0	3.0	3.0	0.2		3.0	0.2	3.0
Lane Grp Cap (vph)	392	233	546	116	270	284	657	3140		131	2561	1023
v/s Ratio Prot	c0.07	0.03	c0.13	0.04	0.02	0.00	c0.14	0.27		0.03	c0.35	0.04
v/s Ratio Perm			0.10			0.00						0.21
v/c Ratio	0.61	0.24	0.66	0.55	0.23	0.01	0.75	0.43		0.44	0.69	0.39
Uniform Delay, d1	59.0	55.2	41.4	63.4	60.8	50.6	53.5	13.7		62.0	26.5	13.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.71	1.95		1.00	1.00	1.00
Incremental Delay, d2	2.7	0.2	3.0	5.6	0.2	0.0	1.3	0.1		2.4	1.6	0.2
Delay (s)	61.7	55.4	44.4	69.0	61.0	50.6	39.4	26.8		64.4	28.0	13.7
Level of Service	E	E	D	E	E	D	D	C		E	C	B
Approach Delay (s)		51.2			63.5			30.2			26.0	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM Average Control Delay	32.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.91	
Frt		0.97		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1738		1770	1587		1770	3528		1770	5068	
Flt Permitted		0.75		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1344		1257	1587		1770	3528		1770	5068	
Volume (vph)	104	9	39	186	1	72	11	1645	34	244	1932	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	9	41	196	1	76	12	1732	36	257	2034	48
RTOR Reduction (vph)	0	10	0	0	59	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	149	0	196	18	0	12	1767	0	257	2081	0
Turn Type	Perm			pm+pt			Prot			Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		20.2		30.2	30.2		4.0	64.5		26.3	86.8	
Effective Green, g (s)		22.2		32.2	32.2		6.0	67.5		28.3	89.8	
Actuated g/C Ratio		0.16		0.23	0.23		0.04	0.48		0.20	0.64	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		213		311	365		76	1701		358	3251	
v/s Ratio Prot				c0.03	0.01		0.01	c0.50		c0.15	0.41	
v/s Ratio Perm		0.11		c0.12								
v/c Ratio		0.70		0.63	0.05		0.16	1.04		0.72	0.64	
Uniform Delay, d1		55.7		54.4	42.0		64.6	36.2		52.1	15.3	
Progression Factor		1.00		1.00	1.00		0.55	0.20		1.16	0.36	
Incremental Delay, d2		9.6		4.1	0.1		0.1	19.7		5.2	0.7	
Delay (s)		65.3		58.5	42.0		35.5	27.1		65.6	6.3	
Level of Service		E		E	D		D	C		E	A	
Approach Delay (s)		65.3			53.8			27.2			12.8	
Approach LOS		E			D			C			B	

Intersection Summary			
HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.86		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1605		1770	3443		1770	3444	
Flt Permitted	0.42	1.00		0.56	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	776	1583		1045	1605		1770	3443		1770	3444	
Volume (vph)	83	0	62	192	10	124	60	1469	326	329	1549	340
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	0	65	202	11	131	63	1546	343	346	1631	358
RTOR Reduction (vph)	0	61	0	0	121	0	0	13	0	0	9	0
Lane Group Flow (vph)	87	4	0	202	21	0	63	1876	0	346	1980	0
Turn Type	pm+pt			pm+pt			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	12.6	7.6		15.6	9.1		5.6	59.7		41.2	95.3	
Effective Green, g (s)	16.6	9.6		19.6	11.1		7.6	62.7		43.2	98.3	
Actuated g/C Ratio	0.12	0.07		0.14	0.08		0.05	0.45		0.31	0.70	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	142	109		190	127		96	1542		546	2418	
v/s Ratio Prot	0.03	0.00		c0.06	0.01		0.04	c0.54		0.20	c0.58	
v/s Ratio Perm	0.04			c0.08								
v/c Ratio	0.61	0.04		1.06	0.17		0.66	1.22		0.63	0.82	
Uniform Delay, d1	57.3	60.9		59.4	60.1		64.9	38.6		41.6	14.6	
Progression Factor	1.00	1.00		1.00	1.00		0.72	0.53		1.44	1.06	
Incremental Delay, d2	7.6	0.2		83.0	0.6		10.4	101.8		1.9	2.6	
Delay (s)	64.9	61.1		142.4	60.8		57.3	122.4		62.0	18.2	
Level of Service	E	E		F	E		E	F		E	B	
Approach Delay (s)		63.3			108.7			120.3			24.7	
Approach LOS		E			F			F			C	

Intersection Summary			
HCM Average Control Delay	71.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.96		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1779		1770	1587		1770	3469		1770	3535	
Flt Permitted		0.67		0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1245		1421	1587		1770	3469		1770	3535	
Volume (vph)	29	6	2	215	2	140	11	1503	228	78	1726	14
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	31	6	2	226	2	147	12	1582	240	82	1817	15
RTOR Reduction (vph)	0	2	0	0	116	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	37	0	226	34	0	12	1814	0	82	1832	0
Turn Type	Perm			pm+pt			Prot			Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.8		27.0	27.0		3.2	81.8		11.2	89.8	
Effective Green, g (s)		9.8		30.0	30.0		5.2	84.8		13.2	92.8	
Actuated g/C Ratio		0.07		0.21	0.21		0.04	0.61		0.09	0.66	
Clearance Time (s)		6.0		6.0	7.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		87		345	340		66	2101		167	2343	
v/s Ratio Prot				c0.08	0.02		0.01	c0.52		0.05	c0.52	
v/s Ratio Perm		0.03		c0.06								
v/c Ratio		0.43		0.66	0.10		0.18	0.86		0.49	0.78	
Uniform Delay, d1		62.4		49.7	44.1		65.3	22.8		60.2	16.5	
Progression Factor		1.00		1.00	1.00		0.69	0.37		1.14	0.66	
Incremental Delay, d2		3.3		4.4	0.1		0.7	2.6		1.3	1.5	
Delay (s)		65.8		54.1	44.3		45.5	11.0		70.1	12.4	
Level of Service		E		D	D		D	B		E	B	
Approach Delay (s)		65.8			50.2			11.3			14.8	
Approach LOS		E			D			B			B	

Intersection Summary

HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.90		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1698		1805	1706		1805	3566		1805	3564	
Flt Permitted	0.49	1.00		0.59	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	927	1698		1128	1706		1805	3566		1805	3564	
Volume (vph)	159	74	181	72	91	194	391	1419	23	152	1552	144
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	78	191	76	96	204	412	1494	24	160	1634	152
RTOR Reduction (vph)	0	69	0	0	55	0	0	1	0	0	5	0
Lane Group Flow (vph)	167	200	0	76	245	0	412	1517	0	160	1781	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	20.9	20.9		21.1	21.1		24.0	67.7		13.5	57.2	
Effective Green, g (s)	22.9	22.9		23.1	23.1		26.0	70.7		15.5	60.2	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.19	0.50		0.11	0.43	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	278		258	281		335	1801		200	1533	
v/s Ratio Prot	0.07	c0.12		0.03	c0.14		c0.23	0.43		0.09	c0.50	
v/s Ratio Perm	0.04			0.02								
v/c Ratio	0.68	0.72		0.29	0.87		1.23	0.84		0.80	1.16	
Uniform Delay, d1	61.8	55.5		52.3	57.0		57.0	29.8		60.7	39.9	
Progression Factor	1.00	1.00		1.00	1.00		0.82	0.66		1.21	0.98	
Incremental Delay, d2	7.7	8.9		0.6	24.2		124.2	4.4		13.9	77.9	
Delay (s)	69.5	64.4		52.9	81.2		170.9	24.1		87.2	117.1	
Level of Service	E	E		D	F		F	C		F	F	
Approach Delay (s)		66.3			75.5			55.5			114.6	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	82.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1675		1770	3539	3528	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1675		1770	3539	3528	
Volume (vph)	8	12	36	1740	1535	32
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	13	38	1832	1616	34
RTOR Reduction (vph)	13	0	0	0	1	0
Lane Group Flow (vph)	8	0	38	1832	1649	0
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	3.1		6.4	123.9	111.5	
Effective Green, g (s)	5.1		8.4	126.9	114.5	
Actuated g/C Ratio	0.04		0.06	0.91	0.82	
Clearance Time (s)	6.0		6.0	7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	61		106	3208	2885	
v/s Ratio Prot	c0.01		0.02	c0.52	0.47	
v/s Ratio Perm						
v/c Ratio	0.14		0.36	0.57	0.57	
Uniform Delay, d1	65.3		63.2	1.3	4.4	
Progression Factor	1.00		0.88	2.15	0.22	
Incremental Delay, d2	1.0		1.7	0.6	0.1	
Delay (s)	66.4		57.3	3.3	1.0	
Level of Service	E		E	A	A	
Approach Delay (s)	66.4			4.4	1.0	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	3.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3536		1770	3534	
Flt Permitted	0.73	1.00		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1363	1583		1397	1583		1770	3536		1770	3534	
Volume (vph)	38	0	11	53	0	37	4	1623	10	55	1608	15
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	40	0	12	56	0	39	4	1708	11	58	1693	16
RTOR Reduction (vph)	0	11	0	0	36	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	1	0	56	3	0	4	1719	0	58	1709	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	9.4	9.4		9.4	9.4		1.6	102.8		8.8	110.0	
Effective Green, g (s)	11.4	11.4		11.4	11.4		3.6	105.8		10.8	113.0	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.03	0.76		0.08	0.81	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	111	129		114	129		46	2672		137	2852	
v/s Ratio Prot		0.00			0.00		0.00	c0.49		0.03	c0.48	
v/s Ratio Perm	0.03			c0.04								
v/c Ratio	0.36	0.01		0.49	0.02		0.09	0.64		0.42	0.60	
Uniform Delay, d1	60.8	59.1		61.5	59.2		66.6	8.1		61.6	5.0	
Progression Factor	1.00	1.00		1.00	1.00		0.68	0.41		1.15	0.11	
Incremental Delay, d2	2.0	0.0		3.3	0.1		0.7	1.0		1.9	0.8	
Delay (s)	62.8	59.1		64.8	59.3		46.0	4.3		72.5	1.4	
Level of Service	E	E		E	E		D	A		E	A	
Approach Delay (s)		62.0			62.5			4.4			3.7	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	6.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.91		1.00	1.00		1.00	0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1710		1770	1697		1770	3537		1770	3521	
Flt Permitted		0.87		0.72	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1513		1340	1697		1770	3537		1770	3521	
Volume (vph)	19	6	22	65	10	15	7	1578	6	23	1590	58
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	6	23	68	11	16	7	1661	6	24	1674	61
RTOR Reduction (vph)	0	21	0	0	15	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	28	0	68	12	0	7	1667	0	24	1734	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.5		10.5	10.5		1.5	105.4		5.1	109.0	
Effective Green, g (s)		12.5		12.5	12.5		3.5	108.4		7.1	112.0	
Actuated g/C Ratio		0.09		0.09	0.09		0.02	0.77		0.05	0.80	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		135		120	152		44	2739		90	2817	
v/s Ratio Prot					0.01		0.00	c0.47		0.01	c0.49	
v/s Ratio Perm		0.02		c0.05								
v/c Ratio		0.21		0.57	0.08		0.16	0.61		0.27	0.62	
Uniform Delay, d1		59.2		61.2	58.5		66.8	6.7		63.9	5.5	
Progression Factor		1.00		1.00	1.00		0.77	0.05		1.05	0.43	
Incremental Delay, d2		0.8		6.0	0.2		1.4	0.8		1.3	0.9	
Delay (s)		59.9		67.2	58.7		52.7	1.1		68.2	3.2	
Level of Service		E		E	E		D	A		E	A	
Approach Delay (s)		59.9			64.8			1.4			4.1	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	5.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1728		1770	1606		1770	3536		1770	3529	
Flt Permitted		0.83		0.80	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1481		1486	1606		1770	3536		1770	3529	
Volume (vph)	15	2	9	125	7	75	17	1531	9	22	1659	31
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	2	9	132	7	79	18	1612	9	23	1746	33
RTOR Reduction (vph)	0	8	0	0	68	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	19	0	132	18	0	18	1621	0	23	1778	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.0		18.0	18.0		3.1	98.0		5.0	99.9	
Effective Green, g (s)		20.0		20.0	20.0		5.1	101.0		7.0	102.9	
Actuated g/C Ratio		0.14		0.14	0.14		0.04	0.72		0.05	0.74	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		212		212	229		64	2551		89	2594	
v/s Ratio Prot					0.01		0.01	c0.46		0.01	c0.50	
v/s Ratio Perm		0.01		c0.09								
v/c Ratio		0.09		0.62	0.08		0.28	0.64		0.26	0.69	
Uniform Delay, d1		52.1		56.4	52.0		65.7	10.0		64.0	9.9	
Progression Factor		1.00		1.00	1.00		0.75	0.36		0.92	1.38	
Incremental Delay, d2		0.2		5.6	0.2		1.8	0.9		1.3	1.3	
Delay (s)		52.3		62.0	52.2		50.9	4.6		60.0	14.9	
Level of Service		D		E	D		D	A		E	B	
Approach Delay (s)		52.3			58.1			5.1			15.5	
Approach LOS		D			E			A			B	

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	3539	1583	1770	3539
Volume (vph)	1225	306	1271	833	7	1230
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1289	322	1338	877	7	1295
RTOR Reduction (vph)	0	64	0	316	0	0
Lane Group Flow (vph)	1289	258	1338	561	7	1295
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	56.4	56.4	67.1	67.1	1.5	72.6
Effective Green, g (s)	57.4	57.4	69.1	69.1	1.5	74.6
Actuated g/C Ratio	0.41	0.41	0.49	0.49	0.01	0.53
Clearance Time (s)	5.0	5.0	6.0	6.0	4.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1408	649	1747	781	19	1886
v/s Ratio Prot	c0.38		c0.38		0.00	c0.37
v/s Ratio Perm		0.16		0.35		
v/c Ratio	0.92	0.40	0.77	0.72	0.37	0.69
Uniform Delay, d1	39.0	29.1	28.9	27.8	68.8	24.1
Progression Factor	1.00	1.00	0.49	0.90	1.18	0.66
Incremental Delay, d2	9.5	0.4	2.8	4.8	8.8	1.5
Delay (s)	48.5	29.5	17.0	29.8	90.2	17.6
Level of Service	D	C	B	C	F	B
Approach Delay (s)	44.7		22.0			17.9
Approach LOS	D		C			B

Intersection Summary			
HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.91	1.00	1.00	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	5136	1583	1805	3574
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	5136	1583	1805	3574
Volume (vph)	0	421	1695	379	376	2412
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	443	1784	399	396	2539
RTOR Reduction (vph)	0	422	0	29	0	0
Lane Group Flow (vph)	0	21	1784	370	396	2539
Heavy Vehicles (%)	0%	2%	1%	2%	0%	1%
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)		5.5	82.9	82.9	36.6	123.5
Effective Green, g (s)		6.5	84.9	84.9	36.6	125.5
Actuated g/C Ratio		0.05	0.61	0.61	0.26	0.90
Clearance Time (s)		5.0	6.0	6.0	4.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		129	3115	960	472	3204
v/s Ratio Prot			0.35		c0.22	c0.71
v/s Ratio Perm		c0.01		0.23		
v/c Ratio		0.16	0.57	0.39	0.84	0.79
Uniform Delay, d1		64.1	16.6	14.2	48.9	2.6
Progression Factor		1.00	1.00	1.00	1.04	0.33
Incremental Delay, d2		0.6	0.8	1.2	9.0	1.5
Delay (s)		64.7	17.4	15.3	59.9	2.3
Level of Service		E	B	B	E	A
Approach Delay (s)	64.7		17.0			10.1
Approach LOS	E		B			B

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	0.98		1.00			0.98			0.99	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.98			0.92			0.97	
Flt Protected		1.00	1.00		0.99			0.99			0.99	
Satd. Flow (prot)		1858	1559		1798			1677			1775	
Flt Permitted		0.97	1.00		0.81			0.95			0.89	
Satd. Flow (perm)		1799	1559		1479			1604			1605	
Volume (vph)	15	302	21	159	357	73	21	68	118	46	108	37
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	318	22	167	376	77	22	72	124	48	114	39
RTOR Reduction (vph)	0	0	10	0	7	0	0	73	0	0	13	0
Lane Group Flow (vph)	0	334	12	0	613	0	0	145	0	0	188	0
Confl. Peds. (#/hr)	14		5	5		14	19		11	11		19
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		24.8	24.8		24.8			11.1			11.1	
Effective Green, g (s)		26.8	26.8		26.8			13.1			13.1	
Actuated g/C Ratio		0.56	0.56		0.56			0.27			0.27	
Clearance Time (s)		6.0	6.0		6.0			6.0			6.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		1007	872		827			439			439	
v/s Ratio Prot												
v/s Ratio Perm		0.19	0.01		c0.41			0.09			c0.12	
v/c Ratio		0.33	0.01		0.74			0.33			0.43	
Uniform Delay, d1		5.7	4.7		7.9			13.9			14.3	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.2	0.0		3.6			0.4			0.7	
Delay (s)		5.9	4.7		11.5			14.3			15.0	
Level of Service		A	A		B			B			B	
Approach Delay (s)		5.8			11.5			14.3			15.0	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL	SBT	SBR	NEL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0				4.0				4.0	4.0	4.0
Lane Util. Factor		1.00				0.95				1.00	1.00	1.00
Frt		0.96				0.96				1.00	0.85	1.00
Flt Protected		0.96				1.00				1.00	1.00	0.95
Satd. Flow (prot)		1733				3389				1858	1583	1770
Flt Permitted		0.96				0.95				0.97	1.00	0.95
Satd. Flow (perm)		1733				3228				1806	1583	1770
Volume (vph)	10	29	13	1	3	231	84	8	17	304	161	111
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	31	14	1	3	243	88	8	18	320	169	117
RTOR Reduction (vph)	0	1	0	0	0	1	0	0	0	0	114	0
Lane Group Flow (vph)	0	56	0	0	0	341	0	0	0	338	55	117
Turn Type	Perm				Perm				D.Pm		custom	Prot
Protected Phases		4				1					1	2
Permitted Phases	4				1				1	1		
Actuated Green, G (s)		7.5				31.5				31.5	31.5	26.2
Effective Green, g (s)		9.5				34.5				34.5	34.5	28.2
Actuated g/C Ratio		0.09				0.32				0.32	0.32	0.27
Clearance Time (s)		6.0				7.0				7.0	7.0	6.0
Vehicle Extension (s)		3.0				3.0				3.0	3.0	3.0
Lane Grp Cap (vph)		155				1048				586	514	470
v/s Ratio Prot											0.03	0.07
v/s Ratio Perm		0.03				0.11				c0.19		
v/c Ratio		0.36				0.33				0.58	0.11	0.25
Uniform Delay, d1		45.5				27.1				29.8	25.1	30.7
Progression Factor		1.00				1.00				1.00	1.00	1.00
Incremental Delay, d2		1.4				0.2				1.4	0.1	1.3
Delay (s)		47.0				27.3				31.2	25.2	32.0
Level of Service		D				C				C	C	C
Approach Delay (s)		47.0				27.3				29.2		
Approach LOS		D				C				C		

Intersection Summary

HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	106.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NET	NER	NER2	SWL	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0	
Lane Util. Factor	1.00				1.00	
Frt	0.98				0.85	
Flt Protected	1.00				1.00	
Satd. Flow (prot)	1831				1587	
Flt Permitted	1.00				1.00	
Satd. Flow (perm)	1831				1587	
Volume (vph)	121	12	3	0	1	72
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	13	3	0	1	76
RTOR Reduction (vph)	1	0	0	0	63	0
Lane Group Flow (vph)	142	0	0	0	14	0
Turn Type				custom		
Protected Phases						
Permitted Phases	2			3	3	
Actuated Green, G (s)	26.2				16.1	
Effective Green, g (s)	28.2				18.1	
Actuated g/C Ratio	0.27				0.17	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	3.0				3.0	
Lane Grp Cap (vph)	486				270	
v/s Ratio Prot						
v/s Ratio Perm	c0.08				c0.01	
v/c Ratio	0.29				0.05	
Uniform Delay, d1	31.1				36.9	
Progression Factor	1.00				1.00	
Incremental Delay, d2	1.5				0.4	
Delay (s)	32.6				37.3	
Level of Service	C				D	
Approach Delay (s)	32.3				37.3	
Approach LOS	C				D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		0.92		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.92		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1804	1861		1804	1881	1586		1607		1752	1576	
Flt Permitted	0.34	1.00		0.39	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	638	1861		732	1881	1586		1607		1752	1576	
Volume (vph)	208	383	3	70	396	339	1	40	52	380	49	179
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	219	403	3	74	417	357	1	42	55	400	52	188
RTOR Reduction (vph)	0	0	0	0	0	204	0	35	0	0	100	0
Lane Group Flow (vph)	219	406	0	74	417	153	0	63	0	400	140	0
Confl. Peds. (#/hr)	4		2	2		4	5		34	34		5
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	4%
Turn Type	pm+pt			pm+pt		Perm	Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6		6						
Actuated Green, G (s)	60.2	52.0		56.2	50.0	50.0		8.7		31.7	31.7	
Effective Green, g (s)	63.2	54.0		59.2	52.0	52.0		10.7		33.7	33.7	
Actuated g/C Ratio	0.52	0.44		0.49	0.43	0.43		0.09		0.28	0.28	
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	420	826		420	804	678		141		486	437	
v/s Ratio Prot	c0.04	0.22		0.01	0.22			c0.04		c0.23	0.09	
v/s Ratio Perm	c0.23			0.08		0.10						
v/c Ratio	0.52	0.49		0.18	0.52	0.23		0.45		0.82	0.32	
Uniform Delay, d1	17.9	24.0		17.5	25.6	22.0		52.7		41.2	34.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.2	2.1		0.2	2.4	0.8		2.3		10.8	0.4	
Delay (s)	19.0	26.1		17.7	28.0	22.8		54.9		52.0	35.3	
Level of Service	B	C		B	C	C		D		D	D	
Approach Delay (s)		23.6			24.9			54.9			45.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	121.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1840	
Flt Permitted	0.95	1.00	0.15	1.00	1.00	
Satd. Flow (perm)	1770	1583	288	1863	1840	
Volume (vph)	97	239	170	454	505	51
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	252	179	478	532	54
RTOR Reduction (vph)	0	176	0	0	4	0
Lane Group Flow (vph)	102	76	179	478	582	0
Turn Type		custom	custom			
Protected Phases	4	13	5	2 13	6	
Permitted Phases		4	2			
Actuated Green, G (s)	8.7	22.1	48.9	69.3	33.0	
Effective Green, g (s)	10.7	27.1	50.9	71.3	36.0	
Actuated g/C Ratio	0.12	0.30	0.57	0.79	0.40	
Clearance Time (s)	6.0	7.0	6.0		7.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	210	547	342	1476	736	
v/s Ratio Prot	c0.06	0.03	c0.06	c0.26	c0.32	
v/s Ratio Perm		0.02	0.23			
v/c Ratio	0.49	0.14	0.52	0.32	0.79	
Uniform Delay, d1	37.1	22.9	14.3	2.6	23.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.8	0.1	1.4	0.1	8.5	
Delay (s)	38.8	23.1	15.7	2.7	32.2	
Level of Service	D	C	B	A	C	
Approach Delay (s)	27.6			6.3	32.2	
Approach LOS	C			A	C	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US Route 1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Slaters Ln	II	40	10.4	18.3	28.7	0.09	11.4	F
Potomac Ave	II	40	23.0	15.9	38.9	0.20	18.5	D
Howell Ave	II	40	16.6	4.9	21.5	0.14	24.1	C
Custis Ave	II	40	12.7	1.1	13.8	0.11	28.8	B
Swann Ave.	II	40	25.1	4.8	29.9	0.23	27.4	C
Hume Ave	II	40	18.2	3.0	21.2	0.16	26.9	C
E Glebe Rd	II	40	5.9	24.8	30.7	0.05	6.0	F
Evans Lane	II	40	19.6	11.7	31.3	0.17	19.6	D
E Reed Ave	II	40	19.1	112.9	132.0	0.17	4.5	F
driveway	II	40	23.2	29.6	52.8	0.20	13.8	E
S. Glebe Rd	II	40	20.9	29.4	50.3	0.18	13.0	E
Total	II		194.7	256.4	451.1	1.70	13.6	E

Arterial Level of Service: SB US Route 1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S. Glebe Rd	II	40	11.1	29.5	40.6	0.10	8.5	F
driveway	II	40	20.9	6.3	27.2	0.18	24.1	C
E Reed Ave	II	40	23.2	17.8	41.0	0.20	17.7	D
Evans Lane	II	40	19.1	11.7	30.8	0.17	19.4	D
E Glebe Rd	II	40	19.6	113.9	133.5	0.17	4.6	F
Hume Ave	II	40	5.9	1.0	6.9	0.05	26.8	C
Swann Ave.	II	40	18.2	1.2	19.4	0.16	29.4	B
Custis Ave	II	40	25.1	2.9	28.0	0.23	29.3	B
Howell Ave	II	40	12.7	15.5	28.2	0.11	14.1	E
Potomac Ave	II	40	16.6	18.0	34.6	0.14	15.0	E
Slaters Ln	II	40	23.0	2.4	25.4	0.20	28.4	B
Total	II		195.4	220.2	415.6	1.71	14.8	E

Appendix F

Figure F-1: Existing Potomac Yard Trips to be Removed

Table F-1: Internal Trips

Table F-2: Proposed Development Trip Generation by Mode

Table F-3: Pass-by Vehicular Trips

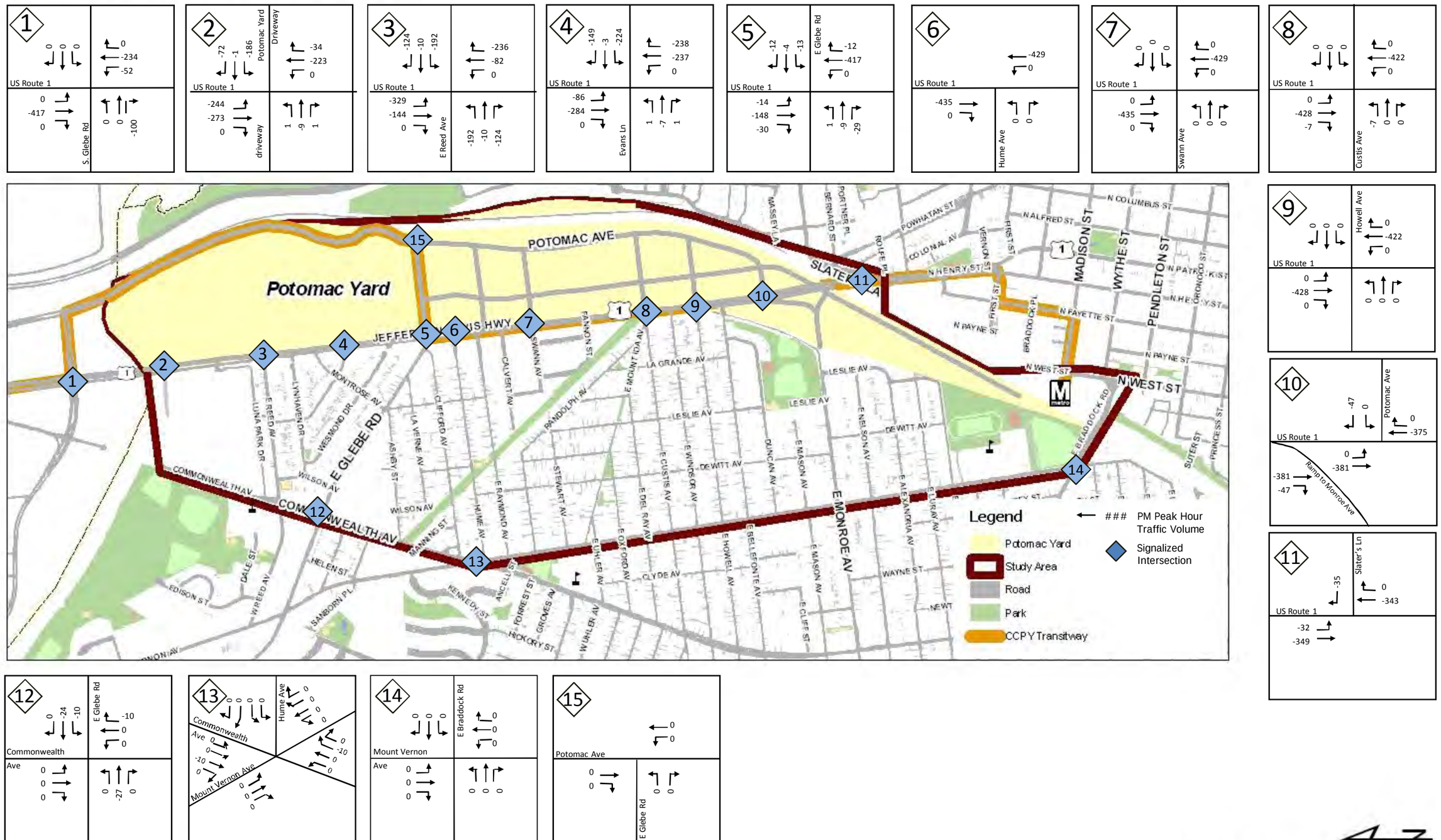
Figure F-2: 2030 Future Volumes with No Occupied Development Potomac Yard Landbays F and L

Figure F-3: New Trip Assignments for Proposed Development

Figure F-4: Pass-by Trip Assignments for Proposed Development

Potomac Yard
Multimodal Transportation Study

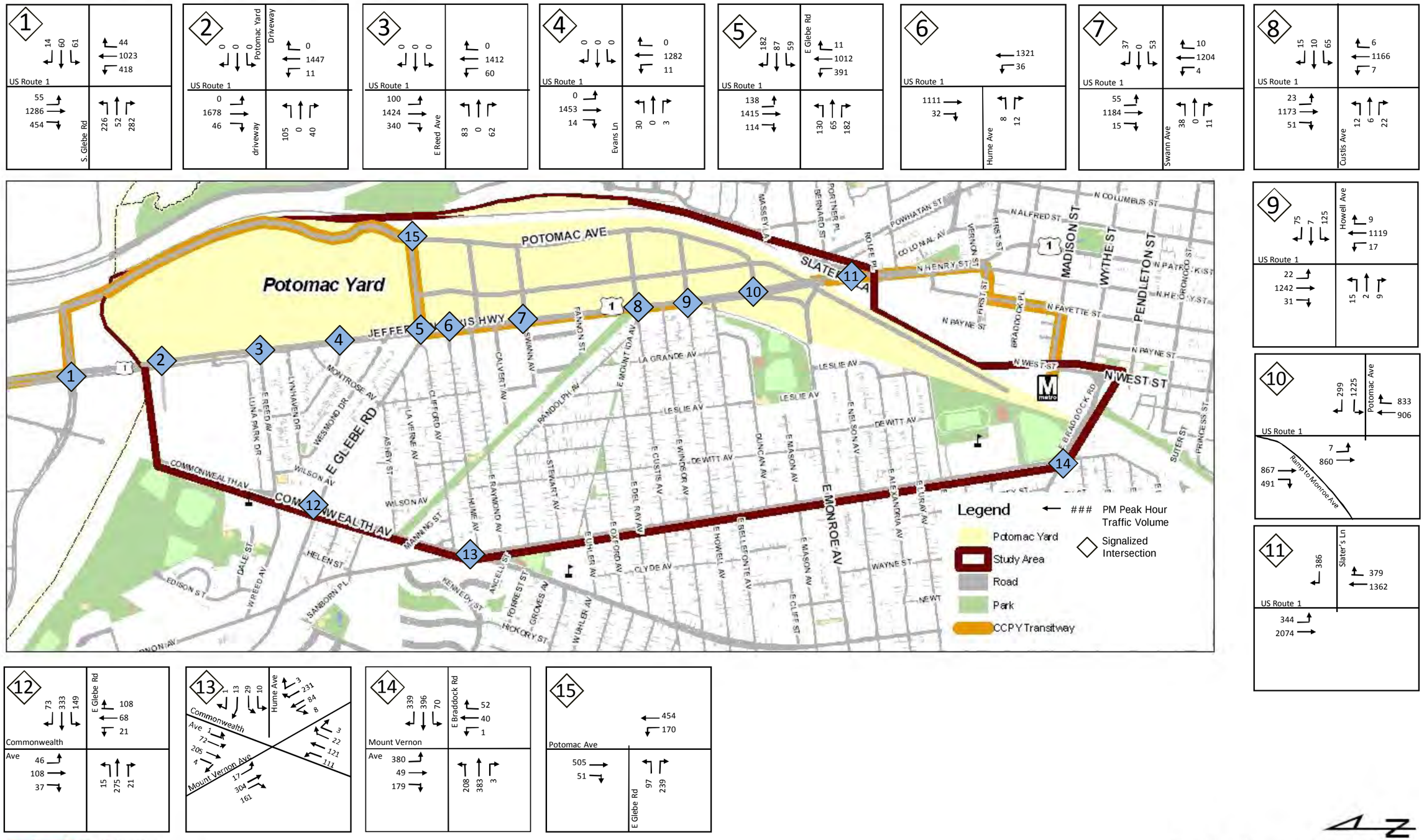
Figure F-1: Existing Potomac Yard Trips to be Removed



Kimley-Horn and Associates, Inc.

Potomac Yard
Multimodal Transportation Study

Figure F-2: 2030 Future Volumes with No Occupied Development on Potomac Yard Landbays F and L



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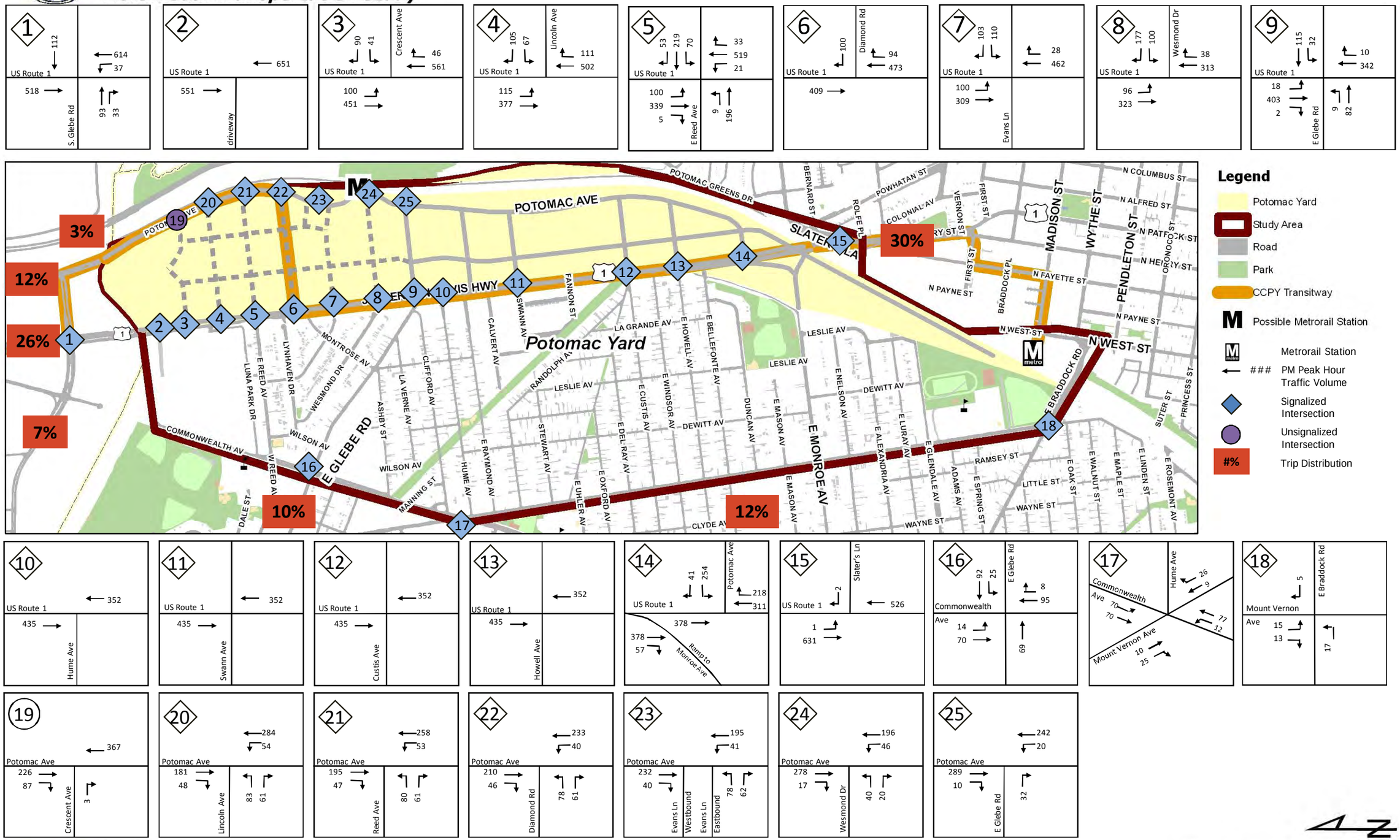
Multimodal Transportation Study

Figure F-3: New (Non Pass-by) Trip Assignment for Proposed Development



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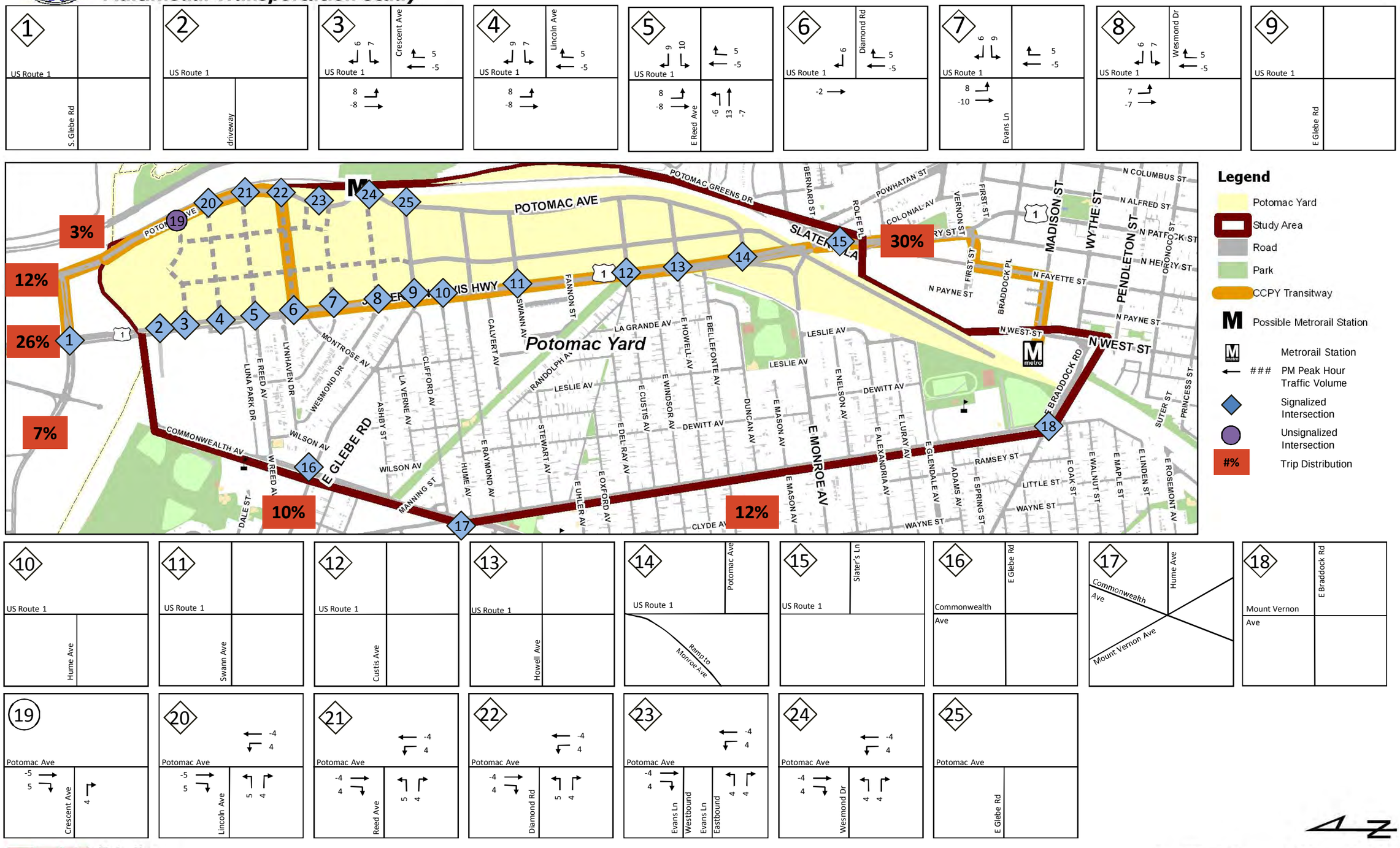
Potomac Yard Multimodal Transportation Study

Figure F-4: Pass-by Trip Assignment for Proposed Development



Kimley-Horn and Associates, Inc.

Table F-1 Internal Capture Trips for Proposed Landbay F Development and Possible Landbay L Development								
Land Use	Person Trips				Internal Capture Trips			
	Daily	PM Peak Hour			Daily	PM Peak Hour		
		Total	In	Out		Total	In	Out
Landbay F								
Office	16,240	2,198	968	1,230	2,406	147	52	95
Residential	31,591	2,946	1,296	1,650	4,973	397	268	129
Hotel	2,751	177	78	99	1,115	80	28	52
Retail	41,608	3,153	1,433	1,720	6,594	495	211	284
Total Landbay F	***92,190***	***8,474***	***3,775***	***4,699***	***15,088***	***1,119***	***559***	***560***
% of Person Trips	***100%***				***16%***	***13%***		
Landbay L								
Residential	6,650	620	273	347	44	3	2	1
Retail	443	27	12	15	44	3	1	2
Total Landbay L	***7,093***	***647***	***285***	***362***	***88***	***6***	***3***	***3***
% of Person Trips	***100%***				***1%***	***1%***		
Source: Kimley-Horn and Associates, Inc.								

Table F-2 Proposed Development Trip Generation by Mode for Proposed Landbay F Development and Possible Landbay L Development						
Land Use	PM Peak Hour			Daily		
	Bike/ Ped	Transit	Vehicular	Bike/ Ped	Transit	Vehicular
Landbay F						
Office	161	967	1,070	2,406	5,393	8,441
Residential	413	1,185	1,348	5,001	12,714	13,876
Hotel	81	55	41	1,115	953	783
Retail	728	938	1,487	9,904	12,946	18,758
Total Landbay F	***1,383***	***3,145***	***3,946***	***18,426***	***18,426***	***41,858***
% of Person Trips	***16%***	***37%***	***47%***	***20%***	***34.5%***	***45.5%***
Landbay L						
Residential	93	302	225	1,064	3,633	1,953
Retail	7	3	17	120	55	268
Total Landbay L	***100***	***305***	***242***	***1,184***	***3,688***	***2,221***
% of Person Trips	***15.5%***	***47%***	***37.5%***	***17%***	***52%***	***31%***
Source: Kimley-Horn and Associates, Inc.						

Table F-3 Proposed Development Pass-by Trips for Proposed Landbay F Development and Possible Landbay L Development				
Land Use	**Vehicular Trips**		**Pass-by Vehicular Trips**	
	Daily	**PM Peak Hour**	**Daily**	**PM Peak Hour**
Landbay F				
Retail	18,758	728	1,807	151
% of Vehicle Trips	***100%***		***9.5%***	
Source: Kimley-Horn and Associates, Inc.				

Appendix G

Future Conditions with Proposed Development HCM Reports for Intersection Level of Service and US 1 Travel Time

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	1770	3539	1583	3433	5065		1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	1770	3539	1583	3433	5065		1770	5085	1583
Volume (vph)	226	145	315	61	172	14	455	1637	44	55	1804	454
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	153	332	64	181	15	479	1723	46	58	1899	478
RTOR Reduction (vph)	0	0	32	0	0	12	0	2	0	0	0	75
Lane Group Flow (vph)	238	153	300	64	181	3	479	1767	0	58	1899	403
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	13.4	21.0	44.1	6.4	14.0	22.0	23.1	80.6		8.0	65.5	78.9
Effective Green, g (s)	15.4	23.0	48.1	8.4	16.0	26.0	25.1	82.6		10.0	67.5	82.9
Actuated g/C Ratio	0.11	0.16	0.34	0.06	0.11	0.19	0.18	0.59		0.07	0.48	0.59
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	3.0	3.0	2.0	3.0	3.0	0.2		3.0	0.2	3.0
Lane Grp Cap (vph)	378	306	544	106	404	339	615	2988		126	2452	937
v/s Ratio Prot	c0.07	0.08	c0.10	0.04	0.05	0.00	c0.14	0.35		0.03	c0.37	0.05
v/s Ratio Perm			0.09			0.00						0.21
v/c Ratio	0.63	0.50	0.55	0.60	0.45	0.01	0.78	0.59		0.46	0.77	0.43
Uniform Delay, d1	59.6	53.3	37.2	64.2	57.9	46.5	54.8	18.1		62.4	30.0	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.52		1.00	1.00	1.00
Incremental Delay, d2	3.3	0.5	1.2	9.3	0.3	0.0	4.0	0.5		2.7	2.5	0.3
Delay (s)	62.8	53.7	38.4	73.5	58.2	46.5	44.3	10.0		65.1	32.4	15.9
Level of Service	E	D	D	E	E	D	D	B		E	C	B
Approach Delay (s)		49.7			61.3			17.3			30.0	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.96		1.00	1.00	1.00	
Flt Protected	0.96		0.95	1.00	1.00	
Satd. Flow (prot)	1731		1770	3539	3529	
Flt Permitted	0.96		0.95	1.00	1.00	
Satd. Flow (perm)	1731		1770	3539	3529	
Volume (vph)	105	40	11	2098	2229	46
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	42	12	2208	2346	48
RTOR Reduction (vph)	11	0	0	0	1	0
Lane Group Flow (vph)	142	0	12	2208	2393	0
Turn Type			Prot			
Protected Phases			5	2	6	
Permitted Phases	4					
Actuated Green, G (s)	16.2		2.4	110.8	102.4	
Effective Green, g (s)	18.2		4.4	113.8	105.4	
Actuated g/C Ratio	0.13		0.03	0.81	0.75	
Clearance Time (s)	6.0		6.0	7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	225		56	2877	2657	
v/s Ratio Prot			0.01	c0.62	c0.68	
v/s Ratio Perm	c0.08					
v/c Ratio	0.63		0.21	0.77	0.90	
Uniform Delay, d1	57.7		66.1	6.5	13.3	
Progression Factor	1.00		0.73	0.13	1.20	
Incremental Delay, d2	5.4		0.9	0.6	4.0	
Delay (s)	63.1		49.3	1.5	20.0	
Level of Service	E		D	A	B	
Approach Delay (s)	63.1			1.7	20.0	
Approach LOS	E			A	B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3529		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3529		1770	3539
Volume (vph)	48	96	2033	41	108	2184
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	51	101	2140	43	114	2299
RTOR Reduction (vph)	0	93	1	0	0	0
Lane Group Flow (vph)	51	8	2182	0	114	2299
Turn Type		Prot			Prot	
Protected Phases	8	8	2		1	6
Permitted Phases						
Actuated Green, G (s)	9.1	9.1	95.8		16.1	117.9
Effective Green, g (s)	11.1	11.1	98.8		18.1	120.9
Actuated g/C Ratio	0.08	0.08	0.71		0.13	0.86
Clearance Time (s)	6.0	6.0	7.0		6.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	140	126	2490		229	3056
v/s Ratio Prot	c0.03	0.01	c0.62		0.06	c0.65
v/s Ratio Perm						
v/c Ratio	0.36	0.06	0.88		0.50	0.75
Uniform Delay, d1	61.1	59.6	15.9		56.7	3.7
Progression Factor	1.00	1.00	0.09		1.11	0.68
Incremental Delay, d2	1.6	0.2	2.0		0.8	0.9
Delay (s)	62.7	59.9	3.5		64.0	3.4
Level of Service	E	E	A		E	A
Approach Delay (s)	60.8		3.5			6.2
Approach LOS	E		A			A

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00			0.95		1.00	0.95	
Frt				1.00	0.85			0.99		1.00	1.00	
Flt Protected				0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)				1770	1583			3510		1770	3539	
Flt Permitted				0.76	1.00			1.00		0.95	1.00	
Satd. Flow (perm)				1410	1583			3510		1770	3539	
Volume (vph)	0	0	0	74	0	114	0	1974	116	123	2110	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	78	0	120	0	2078	122	129	2221	0
RTOR Reduction (vph)	0	0	0	0	107	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	0	78	13	0	0	2197	0	129	2221	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				12.6	12.6			91.3		17.1	114.4	
Effective Green, g (s)				14.6	14.6			94.3		19.1	117.4	
Actuated g/C Ratio				0.10	0.10			0.67		0.14	0.84	
Clearance Time (s)				6.0	6.0			7.0		6.0	7.0	
Vehicle Extension (s)				3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)				147	165			2364		241	2968	
v/s Ratio Prot					0.01			c0.63		0.07	c0.63	
v/s Ratio Perm				c0.06								
v/c Ratio				0.53	0.08			0.93		0.54	0.75	
Uniform Delay, d1				59.5	56.6			19.9		56.3	4.9	
Progression Factor				1.00	1.00			0.21		1.00	0.59	
Incremental Delay, d2				3.6	0.2			0.8		1.5	1.2	
Delay (s)				63.1	56.8			4.9		58.0	4.1	
Level of Service				E	E			A		E	A	
Approach Delay (s)		0.0			59.3			4.9			7.0	
Approach LOS		A			E			A			A	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.96		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1796		1770	1779		1770	3529		1770	3452	
Flt Permitted	0.13	1.00		0.50	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	241	1796		928	1779		1770	3529		1770	3452	
Volume (vph)	92	196	62	80	219	94	81	1926	38	108	1755	345
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	97	206	65	84	231	99	85	2027	40	114	1847	363
RTOR Reduction (vph)	0	8	0	0	11	0	0	1	0	0	12	0
Lane Group Flow (vph)	97	263	0	84	319	0	85	2066	0	114	2198	0
Turn Type	pm+pt			Perm			Prot			Prot		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	34.9	34.9		24.9	24.9		8.0	75.5		10.6	78.1	
Effective Green, g (s)	36.9	36.9		26.9	26.9		10.0	78.5		12.6	81.1	
Actuated g/C Ratio	0.26	0.26		0.19	0.19		0.07	0.56		0.09	0.58	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	129	473		178	342		126	1979		159	2000	
v/s Ratio Prot	c0.03	0.15			c0.18		0.05	c0.59		0.06	c0.64	
v/s Ratio Perm	0.17			0.09								
v/c Ratio	0.75	0.56		0.47	0.93		0.67	1.04		0.72	1.10	
Uniform Delay, d1	42.6	44.5		50.2	55.6		63.4	30.8		62.0	29.4	
Progression Factor	1.00	1.00		1.00	1.00		0.88	0.78		0.98	0.96	
Incremental Delay, d2	21.6	1.4		2.0	31.5		10.0	30.2		9.8	50.4	
Delay (s)	64.3	45.9		52.2	87.2		65.6	54.1		70.3	78.7	
Level of Service	E	D		D	F		E	D		E	E	
Approach Delay (s)		50.7			80.1			54.6			78.3	
Approach LOS		D			F			D			E	

Intersection Summary			
HCM Average Control Delay	66.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0
Lane Util. Factor		1.00	0.95			0.95
Frt		0.86	0.99			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		1611	3512			3539
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		1611	3512			3539
Volume (vph)	0	106	1860	99	0	1884
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	112	1958	104	0	1983
RTOR Reduction (vph)	0	21	1	0	0	0
Lane Group Flow (vph)	0	91	2061	0	0	1983
Turn Type		custom				
Protected Phases			2			6
Permitted Phases		1				
Actuated Green, G (s)		12.6	114.4			140.0
Effective Green, g (s)		14.6	117.4			140.0
Actuated g/C Ratio		0.10	0.84			1.00
Clearance Time (s)		6.0	7.0			7.0
Vehicle Extension (s)		3.0	3.0			3.0
Lane Grp Cap (vph)		168	2945			3539
v/s Ratio Prot			c0.59			c0.56
v/s Ratio Perm		0.06				
v/c Ratio		0.54	0.70			0.56
Uniform Delay, d1		59.5	4.4			0.0
Progression Factor		1.00	0.39			1.00
Incremental Delay, d2		3.6	0.5			0.1
Delay (s)		63.1	2.2			0.1
Level of Service		E	A			A
Approach Delay (s)	63.1		2.2			0.1
Approach LOS	E		A			A

Intersection Summary			
HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected		0.96		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1761		1770	1583		1770	3529		1770	3535	
Flt Permitted		0.66		0.82	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1222		1528	1583		1770	3529		1770	3535	
Volume (vph)	30	0	3	119	0	109	11	1739	33	108	1752	14
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	0	3	125	0	115	12	1831	35	114	1844	15
RTOR Reduction (vph)	0	3	0	0	99	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	32	0	125	16	0	12	1865	0	114	1859	0
Turn Type	Perm			pm+pt			Prot			Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.3		16.9	16.9		2.4	89.6		14.5	101.7	
Effective Green, g (s)		8.3		18.9	18.9		4.4	92.6		16.5	104.7	
Actuated g/C Ratio		0.06		0.13	0.13		0.03	0.66		0.12	0.75	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		72		218	214		56	2334		209	2644	
v/s Ratio Prot				c0.03	0.01		0.01	c0.53		0.06	c0.53	
v/s Ratio Perm		0.03		c0.05								
v/c Ratio		0.45		0.57	0.07		0.21	0.80		0.55	0.70	
Uniform Delay, d1		63.6		57.9	52.9		66.1	17.0		58.2	9.4	
Progression Factor		1.00		1.00	1.00		0.87	0.77		1.21	0.34	
Incremental Delay, d2		4.4		3.6	0.1		1.3	1.4		2.5	1.3	
Delay (s)		68.0		61.5	53.0		58.7	14.6		72.7	4.5	
Level of Service		E		E	D		E	B		E	A	
Approach Delay (s)		68.0			57.4			14.8			8.5	
Approach LOS		E			E			B			A	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3526		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3526		1770	3539
Volume (vph)	107	183	1617	43	104	1877
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	193	1702	45	109	1976
RTOR Reduction (vph)	0	134	1	0	0	0
Lane Group Flow (vph)	113	59	1746	0	109	1976
Turn Type		Prot			Prot	
Protected Phases	8	8	2		1	6
Permitted Phases						
Actuated Green, G (s)	13.7	13.7	92.8		14.5	113.3
Effective Green, g (s)	15.7	15.7	95.8		16.5	116.3
Actuated g/C Ratio	0.11	0.11	0.68		0.12	0.83
Clearance Time (s)	6.0	6.0	7.0		6.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	198	178	2413		209	2940
v/s Ratio Prot	c0.06	0.04	c0.50		0.06	c0.56
v/s Ratio Perm						
v/c Ratio	0.57	0.33	0.72		0.52	0.67
Uniform Delay, d1	59.0	57.3	13.8		58.0	4.5
Progression Factor	1.00	1.00	0.49		1.20	0.48
Incremental Delay, d2	3.9	1.1	0.6		1.8	1.0
Delay (s)	62.9	58.4	7.4		71.6	3.1
Level of Service	E	E	A		E	A
Approach Delay (s)	60.1		7.4			6.7
Approach LOS	E		A			A

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1742		1805	1765		1805	3567		1805	3578	
Flt Permitted	0.13	1.00		0.34	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	245	1742		638	1765		1805	3567		1805	3578	
Volume (vph)	139	147	182	91	202	182	391	1354	21	156	1818	116
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	146	155	192	96	213	192	412	1425	22	164	1914	122
RTOR Reduction (vph)	0	32	0	0	23	0	0	1	0	0	3	0
Lane Group Flow (vph)	146	315	0	96	382	0	412	1446	0	164	2033	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Turn Type	pm+pt			Perm			Prot			Prot		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	35.0	35.0		25.0	25.0		23.0	72.3		13.7	63.0	
Effective Green, g (s)	37.0	37.0		27.0	27.0		25.0	75.3		15.7	66.0	
Actuated g/C Ratio	0.26	0.26		0.19	0.19		0.18	0.54		0.11	0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	132	460		123	340		322	1919		202	1687	
v/s Ratio Prot	c0.05	0.18			0.22		c0.23	0.41		0.09	c0.57	
v/s Ratio Perm	c0.25			0.15								
v/c Ratio	1.11	0.69		0.78	1.12		1.28	0.75		0.81	1.20	
Uniform Delay, d1	69.2	46.3		53.7	56.5		57.5	25.1		60.7	37.0	
Progression Factor	1.00	1.00		1.00	1.00		0.82	0.65		1.12	0.69	
Incremental Delay, d2	109.6	4.2		26.7	86.1		145.3	1.5		17.2	96.9	
Delay (s)	178.8	50.5		80.4	142.6		192.6	17.8		85.2	122.3	
Level of Service	F	D		F	F		F	B		F	F	
Approach Delay (s)		88.5			130.7			56.5			119.6	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	94.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	121.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1675		1770	3539	3528	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1675		1770	3539	3528	
Volume (vph)	8	12	36	1673	1546	32
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	13	38	1761	1627	34
RTOR Reduction (vph)	13	0	0	0	1	0
Lane Group Flow (vph)	8	0	38	1761	1660	0
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	3.1		4.0	124.9	112.9	
Effective Green, g (s)	5.1		7.0	126.9	115.9	
Actuated g/C Ratio	0.04		0.05	0.91	0.83	
Clearance Time (s)	6.0		7.0	6.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	61		89	3208	2921	
v/s Ratio Prot	c0.01		0.02	c0.50	c0.47	
v/s Ratio Perm						
v/c Ratio	0.14		0.43	0.55	0.57	
Uniform Delay, d1	65.3		64.6	1.2	3.9	
Progression Factor	1.00		0.82	1.95	0.03	
Incremental Delay, d2	1.0		2.8	0.2	0.1	
Delay (s)	66.4		55.8	2.5	0.2	
Level of Service	E		E	A	A	
Approach Delay (s)	66.4			3.7	0.2	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	2.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3536		1770	3534	
Flt Permitted	0.73	1.00		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1363	1583		1397	1583		1770	3536		1770	3534	
Volume (vph)	38	0	11	53	0	37	4	1556	10	55	1619	15
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	40	0	12	56	0	39	4	1638	11	58	1704	16
RTOR Reduction (vph)	0	11	0	0	36	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	1	0	56	3	0	4	1649	0	58	1720	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	9.3	9.3		9.3	9.3		1.2	102.9		8.8	110.5	
Effective Green, g (s)	11.3	11.3		11.3	11.3		3.2	105.9		10.8	113.5	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.02	0.76		0.08	0.81	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	110	128		113	128		40	2675		137	2865	
v/s Ratio Prot		0.00			0.00		0.00	c0.47		0.03	c0.49	
v/s Ratio Perm	0.03			c0.04								
v/c Ratio	0.36	0.01		0.50	0.02		0.10	0.62		0.42	0.60	
Uniform Delay, d1	60.9	59.2		61.6	59.3		67.0	7.8		61.6	4.9	
Progression Factor	1.00	1.00		1.00	1.00		0.66	0.38		1.19	0.07	
Incremental Delay, d2	2.0	0.0		3.4	0.1		0.9	0.4		1.9	0.8	
Delay (s)	63.0	59.2		65.0	59.4		44.9	3.3		75.4	1.2	
Level of Service	E	E		E	E		D	A		E	A	
Approach Delay (s)		62.1			62.7			3.4			3.6	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.93		1.00	0.91		1.00	1.00		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1699		1770	1697		1770	3537		1770	3523	
Flt Permitted		0.90		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1559		1398	1697		1770	3537		1770	3523	
Volume (vph)	12	6	22	65	10	15	7	1518	6	23	1608	51
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	6	23	68	11	16	7	1598	6	24	1693	54
RTOR Reduction (vph)	0	21	0	0	15	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	21	0	68	12	0	7	1604	0	24	1746	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.3		10.3	10.3		1.2	105.6		5.1	109.5	
Effective Green, g (s)		12.3		12.3	12.3		3.2	108.6		7.1	112.5	
Actuated g/C Ratio		0.09		0.09	0.09		0.02	0.78		0.05	0.80	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		137		123	149		40	2744		90	2831	
v/s Ratio Prot					0.01		0.00	c0.45		0.01	c0.50	
v/s Ratio Perm		0.01		c0.05								
v/c Ratio		0.15		0.55	0.08		0.18	0.58		0.27	0.62	
Uniform Delay, d1		59.0		61.2	58.7		67.1	6.4		63.9	5.4	
Progression Factor		1.00		1.00	1.00		0.86	0.06		1.09	0.08	
Incremental Delay, d2		0.5		5.3	0.2		1.7	0.3		1.3	0.9	
Delay (s)		59.6		66.5	58.9		59.5	0.7		71.0	1.3	
Level of Service		E		E	E		E	A		E	A	
Approach Delay (s)		59.6			64.3			0.9			2.2	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	4.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.96		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1728		1770	1606		1770	3536		1770	3529	
Flt Permitted		0.83		0.80	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1482		1486	1606		1770	3536		1770	3529	
Volume (vph)	15	2	9	125	7	75	17	1471	9	22	1677	31
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	2	9	132	7	79	18	1548	9	23	1765	33
RTOR Reduction (vph)	0	8	0	0	68	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	19	0	132	18	0	18	1557	0	23	1797	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.1		18.1	18.1		3.6	97.9		5.0	99.3	
Effective Green, g (s)		20.1		20.1	20.1		5.6	100.9		7.0	102.3	
Actuated g/C Ratio		0.14		0.14	0.14		0.04	0.72		0.05	0.73	
Clearance Time (s)		6.0		6.0	6.0		6.0	7.0		6.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		213		213	231		71	2548		89	2579	
v/s Ratio Prot					0.01		0.01	c0.44		0.01	c0.51	
v/s Ratio Perm		0.01		c0.09								
v/c Ratio		0.09		0.62	0.08		0.25	0.61		0.26	0.70	
Uniform Delay, d1		52.0		56.4	51.9		65.2	9.8		64.0	10.3	
Progression Factor		1.00		1.00	1.00		0.80	0.19		0.94	1.18	
Incremental Delay, d2		0.2		5.3	0.1		1.4	0.3		1.3	1.3	
Delay (s)		52.2		61.6	52.1		53.6	2.2		61.4	13.5	
Level of Service		D		E	D		D	A		E	B	
Approach Delay (s)		52.2			57.9			2.8			14.1	
Approach LOS		D			E			A			B	

Intersection Summary			
HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583	3539	1583	1770	3539
Volume (vph)	1479	320	1217	1051	7	1238
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1557	337	1281	1106	7	1303
RTOR Reduction (vph)	0	48	0	94	0	0
Lane Group Flow (vph)	1557	289	1281	1012	7	1303
Turn Type		Prot		pm+ov	Prot	
Protected Phases	8	8	2	8	1	6
Permitted Phases				2		
Actuated Green, G (s)	62.0	62.0	58.2	120.2	0.8	65.0
Effective Green, g (s)	64.0	64.0	61.2	125.2	2.8	68.0
Actuated g/C Ratio	0.46	0.46	0.44	0.89	0.02	0.49
Clearance Time (s)	6.0	6.0	7.0	6.0	6.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1569	724	1547	1461	35	1719
v/s Ratio Prot	c0.45	0.18	c0.36	0.32	0.00	c0.37
v/s Ratio Perm				0.32		
v/c Ratio	0.99	0.40	0.83	0.69	0.20	0.76
Uniform Delay, d1	37.8	25.2	34.8	2.1	67.5	29.3
Progression Factor	1.00	1.00	0.46	85.78	1.29	0.72
Incremental Delay, d2	20.8	0.4	3.0	1.1	2.0	2.3
Delay (s)	58.4	25.5	19.0	177.5	89.3	23.3
Level of Service	E	C	B	F	F	C
Approach Delay (s)	52.6		92.4			23.7
Approach LOS	D		F			C

Intersection Summary			
HCM Average Control Delay	62.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.91	1.00	1.00	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	5136	1583	1805	3574
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	5136	1583	1805	3574
Volume (vph)	0	388	1888	379	345	2705
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	408	1987	399	363	2847
RTOR Reduction (vph)	0	386	0	31	0	0
Lane Group Flow (vph)	0	22	1987	368	363	2847
Heavy Vehicles (%)	0%	2%	1%	2%	0%	1%
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)		5.5	80.2	80.2	35.3	121.5
Effective Green, g (s)		7.5	83.2	83.2	37.3	124.5
Actuated g/C Ratio		0.05	0.59	0.59	0.27	0.89
Clearance Time (s)		6.0	7.0	7.0	6.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		149	3052	941	481	3178
v/s Ratio Prot			0.39		0.20	c0.80
v/s Ratio Perm		c0.01		0.23		
v/c Ratio		0.15	0.65	0.39	0.75	0.90
Uniform Delay, d1		63.2	18.8	15.0	47.1	4.2
Progression Factor		1.00	1.00	1.00	1.06	0.42
Incremental Delay, d2		0.5	0.5	0.3	4.0	2.7
Delay (s)		63.7	19.3	15.3	53.9	4.5
Level of Service		E	B	B	D	A
Approach Delay (s)	63.7		18.6			10.1
Approach LOS	E		B			B

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	0.98		1.00			0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.99			0.95			0.98	
Flt Protected		1.00	1.00		0.99			1.00			0.99	
Satd. Flow (prot)		1858	1558		1803			1734			1794	
Flt Permitted		0.97	1.00		0.78			0.97			0.81	
Satd. Flow (perm)		1800	1558		1422			1685			1476	
Volume (vph)	15	344	21	174	425	73	21	163	116	60	178	37
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	362	22	183	447	77	22	172	122	63	187	39
RTOR Reduction (vph)	0	0	9	0	6	0	0	34	0	0	9	0
Lane Group Flow (vph)	0	378	13	0	701	0	0	282	0	0	280	0
Confl. Peds. (#/hr)	14		5	5		14	19		11	11		19
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		33.5	33.5		33.5			15.4			15.4	
Effective Green, g (s)		35.5	35.5		35.5			17.4			17.4	
Actuated g/C Ratio		0.58	0.58		0.58			0.29			0.29	
Clearance Time (s)		6.0	6.0		6.0			6.0			6.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		1049	908		829			481			422	
v/s Ratio Prot												
v/s Ratio Perm		0.21	0.01		c0.49			0.17			c0.19	
v/c Ratio		0.36	0.01		0.85			0.59			0.66	
Uniform Delay, d1		6.7	5.3		10.4			18.7			19.2	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.2	0.0		7.9			1.8			3.9	
Delay (s)		6.9	5.3		18.4			20.5			23.1	
Level of Service		A	A		B			C			C	
Approach Delay (s)		6.8			18.4			20.5			23.1	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL	SBT	SBR	NEL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0				4.0				4.0	4.0	4.0
Lane Util. Factor		1.00				0.95				1.00	1.00	1.00
Frt		0.96				0.95				1.00	0.85	1.00
Flt Protected		0.96				1.00				1.00	1.00	0.95
Satd. Flow (prot)		1733				3365				1858	1583	1770
Flt Permitted		0.96				0.95				0.97	1.00	0.95
Satd. Flow (perm)		1733				3206				1803	1583	1770
Volume (vph)	10	29	13	1	3	240	110	8	17	314	182	123
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	31	14	1	3	253	116	8	18	331	192	129
RTOR Reduction (vph)	0	1	0	0	0	1	0	0	0	0	132	0
Lane Group Flow (vph)	0	56	0	0	0	379	0	0	0	349	60	129
Turn Type	Perm				Perm				D.Pm		custom	Prot
Protected Phases		4				1					1	2
Permitted Phases	4				1				1	1		
Actuated Green, G (s)		7.6				31.4				31.4	31.4	23.1
Effective Green, g (s)		9.6				34.4				34.4	34.4	25.1
Actuated g/C Ratio		0.09				0.31				0.31	0.31	0.23
Clearance Time (s)		6.0				7.0				7.0	7.0	6.0
Vehicle Extension (s)		3.0				3.0				3.0	3.0	3.0
Lane Grp Cap (vph)		151				1001				563	494	403
v/s Ratio Prot											0.04	0.07
v/s Ratio Perm		0.03				0.12				c0.19		
v/c Ratio		0.37				0.38				0.62	0.12	0.32
Uniform Delay, d1		47.5				29.6				32.3	27.1	35.4
Progression Factor		1.00				1.00				1.00	1.00	1.00
Incremental Delay, d2		1.5				0.2				2.0	0.1	2.1
Delay (s)		49.0				29.8				34.4	27.2	37.5
Level of Service		D				C				C	C	D
Approach Delay (s)		49.0				29.8				31.8		
Approach LOS		D				C				C		

Intersection Summary			
HCM Average Control Delay	37.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	NET	NER	NER2	SWL2	SWL	SWT	SWR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0	4.0	
Lane Util. Factor	1.00				1.00	1.00	
Frt	1.00				1.00	1.00	
Flt Protected	1.00				0.95	1.00	
Satd. Flow (prot)	1856				1770	1859	
Flt Permitted	1.00				0.62	1.00	
Satd. Flow (perm)	1856				1164	1859	
Volume (vph)	198	2	3	1	142	265	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	208	2	3	1	149	279	4
RTOR Reduction (vph)	1	0	0	0	0	1	0
Lane Group Flow (vph)	212	0	0	0	150	282	0
Turn Type				custom	custom		
Protected Phases							
Permitted Phases	2			3	3	3	
Actuated Green, G (s)	23.1				23.1	23.1	
Effective Green, g (s)	25.1				25.1	25.1	
Actuated g/C Ratio	0.23				0.23	0.23	
Clearance Time (s)	6.0				6.0	6.0	
Vehicle Extension (s)	3.0				3.0	3.0	
Lane Grp Cap (vph)	423				265	423	
v/s Ratio Prot							
v/s Ratio Perm	c0.11				0.13	c0.15	
v/c Ratio	0.50				0.57	0.67	
Uniform Delay, d1	37.1				37.7	38.7	
Progression Factor	1.00				1.00	1.00	
Incremental Delay, d2	4.2				8.5	8.1	
Delay (s)	41.3				46.2	46.8	
Level of Service	D				D	D	
Approach Delay (s)	39.9					46.6	
Approach LOS	D					D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		0.92		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.92		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1804	1861		1804	1881	1586		1607		1752	1571	
Flt Permitted	0.33	1.00		0.38	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	626	1861		722	1881	1586		1607		1752	1571	
Volume (vph)	225	383	3	70	396	344	1	40	52	395	49	192
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	237	403	3	74	417	362	1	42	55	416	52	202
RTOR Reduction (vph)	0	0	0	0	0	210	0	35	0	0	107	0
Lane Group Flow (vph)	237	406	0	74	417	152	0	63	0	416	147	0
Confl. Peds. (#/hr)	4		2	2		4	5		34	34		5
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	4%
Turn Type	pm+pt			pm+pt		Perm	Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6		6						
Actuated Green, G (s)	59.2	51.0		55.2	49.0	49.0		8.7		32.7	32.7	
Effective Green, g (s)	62.2	53.0		58.2	51.0	51.0		10.7		34.7	34.7	
Actuated g/C Ratio	0.51	0.44		0.48	0.42	0.42		0.09		0.29	0.29	
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	409	811		410	789	665		141		500	448	
v/s Ratio Prot	c0.04	0.22		0.01	0.22			c0.04		c0.24	0.09	
v/s Ratio Perm	c0.25			0.08		0.10						
v/c Ratio	0.58	0.50		0.18	0.53	0.23		0.45		0.83	0.33	
Uniform Delay, d1	18.7	24.8		18.1	26.3	22.7		52.7		40.7	34.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	2.0	2.2		0.2	2.5	0.8		2.3		11.3	0.4	
Delay (s)	20.7	27.0		18.3	28.9	23.5		54.9		52.0	34.7	
Level of Service	C	C		B	C	C		D		D	C	
Approach Delay (s)		24.7			25.7			54.9			45.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	121.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3504	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3504	
Volume (vph)	83	65	44	680	702	50
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	68	46	716	739	53
RTOR Reduction (vph)	0	48	0	0	4	0
Lane Group Flow (vph)	87	20	46	716	788	0
Turn Type		custom	Prot			
Protected Phases	4	4 13	5	2 13	6	
Permitted Phases		4				
Actuated Green, G (s)	8.1	23.3	5.5	69.9	41.2	
Effective Green, g (s)	10.1	26.3	7.5	71.9	44.2	
Actuated g/C Ratio	0.11	0.29	0.08	0.80	0.49	
Clearance Time (s)	6.0		6.0		7.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	199	463	148	2827	1721	
v/s Ratio Prot	c0.05	0.01	0.03	c0.20	c0.22	
v/s Ratio Perm						
v/c Ratio	0.44	0.04	0.31	0.25	0.46	
Uniform Delay, d1	37.3	22.8	38.8	2.3	15.0	
Progression Factor	1.00	1.00	0.99	0.95	0.48	
Incremental Delay, d2	1.5	0.0	1.2	0.0	0.8	
Delay (s)	38.8	22.9	39.7	2.2	8.0	
Level of Service	D	C	D	A	A	
Approach Delay (s)	31.8			4.5	8.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	7	0	818	717	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	7	0	861	755	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				360		
pX, platoon unblocked	0.95					
vC, conflicting volume	1234	426	852			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1197	426	852			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	170	577	783			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	431	431	503	348
Volume Left	0	0	0	0	0
Volume Right	7	0	0	0	97
cSH	577	1700	1700	1700	1700
Volume to Capacity	0.01	0.25	0.25	0.30	0.20
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.3	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.3	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3500	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3500	
Volume (vph)	88	65	58	731	672	53
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	93	68	61	769	707	56
RTOR Reduction (vph)	0	60	0	0	4	0
Lane Group Flow (vph)	93	8	61	769	759	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	8.4	8.4	5.9	68.6	56.7	
Effective Green, g (s)	10.4	10.4	7.9	71.6	59.7	
Actuated g/C Ratio	0.12	0.12	0.09	0.80	0.66	
Clearance Time (s)	6.0	6.0	6.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205	183	155	2815	2322	
v/s Ratio Prot	c0.05		c0.03	0.22	c0.22	
v/s Ratio Perm		0.00				
v/c Ratio	0.45	0.04	0.39	0.27	0.33	
Uniform Delay, d1	37.1	35.4	38.8	2.4	6.5	
Progression Factor	1.00	1.00	1.03	1.04	1.00	
Incremental Delay, d2	1.6	0.1	1.6	0.2	0.4	
Delay (s)	38.7	35.5	41.4	2.7	6.9	
Level of Service	D	D	D	A	A	
Approach Delay (s)	37.4			5.6	6.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3502	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3502	
Volume (vph)	85	65	57	705	687	51
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	68	60	742	723	54
RTOR Reduction (vph)	0	60	0	0	4	0
Lane Group Flow (vph)	89	8	60	742	773	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	8.2	8.2	7.4	68.8	55.4	
Effective Green, g (s)	10.2	10.2	9.4	71.8	58.4	
Actuated g/C Ratio	0.11	0.11	0.10	0.80	0.65	
Clearance Time (s)	6.0	6.0	6.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	201	179	185	2823	2272	
v/s Ratio Prot	c0.05		c0.03	0.21	c0.22	
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.04	0.32	0.26	0.34	
Uniform Delay, d1	37.2	35.6	37.4	2.3	7.1	
Progression Factor	1.00	1.00	0.99	1.17	0.42	
Incremental Delay, d2	1.6	0.1	1.0	0.2	0.4	
Delay (s)	38.8	35.7	37.8	2.9	3.4	
Level of Service	D	D	D	A	A	
Approach Delay (s)	37.4			5.5	3.4	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	7.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3509	
Flt Permitted	0.95	1.00	0.30	1.00	1.00	
Satd. Flow (perm)	1770	1583	562	3539	3509	
Volume (vph)	82	66	45	642	724	44
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	69	47	676	762	46
RTOR Reduction (vph)	0	61	0	0	2	0
Lane Group Flow (vph)	86	8	47	676	806	0
Turn Type		Perm	pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	8.1	8.1	68.9	68.9	59.2	
Effective Green, g (s)	10.1	10.1	71.9	71.9	62.2	
Actuated g/C Ratio	0.11	0.11	0.80	0.80	0.69	
Clearance Time (s)	6.0	6.0	6.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	199	178	525	2827	2425	
v/s Ratio Prot	c0.05		0.01	c0.19	c0.23	
v/s Ratio Perm		0.00	0.07			
v/c Ratio	0.43	0.04	0.09	0.24	0.33	
Uniform Delay, d1	37.3	35.6	2.3	2.2	5.6	
Progression Factor	1.00	1.00	0.82	0.79	0.09	
Incremental Delay, d2	1.5	0.1	0.1	0.2	0.3	
Delay (s)	38.8	35.7	2.0	2.0	0.8	
Level of Service	D	D	A	A	A	
Approach Delay (s)	37.4			2.0	0.8	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3526	
Flt Permitted	0.95	1.00	0.29	1.00	1.00	
Satd. Flow (perm)	1770	1583	537	3539	3526	
Volume (vph)	44	24	50	693	800	21
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	46	25	53	729	842	22
RTOR Reduction (vph)	0	23	0	0	1	0
Lane Group Flow (vph)	46	2	53	729	863	0
Turn Type		Perm	pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	5.2	5.2	71.8	71.8	62.1	
Effective Green, g (s)	7.2	7.2	74.8	74.8	65.1	
Actuated g/C Ratio	0.08	0.08	0.83	0.83	0.72	
Clearance Time (s)	6.0	6.0	6.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	142	127	524	2941	2550	
v/s Ratio Prot	c0.03		0.01	c0.21	c0.24	
v/s Ratio Perm		0.00	0.08			
v/c Ratio	0.32	0.02	0.10	0.25	0.34	
Uniform Delay, d1	39.1	38.1	1.8	1.6	4.6	
Progression Factor	1.00	1.00	0.81	0.76	0.16	
Incremental Delay, d2	1.3	0.0	0.1	0.2	0.4	
Delay (s)	40.4	38.2	1.5	1.4	1.1	
Level of Service	D	D	A	A	A	
Approach Delay (s)	39.6			1.4	1.1	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3501	
Flt Permitted	0.95	1.00	0.25	1.00	1.00	
Satd. Flow (perm)	1770	1583	466	3539	3501	
Volume (vph)	97	271	190	696	794	61
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	285	200	733	836	64
RTOR Reduction (vph)	0	246	0	0	4	0
Lane Group Flow (vph)	102	39	200	733	896	0
Turn Type		Perm	pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	10.2	10.2	66.8	66.8	52.2	
Effective Green, g (s)	12.2	12.2	69.8	69.8	55.2	
Actuated g/C Ratio	0.14	0.14	0.78	0.78	0.61	
Clearance Time (s)	6.0	6.0	6.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	240	215	515	2745	2147	
v/s Ratio Prot	c0.06		c0.05	0.21	c0.26	
v/s Ratio Perm		0.02	0.26			
v/c Ratio	0.42	0.18	0.39	0.27	0.42	
Uniform Delay, d1	35.7	34.5	3.9	2.9	9.0	
Progression Factor	1.00	1.00	1.00	1.00	0.20	
Incremental Delay, d2	1.2	0.4	0.5	0.2	0.6	
Delay (s)	36.9	34.9	4.3	3.1	2.4	
Level of Service	D	C	A	A	A	
Approach Delay (s)	35.4			3.4	2.4	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US Route 1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Slaters Ln	II	40	10.4	21.4	31.8	0.09	10.3	F
Potomac Ave	II	40	23.0	17.5	40.5	0.20	17.8	D
Howell Ave	II	40	16.6	2.8	19.4	0.14	26.7	C
Custis Ave	II	40	12.7	1.1	13.8	0.11	28.8	B
Swann Ave.	II	40	25.1	4.3	29.4	0.23	27.9	C
Hume Ave	II	40	18.2	2.7	20.9	0.16	27.3	C
E Glebe Rd	II	40	5.9	19.0	24.9	0.05	7.4	F
Wesmond	II	40	7.1	8.7	15.8	0.06	14.2	E
Evans Lane	II	40	12.5	15.7	28.2	0.11	13.9	E
Diamond	II	40	9.6	3.0	12.6	0.08	23.8	C
E Reed Ave	II	40	9.5	55.0	64.5	0.08	4.6	F
Lincoln	II	40	7.6	7.4	15.0	0.07	15.9	E
Crescent	II	40	7.6	4.6	12.2	0.07	19.5	D
driveway	II	40	8.0	2.0	10.0	0.07	25.0	C
S. Glebe Rd	II	40	20.9	10.2	31.1	0.18	21.1	D
Total	II		194.7	175.4	370.1	1.70	16.6	E

Arterial Level of Service: SB US Route 1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S. Glebe Rd	II	40	11.1	31.4	42.5	0.10	8.2	F
driveway	II	40	20.9	18.9	39.8	0.18	16.5	E
Crescent	II	40	8.0	3.7	11.7	0.07	21.4	D
Lincoln	II	40	7.6	4.5	12.1	0.07	19.7	D
E Reed Ave	II	40	7.6	78.4	86.0	0.07	2.8	F
Diamond	II	40	9.5	0.2	9.7	0.08	30.5	B
Evans Lane	II	40	9.6	4.1	13.7	0.08	21.8	D
Wesmond	II	40	12.5	3.4	15.9	0.11	24.7	C
E Glebe Rd	II	40	7.1	122.7	129.8	0.06	1.7	F
Hume Ave	II	40	5.9	0.2	6.1	0.05	30.3	B
Swann Ave.	II	40	18.2	1.0	19.2	0.16	29.7	B
Custis Ave	II	40	25.1	1.1	26.2	0.23	31.3	B
Howell Ave	II	40	12.7	14.4	27.1	0.11	14.6	E
Potomac Ave	II	40	16.6	23.6	40.2	0.14	12.9	F
Slaters Ln	II	40	23.0	4.8	27.8	0.20	25.9	C
Total	II		195.4	312.4	507.8	1.71	12.1	F