



22 April 2013

Will Lansing
Valor Development, LLC
4619 41st Street, NW, 2nd Floor
Washington, DC 20016
(202) 570-7060 x 601

Re: 1350 Maryland Ave, NE - Traffic Impact Study Memo
AMT File Number 111-559.001

Dear Mr. Lansing,

The purpose of this letter is to supplement the previously submitted 1350 Maryland Avenue NE Traffic Impact Study (TIS), dated May 30, 2012, by addressing concerns raised by local residents regarding the traffic generated by the proposed development. The site is located in the northwest corner of the Maryland Avenue NE and 14th Street NE intersection, and is proposed to be developed with 84 residential living units and 43 below-grade parking spaces. Access is proposed from the existing east-west alley that connects to Linden Court NE.

It is standard District of Columbia Department of Transportation (DDOT) policy that new developments access the local roadway network utilizing existing alleyways, if possible, in order to minimize curb cuts along major streets. This helps to provide safer pedestrian routes by minimizing conflict points between pedestrians and vehicles entering and exiting the development. Since the subject development can have access to an existing alleyway, no curb cuts are proposed for garage access from either Maryland Avenue or 14th Street. Further, any curb cuts for site access that would be created on either of these streets would be too close to adjacent intersections to be feasible.

Since site-generated vehicle trips will be accessing the parking garage via the existing alleyways, concerns were raised that they would conflict with pedestrian traffic that exists in the alleys today. While alleys are typically not designed for pedestrian usage, it is acknowledged that some do use Linden Court to get from G Street NE to H Street NE, including residents of homes located within the existing alleys. And although the safest recommended path for pedestrians to go between G Street and H Street would be to utilize either 14th Street or 13th Street, it is understood that some would still use Linden Court once development is completed, including those who live within the alley. Since vehicular-pedestrian conflicts will be present within the alleys, the developer has proposed to work with adjacent property owners to provide additional lighting and mirrors at the Linden Court intersection with H Street to help enhance pedestrian safety. Further, vehicles traversing the alleys will be moving at much lower speeds given the narrowness and condition of the alleys than those on Maryland Avenue and 14th Street where pedestrian traffic is much higher. Thus, it is believed that accessing the site from the existing alleys would still be much safer for both vehicles and pedestrians than from Maryland Avenue or 14th Street. Restricting left turns into and out of Linden Court as proposed in the TIS would further help to improve safety conditions.

As shown in the submitted traffic report, the proposed development would have little impact on levels of service (LOS) at adjacent intersections. Most turning movements currently operate at LOS "A" during both weekday peak hours, and would continue to do so while realizing only a slight increase in delay with the proposed development. The development would generate only a minimal amount of trips, with approximately 20 vehicles leaving during the AM peak hour and approximately 25 entering during the PM peak hour. This amounts to roughly one (1) vehicle every three (3) minutes. All other hours would have even fewer trips exiting and entering the site, particularly on the weekend when heavier traffic is realized through the H Street corridor. By contrast, if a retail development were to be built on the site as it is currently zoned, it would generate far more vehicle trips than the proposed residential development, especially during the busier weekend peak hours.

PHONE 301-881-2545 FAX 301-881-0814
12750 Twinbrook Parkway, Rockville, MD 20852

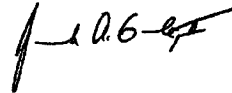
Board of Zoning Adjustment
District of Columbia
CASE NO.18550
EXHIBIT NO.23B

As mentioned previously, 43 below-grade parking spaces are proposed to accommodate residents' vehicles at the new development. This number was based on the best available census and DDOT data, and is consistent with the parking ratio at other residential developments in the area. Thus, it is believed that these parking spaces will be adequate to accommodate residents' parking needs, with little spillover into the local streets. It is acknowledged that a few residents may apply for zoned parking permits to park on the adjacent streets, but this number should be minimal and should be able to be accommodated by the gain of five (5) additional street spaces that will be created when existing curb cuts are closed. The developer also may provide a Zipcar space, if possible, to make it convenient for residents to forego owning a personal vehicle.

Given the points listed above, it is believed that the proposed development's access scheme from the existing alleyways as currently designed is the best plan for providing both vehicular and pedestrian safety. The development's impact to the local roadways will be minimal, and as many measures as possible are being implemented to further minimize impacts and promote safety.

Questions regarding this document should be forwarded to AMT.

Sincerely,



Jack A. Goode, II, PE, PTOE
AMT, LLC
Senior Project Manager
jgoode@amtengineering.com
301-881-2545

cc: Bradley C. Job, PE

AMT, LLC

I350 MARYLAND AVENUE NE

WASHINGTON, DC 20002

TRANSPORTATION IMPACT STUDY REPORT

MAY 30TH, 2012

PREPARED BY:



WASHINGTON DC, ROCKVILLE, BALTIMORE



TABLE OF CONTENTS

	<u>PAGE</u>
INTRODUCTION.....	I
EXISTING CONDITIONS.....	3
1-1 Existing Roadway Network.....	3
1-2 Existing Site Use.....	3
1-3 Existing Traffic Counts.....	4
1-4 Existing Conditions Analyses.....	7
BACKGROUND CONDITIONS	8
2-1 Traffic Growth Rate.....	8
2-2 Background Conditions Forecasts.....	8
2-3 Background Conditions Analyses.....	10
PROPOSED SITE DEVELOPMENT	11
3-1 Site Description.....	11
3-2 Site Trip Generation.....	11
3-3 Trip Distribution/Assignment.....	12
FUTURE CONDITIONS.....	15
4-1 Future Conditions Forecasts.....	15
4-2 Future Conditions Analyses.....	15
CONCLUSIONS & RECOMMENDATIONS.....	18

LIST OF FIGURES

	<u>PAGE</u>
Figure 1 Site Location.....	2
Figure 2 Existing Traffic Control and Lane Use.....	5
Figure 3 Existing Conditions Peak Hour Volumes.....	6
Figure 4 Background Conditions Peak Hour Forecasts.....	9
Figure 5 Proposed Site Plan.....	13
Figure 6 Proposed Site Generated Trips.....	14
Figure 7 Future Conditions Peak Hour Forecasts.....	16

LIST OF TABLES

	<u>PAGE</u>
Table 1 Existing Conditions Intersection LOS/delay Summary.....	7
Table 2 Background Conditions Intersection LOS/delay Summary.....	10
Table 3 Site Trip Generation Summary.....	11
Table 4 Future Conditions Intersection LOS/delay Summary.....	17

APPENDICES

APPENDIX A	Existing AM and PM Turning Movement Counts
APPENDIX B	2012 Existing Conditions Synchro Reports
APPENDIX C	2014 Background Conditions Synchro Reports
APPENDIX D	US Census Data Information
Appendix E	2014 Future Conditions Synchro Reports

INTRODUCTION

This report presents the results of the transportation impact analyses conducted in support of the proposed construction of a 5-story residential apartment building located at 1350 Maryland Avenue NE, in Washington DC. The proposed development will consist of 84 living units with 43 parking spaces below the building structure. The site is approximately 20,123 S.F. The existing site is currently occupied by an auto body shop and vacant church buildings. The existing site is located west of 14th Street NE, south of H Street NE and north of G Street NE. The site is accessed by a public alley via Linden Court, NE which runs north-south from H Street to G Street. The site location is shown on Figure I.

The development is expected to be completed and occupied by the year 2014. This report summarizes the analyses of existing conditions, 2014 background conditions (without the proposed development) and 2014 future conditions (with the proposed development) during the AM and PM peak hours.

A. Morton Thomas and Associates, Inc. was retained to determine the potential traffic impacts of this development and the transportation improvements that may be required to accommodate this proposed development. This report presents trip generation, distribution, capacity analysis and recommendations for transportation improvements required, if any, to meet anticipated traffic demands.



1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS

SECTION I EXISTING CONDITIONS

I-1 Existing Road Network

Regional access to the site is provided via Maryland Avenue, H Street NE and G Street NE. Local access is provided via Linden Court NE. Below is a detailed description of the existing area roadway network.

Maryland Avenue NE is generally a northeast/southwest four lane roadway stretching from M Street NE to 2nd Avenue NE. Parking is allowed on both sides of the road for 2 hours maximum except for local parking permit holders. The posted speed limit is 35 mph.



H Street NE is generally an east/west four-lane roadway stretching from Bladensburg Road NE in the east to Massachusetts Avenue NE in the west. Parking is allowed on both sides of the road for a maximum of 2 hours except for local permit holders. The posted speed limit is 35 mph.



G Street NE is generally an east/west one lane roadway stretching from 15th Street NE in the east to 2nd Avenue NE in the west. This is a westbound one-way street with parking provided on both sides of the road. The posted speed limit is 25 mph.

Linden Court is a north/south one-lane street stretching from H Street NE in the north to G Street NE in the south. Parking is prohibited on this road and this road provides the local access to the site via the public alley between H Street NE and G Street NE.

The existing traffic control and lane use is shown on Figure 2.



I-2 Existing Site Use

As discussed in the introduction, the site currently consists of an auto body shop and vacant church buildings. The site is accessed via a public alley from Linden Court which connects with H Street NE and G Street NE. A 5-story residential apartment building with 84 living units is planned at this site. A total of 43 parking spaces will be provided below the building structure.

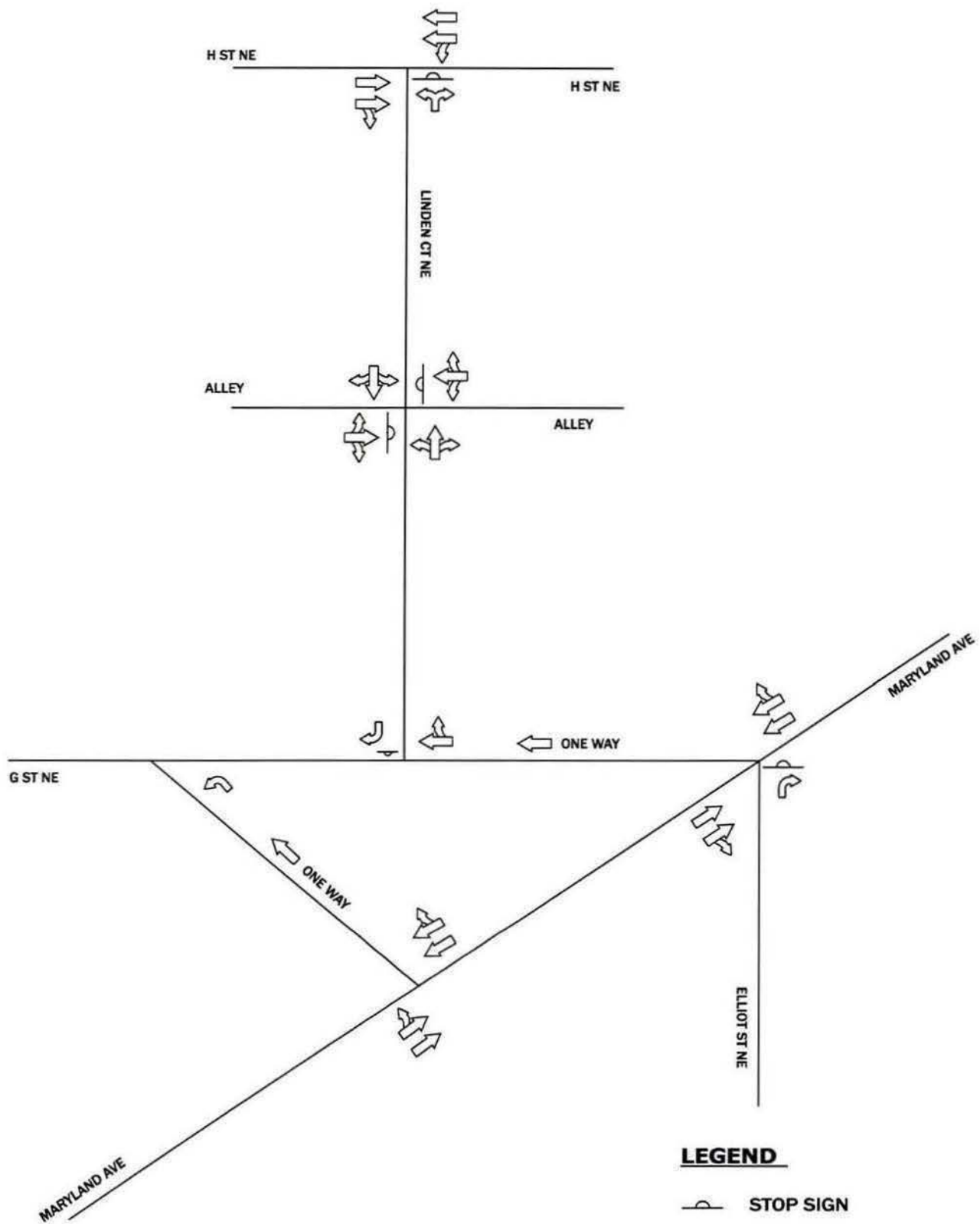
I-3 Existing Traffic Counts

Existing AM and PM peak hour turning movement counts were collected by A. Morton Thomas & Associates on Thursday, May 10, 2012 from 6:00AM to 9:00AM and from 4:00PM to 7:00PM at the following Intersections:

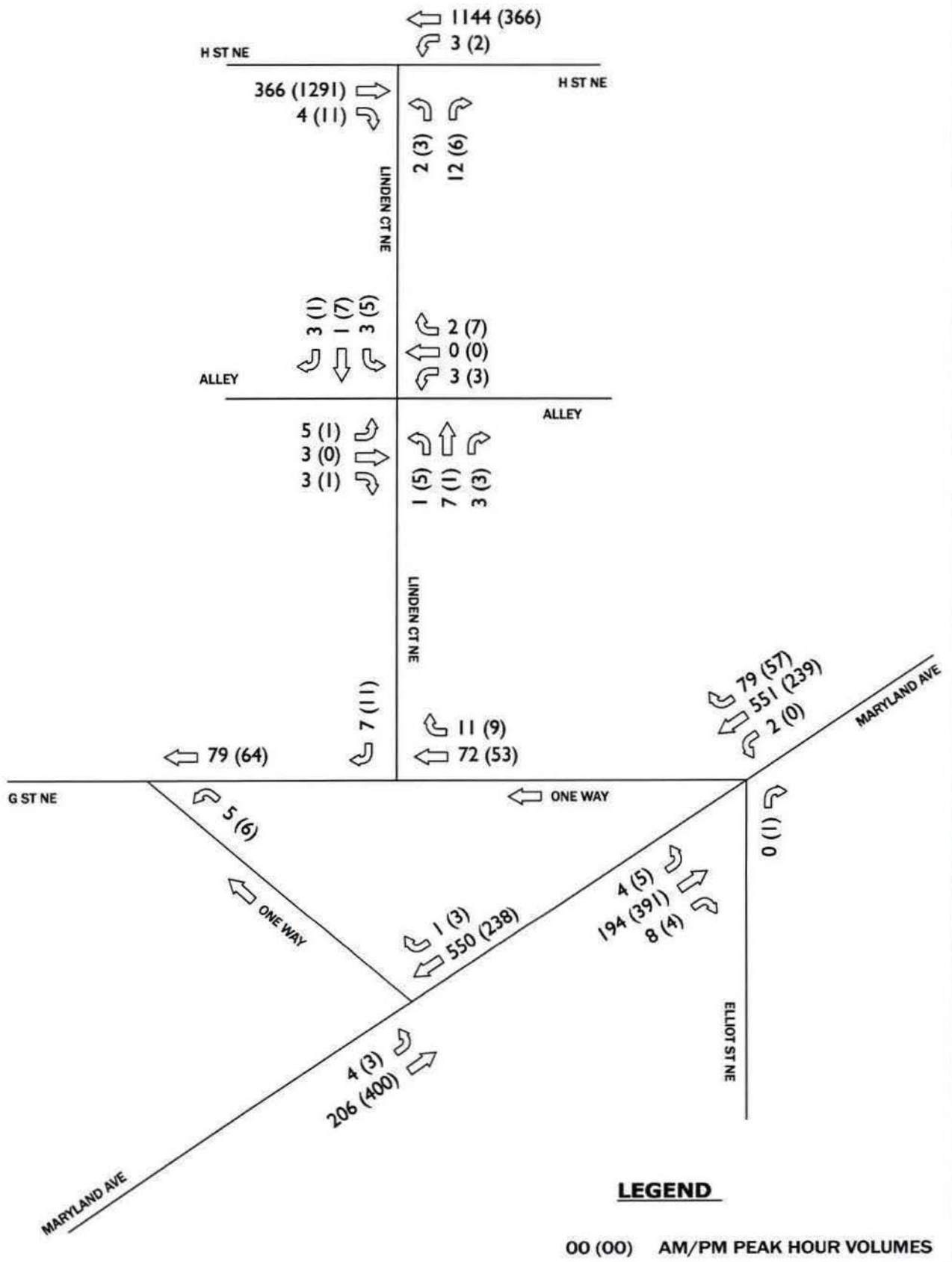
1. H Street NE at Linden Court NE
2. Linden Court at public alley
3. Linden Court NE at G Street NE
4. Maryland Avenue NE at G Street NE/Elliot Street NE

The existing turning movement count sheets are located in Appendix A. The existing peak hour volumes at the intersections are shown on Figure 3. Based on the counts, the AM peak hour generally occurred between 8:00AM to 9:00AM, and the PM peak hour generally occurred between 5:15PM to 6:15PM.

Field observations did not indicate any significant queues, delays, or other vehicular concerns during either the AM or PM peak hour during the count days indicated above. However, AMT's counters noticed significant heavy traffic flow on H Street N.E during the AM and PM peak hours. Since, there is no separate left turn lane provided on westbound H Street NE, a small number of vehicles wanting to access Linden Court would wait in the through lane until a gap was available along the eastbound through traffic to allow them to make the left turn. A few vehicles waiting to make a left turn from northbound Linden Court to continue westbound on H Street NE would also have to wait for gaps to make the left turn adding to a slight delay on the side street.



1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS



1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS

FIGURE 3
EXISTING CONDITIONS PEAK HOUR VOLUMES

I-4 Existing Conditions Analyses

Existing condition level of service (LOS) were determined at each of the intersections based on the existing traffic control and lane use (Figure 2), the existing peak hour volumes (Figure 3), and the Synchro Version 7.0 software. The software package categorizes the LOS based on the HCM methodology. According to industry standards, any signalized intersection or any approach of an unsignalized intersection is considered acceptable if the average delay is at LOS D or better with the LOS A representing little or no delay. Any intersection or approach with a LOS of E or F is considered substandard and may need solutions to improve the operational performance. Table I below lists the existing conditions LOS/delay results from the Synchro analysis and the detailed Synchro reports are included in Appendix B.

Table I: Existing Conditions Intersection LOS/delay Summary

Location	Control	Existing Peak Hour Conditions [LOS(Delay)]	
		AM Peak	PM Peak
H St & Linden Ct	Stop		
Eastbound		A[0.0]	A[0.0]
Westbound		A[0.1]	A[0.3]
Northbound		B[11.2]	D[25.1]
Linden Ct & Alley	Stop		
Eastbound		A[8.7]	A[8.6]
Westbound		A[8.6]	A[8.5]
Northbound		A[0.7]	A[4.0]
Southbound		A[3.1]	A[2.4]
G St & Linden Ct	Stop		
Westbound		A[0.0]	A[0.0]
Southbound		A[8.7]	A[8.6]
G St & Maryland Ave	Stop		
Eastbound		N/A	N/A
Westbound (Elliot St)		A[0.0]	A[9.6]
Northeast		A[0.4]	A[0.2]
Southwest		A[0.1]	A[0.0]
Maryland Ave & Side St	Stop		
Northeast		A[0.5]	A[0.2]
Southwest		A[0.0]	A[0.0]
G St & Side St	Stop		
Westbound		A[0.0]	A[0.0]
Northwest		A[9.0]	A[8.9]

Notes: ¹ Analyses based on Synchro/SimTraffic (Version 7.0) methodology

The results indicate all key intersections currently operate at acceptable LOS during both the AM and PM peak hours.

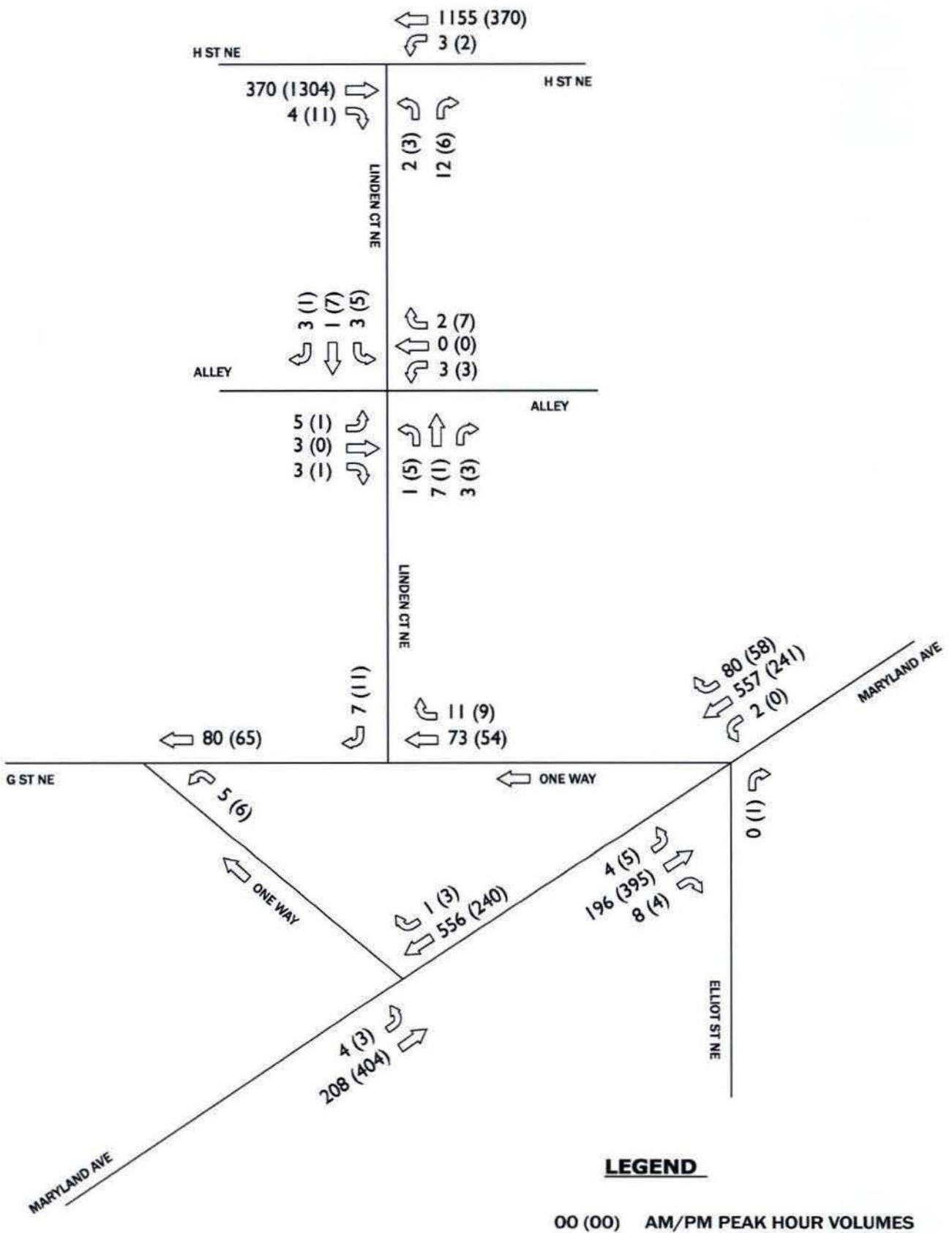
SECTION 2 2014 BACKGROUND CONDITIONS

2-1 Traffic Growth Rate

The construction of the proposed site is expected to be completed by the year 2014. Depending on the site location, an annual traffic growth rate is typically included in the through traffic to account for other planned developments that would utilize the major roadways. In the vicinity of this particular site, we assumed a traffic growth of 0.5 percent along the through movements of H Street NE and Maryland Avenue NE.

2-2 Background Conditions Forecasts

No pipeline projects or developments were considered within the vicinity of the site. The background conditions forecasts were determined based on the existing peak hour counts (Figure 3) and the applied growth rate to the through movements on the major roadways. The background conditions peak hour traffic volumes are provided on Figure 4.



1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS

FIGURE 4

BACKGROUND CONDITIONS PEAK HOUR FORECASTS

2-3 Background Conditions Analyses

Background conditions LOS/delay were determined at the intersections based on the existing traffic control and lane use (Figure 2), the background conditions peak hour forecasts (Figure 5), and Synchro Version 7.0. Similarly to existing conditions analyses, a threshold LOS standard of "D" was assumed for each key intersection. The LOS/delay synchro reports for the background conditions are located in Appendix C and summarized in Table 2.

Table 2: Background Conditions Intersection LOS/Delay Summary

Location	Control	Existing Peak Hour Conditions [LOS(Delay)]		Background Peak Hour Conditions [LOS(Delay)]	
		AM Peak	PM Peak	AM Peak	PM Peak
H St & Linden Ct	Stop				
Eastbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]
Westbound		A[0.1]	A[0.3]	A[0.1]	A[0.3]
Northbound		B[11.2]	D[25.1]	B[11.3]	D[25.5]
Linden Ct & Alley	Stop				
Eastbound		A[8.7]	A[8.6]	A[8.7]	A[8.6]
Westbound		A[8.6]	A[8.5]	A[8.6]	A[8.5]
Northbound		A[0.7]	A[4.0]	A[0.7]	A[4.0]
Southbound		A[3.1]	A[2.4]	A[3.1]	A[2.4]
G St & Linden Ct	Stop				
Westbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]
Southbound		A[8.7]	A[8.6]	A[8.7]	A[8.6]
G St & Maryland Ave	Stop				
Eastbound		N/A	N/A	N/A	N/A
Westbound (Elliot St)		A[0.0]	A[9.6]	A[0.0]	A[9.6]
Northeast		A[0.4]	A[0.2]	A[0.4]	A[0.1]
Southwest		A[0.1]	A[0.0]	A[0.1]	A[0.0]
Maryland Ave & Side St	Stop				
Northeast		A[0.5]	A[0.2]	A[0.5]	A[0.2]
Southwest		A[0.0]	A[0.0]	A[0.0]	A[0.0]
G St & Side Street	Stop				
Westbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]
Northwest		A[9.0]	A[8.9]	A[9.0]	A[8.9]

Notes: ¹ Analyses based on Synchro/SimTraffic (Version 7.0) methodology

The results indicate all key intersections currently operate at acceptable LOS during both the AM and PM peak hours.

SECTION 3 PROPOSED SITE DEVELOPMENT

3-1 Site Description

As previously mentioned, the existing site consists of an auto body shop and vacant church buildings. Few pedestrians were noticed to be walking along Linden Court and no sidewalks are currently provided. The pedestrians were observed to be coming out from surrounding residences and walking to the closest bus stops. Sidewalks are provided along H Street and G Street and they were observed to be in good condition. Few bicyclists were observed on Maryland Avenue, H Street and Linden Court. Trash removal vehicles were observed to be accessing Linden Court. Since Linden Court is a narrow one-lane road, it is a challenge for the trash removal vehicles to maneuver. The vehicle gets on Linden Court from H Street, turns right into the alley to pick up the trash, backs straight into the alley on the other side of Linden Court to pick up trash and then turns right onto Linden Court and continues onto H Street.



The site is proposed to be a 5-story residential apartment building with 84 living units and a total of 43 parking spaces below the building structure. The parking garage will be a 1-story garage below the building and vehicular access to the garage would be 2-way. Access to the site will be provided via the public alley on Linden Court. The proposed site plan is shown on Figure 5.

3-2 Site Trip Generation

The trip generation of the proposed site was determined using the traffic generation rates published in the *Trip Generation* (Institute of Transportation Engineers, Eight Edition, 2008). Extensive forms of public transportation are available to/from this site. Metro Buses Routes B2, X1, X2 and X3 travel on H Street NE and Route X8 travels on Maryland Avenue NE. Based on the US Census Data (included in Appendix D) for this particular census tract, approximately 65% of individuals travel to/from work using a private car or carpool. Approximately 35% of workers rely on public transportation and the remainder walks or bikes during the weekdays. The trip generation summary is shown below in Table 3.

Table 3: Site Trip Generation Summary

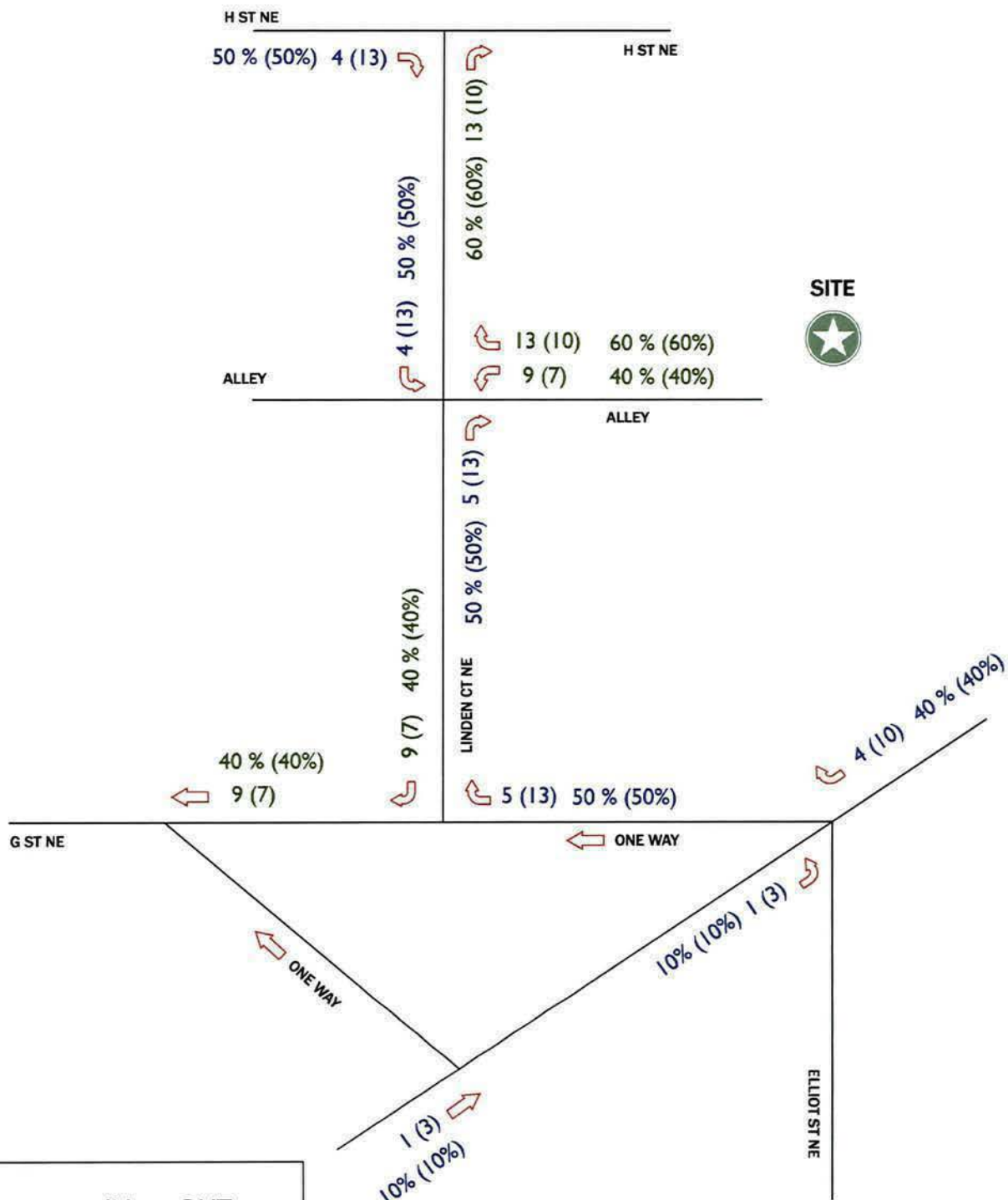
Land Use	Land Use Code	Amount Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartment	220	84 Dwelling units	14	34	48	40	26	66
Transit Reduction (-35%)			-5	-12	-17	-14	-9	-23
Site Trips			9	22	31	26	17	43

Notes: Trips based on the ITE Trip Generation Manual 8th Edition

3-3 Trip Distribution/Assignment

The site generated trips were distributed in accordance with the existing traffic patterns and land uses in the vicinity. Access to and from the site will be provided via the public alley located on Linden Court.

Since G Street NE is a westbound one-way street, only right turns are allowed in and out of Linden Court. Also, since there is heavy traffic flow on H Street, it is proposed that left turns be eliminated at the Linden Court and H Street intersection to avoid delays. This can be achieved by installing "No Left Turns" signs on Linden Court and H Street westbound approach. The existing left turn volumes at the H Street/Linden Court intersection have been rerouted within the roadway network. The proposed site trip generation, distribution and assignments is shown on Figure 6.



	IN	OUT
AM	9	22
PM	26	17

LEGEND

- 00 (00) AM/PM PEAK HOUR VOLUMES
- (XX%) % OF AM/PM PEAK HOUR VOLUMES
- (X%) IN
- (X%) OUT

1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS

FIGURE 6
SITE GENERATED TRIPS

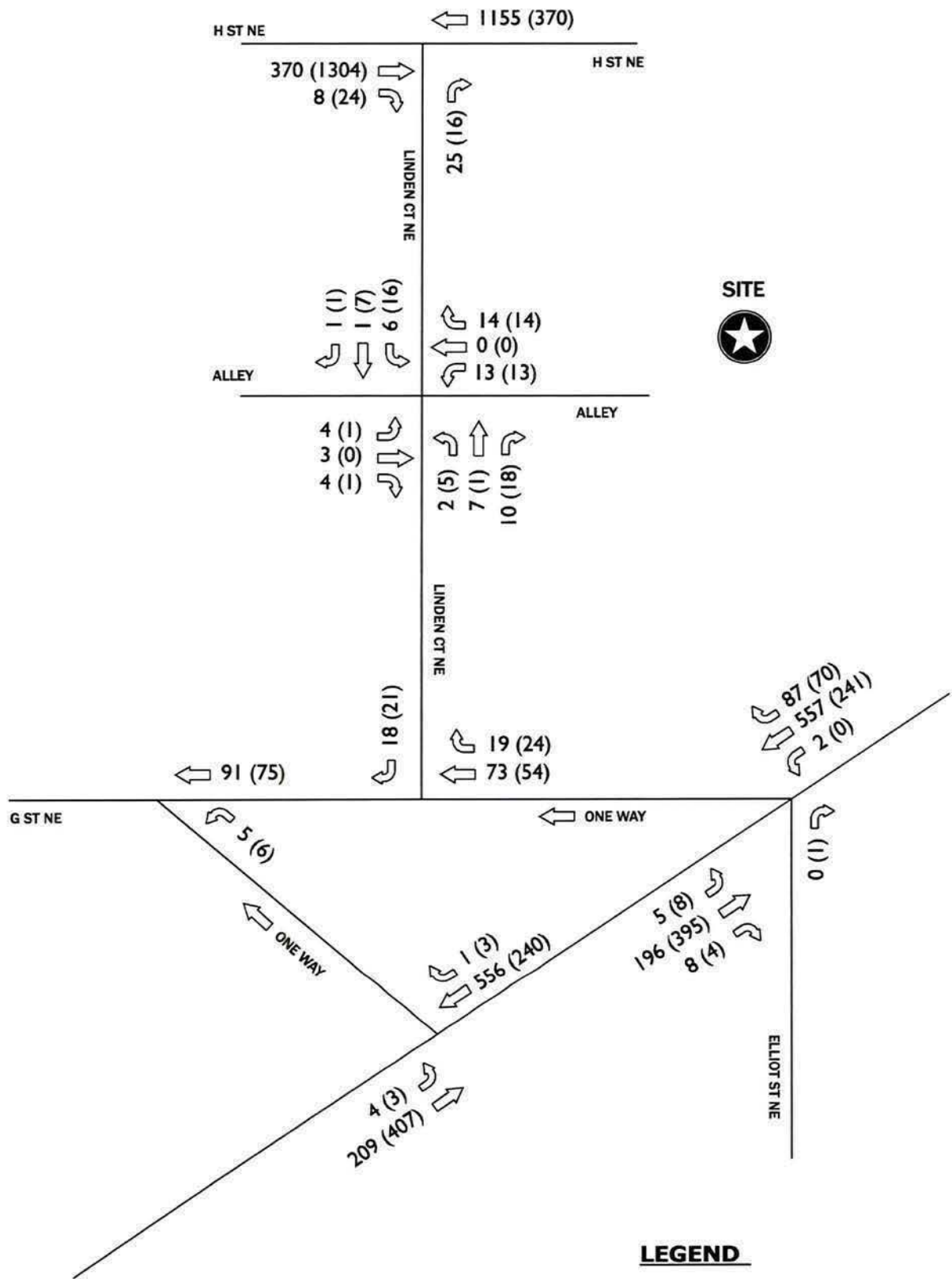
SECTION 4 FUTURE CONDITIONS

4-1 Future Conditions Forecasts

The future conditions forecasts were determined based on the background condition forecasts (Figure 4) and the proposed site generated trips (Figure 6). The future condition forecasts are shown on Figure 7.

4-2 Future Conditions Analyses

Future conditions LOS/delay were determined at the intersections based on the existing traffic control and lane use (Figure 2), background conditions peak hour forecasts (Figure 4) and proposed site generated trip distribution (Figure 6) and Synchro Version 7.0. Similarly to existing conditions analyses and background conditions analysis, a threshold LOS standard of "D" was assumed for each key intersection. The LOS/delay synchro reports for the future conditions are located in Appendix E and summarized in Table 4.



1350 MARYLAND AVENUE TRANSPORTATION IMPACT ANALYSIS

FIGURE 7

FUTURE PEAK HOUR VOLUMES

Table 4: Future Conditions Intersection LOS/delay Summary

Location	Control	Existing Peak Hour Conditions [LOS(Delay)]		Background Peak Hour Conditions [LOS(Delay)]		Future Peak Hour Conditions [LOS(Delay)]	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
H St & Linden Ct	Stop						
Eastbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Westbound		A[0.1]	A[0.3]	A[0.1]	A[0.1]	A[0.0]	A[0.0]
Northbound		B[11.2]	D[25.1]	B[11.3]	D[25.5]	A[9.7]	C[15.2]
Linden Ct & Alley	2-way Stop						
Eastbound		A[8.7]	A[8.6]	A[8.7]	A[8.6]	A[8.8]	A[8.7]
Westbound		A[8.6]	A[8.5]	A[8.6]	A[8.5]	A[8.7]	A[8.7]
Northbound		A[0.7]	A[4.0]	A[0.7]	A[4.0]	A[0.8]	A[1.5]
Southbound		A[3.1]	A[2.4]	A[3.1]	A[2.4]	A[5.5]	A[4.9]
G St & Linden Ct	Stop						
Westbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Southbound		A[8.7]	A[8.6]	A[8.7]	A[8.6]	A[8.8]	A[8.7]
G St & Maryland Ave	Stop						
Eastbound		N/A	N/A	N/A	N/A	N/A	N/A
Westbound (Elliot St)		A[0.0]	A[9.6]	A[0.0]	A[9.6]	A[0.0]	A[9.6]
Northeast		A[0.4]	A[0.2]	A[0.4]	A[0.2]	A[0.5]	A[0.4]
Southwest		A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]
Maryland Ave & Side St	Stop						
Northeast		A[0.5]	A[0.2]	A[0.5]	A[0.2]	A[0.5]	A[0.2]
Southwest		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
G St & Side Street	Stop						
Westbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Northwest		A[9.0]	A[8.9]	A[9.0]	A[8.9]	A[9.0]	A[8.9]

Notes: ¹ Analyses based on Synchro/SimTraffic (Version 7.0) methodology

The results indicate all key intersections currently operate at acceptable LOS during both the AM and PM peak hours. Hence, no improvements are recommended.

SECTION 5 CONCLUSIONS & RECOMMENDATIONS

The conclusions and recommendations of the traffic analyses conducted in support of the proposed residential apartment building are as follows:

- The existing site currently consists of an auto body shop and vacant church. Regional access to the site is provided by H Street and Maryland Avenue and local access is provided by G Street and Linden Court. A public alley connected to Linden Court provides access to the site.
- A 5-story residential apartment building with 84 living units is planned at this site. A total of 43 parking spaces will be provided below the building structure. The combined lot area for the site is 20,123 S.F.
- The results of the existing conditions analyses indicate all key intersections currently operate at acceptable LOS during both the AM and PM peak hours.
- No pipeline developments were considered within the study area. The site is proposed to be completed by 2014. The through-traffic volume for the major roadways was grown with an annual growth rate of 0.5 percent.
- The results of the background conditions analyses indicate that the intersections are expected to operate at acceptable LOS during both the AM and PM peak hours.
- The proposed site will generate approximately 31 new AM peak hour trips (9 in and 22 out) and approximately 43 new PM peak hour trips (26 in and 17 out).
- The results of the future conditions analyses indicate that the intersections are expected to operate at acceptable LOS during both the AM and PM peak hours.
- Due to heavy traffic volume on H Street, the following improvement is proposed at the intersection of H Street and Linden Court:
 - I. Install "No Left Turn" signs on Linden Court and westbound H Street to prevent vehicles from making left turns from Linden Court to H Street and from H Street to Linden Court.



APPENDIX A

EXISTING AM & PM TURNING MOVEMENT COUNTS

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : G St. NE and Linden Ct. St
Site Code : 00000003
Start Date : 5/10/2012
Page No : 1

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	0	0	2	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10
06:15 AM	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	8
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	15
Total	0	0	3	0	3	0	0	0	0	0	0	42	3	0	45	0	0	0	0	0	48
07:00 AM	0	0	3	0	3	0	0	0	0	0	0	42	1	0	43	0	0	0	0	0	46
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	27
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	30	2	0	32	0	0	0	0	0	32
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	46	4	0	50	0	0	0	0	0	51
Total	0	0	5	0	5	0	0	0	0	0	0	144	7	0	151	0	0	0	0	0	156
08:00 AM	0	0	4	1	5	0	0	0	0	0	0	55	2	0	57	0	0	0	0	0	62
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	56
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	44	4	0	48	0	0	0	0	0	49
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	39	5	0	44	0	0	0	0	0	46
Total	0	0	7	1	8	0	0	0	0	0	0	194	11	0	205	0	0	0	0	0	213
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	19
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	22
04:30 PM	0	0	3	0	3	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	28
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	14
Total	0	0	7	0	7	0	0	0	0	0	0	70	6	0	76	0	0	0	0	0	83
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	27
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	26	3	0	29	0	0	0	0	0	31
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	21	4	0	25	0	0	0	0	0	25
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	27
Total	0	0	6	0	6	0	0	0	0	0	0	96	8	0	104	0	0	0	0	0	110
06:00 PM	0	0	5	0	5	0	0	0	0	0	0	26	2	0	28	0	0	0	0	0	33
06:15 PM	1	0	3	0	4	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	28

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : G St. NE and Linden Ct. St

Site Code : 00000003

Start Date : 5/10/2012

Page No : 2

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 PM	0	0	6	0	6	0	0	0	0	0	0	20	4	0	24	0	0	0	0	0	30
06:45 PM	0	0	2	0	2	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	15
Total	1	0	16	0	17	0	0	0	0	0	0	81	8	0	89	0	0	0	0	0	106
Grand Total	1	0	44	1	46	0	0	0	0	0	0	627	43	0	670	0	0	0	0	0	716
Apprch %	2.2	0	95.7	2.2		0	0	0	0	0	0	93.6	6.4	0		0	0	0	0	0	
Total %	0.1	0	6.1	0.1	6.4	0	0	0	0	0	0	87.6	6	0	93.6	0	0	0	0	0	

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : G St. NE and Linden Ct. St
Site Code : 00000003
Start Date : 5/10/2012
Page No : 3

	From North					From South					From East					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	46	4	0	50	0	0	0	0	0	51
08:00 AM	0	0	4	1	5	0	0	0	0	0	0	55	2	0	57	0	0	0	0	0	62
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	56
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	44	4	0	48	0	0	0	0	0	49
Total Volume	0	0	6	1	7	0	0	0	0	0	0	201	10	0	211	0	0	0	0	0	218
% App. Total	0	0	85.7	14.3		0	0	0	0		0	95.3	4.7	0		0	0	0	0		
PHF	.000	.000	.375	.250	.350	.000	.000	.000	.000	.000	.000	.897	.625	.000	.925	.000	.000	.000	.000	.000	.879
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	27
06:00 PM	0	0	5	0	5	0	0	0	0	0	0	26	2	0	28	0	0	0	0	0	33
06:15 PM	1	0	3	0	4	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	28
06:30 PM	0	0	6	0	6	0	0	0	0	0	0	20	4	0	24	0	0	0	0	0	30
Total Volume	1	0	15	0	16	0	0	0	0	0	0	94	8	0	102	0	0	0	0	0	118
% App. Total	6.2	0	93.8	0		0	0	0	0		0	92.2	7.8	0		0	0	0	0		
PHF	.250	.000	.625	.000	.667	.000	.000	.000	.000	.000	.000	.904	.500	.000	.911	.000	.000	.000	.000	.000	.894

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : H at Linden counts
Site Code : 00000002
Start Date : 5/10/2012
Page No : 1

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:00 AM	0	0	0	0	0	0	0	1	0	1	0	84	0	0	84	0	22	1	0	23	108
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	129	0	0	129	0	37	0	0	37	166
06:30 AM	0	0	0	0	0	0	0	1	0	1	0	179	0	0	179	0	40	0	0	40	220
06:45 AM	0	0	0	0	0	0	0	1	0	1	1	201	0	0	202	0	32	0	0	32	235
Total	0	0	0	0	0	0	0	3	0	3	1	593	0	0	594	0	131	1	0	132	729
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	223	0	0	224	0	42	3	0	45	270
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	258	0	0	258	0	66	2	0	68	328
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	268	0	0	268	0	62	0	0	62	331
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	281	0	0	281	0	63	1	0	64	345
Total	0	0	0	0	0	3	0	1	0	4	1	1030	0	0	1031	0	233	6	0	239	1274
08:00 AM	0	0	0	0	0	0	0	2	0	2	1	296	0	1	298	0	72	1	0	73	373
08:15 AM	0	0	0	0	0	2	0	4	0	6	2	282	0	1	285	0	77	0	0	77	368
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	296	0	0	296	0	129	0	0	129	428
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	270	0	0	270	0	88	3	0	91	364
Total	0	0	0	0	0	2	0	12	0	14	3	1144	0	2	1149	0	366	4	0	370	1533
09:00 AM	0	0	0	0	0	2	0	2	0	4	0	110	0	0	110	0	41	1	0	42	156
*** BREAK ***																					
Total	0	0	0	0	0	2	0	2	0	4	0	110	0	0	110	0	41	1	0	42	156
*** BREAK ***																					
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	103	0	1	104	0	214	2	2	218	323
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	98	0	262	3	0	265	363
04:30 PM	0	0	0	0	0	0	0	2	0	2	0	109	0	0	109	0	305	2	0	307	418
04:45 PM	0	0	0	0	0	2	0	2	0	4	0	90	0	1	91	0	312	2	0	314	409
Total	0	0	0	0	0	2	0	5	0	7	0	400	0	2	402	0	1093	9	2	1104	1513

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : H at Linden counts
Site Code : 00000002
Start Date : 5/10/2012
Page No : 2

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:00 PM	0	0	0	0	0	1	0	1	0	2	1	109	0	0	110	0	330	0	0	330	442
05:15 PM	0	0	0	0	0	0	0	1	0	1	1	100	0	0	101	0	300	3	0	303	405
05:30 PM	0	0	0	0	0	2	0	1	0	3	0	82	0	1	83	0	337	2	2	341	427
05:45 PM	0	0	0	0	0	0	0	4	0	4	1	82	0	1	84	0	277	2	0	279	367
Total	0	0	0	0	0	3	0	7	0	10	3	373	0	2	378	0	1244	7	2	1253	1641
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	102	0	1	103	0	377	4	0	381	485
06:15 PM	0	0	0	0	0	0	0	2	0	2	0	108	0	0	108	0	265	3	2	270	380
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	94	0	0	94	0	196	5	0	201	295
06:45 PM	0	0	0	0	0	0	0	2	0	2	2	78	0	0	80	0	241	1	0	242	324
Total	0	0	0	0	0	1	0	4	0	5	2	382	0	1	385	0	1079	13	2	1094	1484
07:00 PM	0	0	0	0	0	1	0	0	0	1	0	66	0	3	69	0	140	3	0	143	213
Grand Total	0	0	0	0	0	14	0	34	0	48	10	4098	0	10	4118	0	4327	45	7	4379	8545
Approch %	0	0	0	0	0	29.2	0	70.8	0		0.2	99.5	0	0.2		0	98.8	1	0.2		
Total %	0	0	0	0	0	0.2	0	0.4	0	0.6	0.1	48	0	0.1	48.2	0	50.6	0.5	0.1	51.2	

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : H at Linden counts

Site Code : 00000002

Start Date : 5/10/2012

Page No : 3

	From North					From South					From East					From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	2	0	2	1	296	0	1	298	0	72	1	0	73	373
08:15 AM	0	0	0	0	0	2	0	4	0	6	2	282	0	1	285	0	77	0	0	77	368
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	296	0	0	296	0	129	0	0	129	428
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	270	0	0	270	0	88	3	0	91	364
Total Volume	0	0	0	0	0	2	0	12	0	14	3	1144	0	2	1149	0	366	4	0	370	1533
% App. Total	0	0	0	0	0	14.3	0	85.7	0		0.3	99.6	0	0.2		0	98.9	1.1	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.750	.000	.583	.375	.966	.000	.500	.964	.000	.709	.333	.000	.717	.895
Peak Hour Analysis From 12:00 PM to 07:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	0	0	1	0	1	1	100	0	0	101	0	300	3	0	303	405
05:30 PM	0	0	0	0	0	2	0	1	0	3	0	82	0	1	83	0	337	2	2	341	427
05:45 PM	0	0	0	0	0	0	0	4	0	4	1	82	0	1	84	0	277	2	0	279	367
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	102	0	1	103	0	377	4	0	381	485
Total Volume	0	0	0	0	0	3	0	6	0	9	2	366	0	3	371	0	1291	11	2	1304	1684
% App. Total	0	0	0	0	0	33.3	0	66.7	0		0.5	98.7	0	0.8		0	99	0.8	0.2		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.563	.500	.897	.000	.750	.900	.000	.856	.688	.250	.856	.868

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : Linden at Alley
Site Code : 00000001
Start Date : 5/10/2012
Page No : 1

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	8
07:00 AM	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	3
07:45 AM	0	0	1	0	1	1	1	1	0	3	1	0	0	0	1	0	1	0	0	1	6
Total	1	0	2	0	3	2	1	3	0	6	2	0	2	0	4	1	1	3	0	5	18
08:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	2	0	2	6
08:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	0	1	0	4	7
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	5
08:45 AM	1	0	1	0	2	1	2	1	0	4	1	0	0	0	1	1	3	0	0	4	11
Total	2	0	2	0	4	1	7	3	0	11	3	0	0	0	3	5	3	3	0	11	29
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4
04:15 PM	3	0	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	1	2	0	3	1	0	1	0	2	0	0	0	0	0	7
04:45 PM	1	1	2	0	4	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	8
Total	4	3	3	0	10	0	4	4	0	8	3	1	1	0	5	0	0	1	0	1	24
05:00 PM	0	1	0	0	1	0	0	1	0	1	1	0	3	0	4	0	0	0	0	0	6
05:15 PM	1	4	0	0	5	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	1	1	1	0	3	2	0	2	0	4	0	0	3	0	3	0	0	0	0	0	10
05:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	3	0	3	1	0	1	0	2	7
Total	3	6	2	0	11	3	1	4	0	8	1	0	9	0	10	1	0	1	0	2	31
06:00 PM	2	2	0	0	4	2	0	0	0	2	3	0	1	0	4	0	0	0	0	0	10
06:15 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : Linden at Alley

Site Code : 00000001

Start Date : 5/10/2012

Page No : 2

Groups Printed- Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:30 PM	2	4	1	0	7	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	10
06:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	1	0	3	1	0	1	0	2	6
Total	4	7	2	0	13	2	2	1	0	5	7	0	2	0	9	1	0	2	0	3	30
Grand Total	15	16	13	0	44	9	16	15	0	40	16	1	14	0	31	8	4	13	0	25	140
Approch %	34.1	36.4	29.5	0		22.5	40	37.5	0		51.6	3.2	45.2	0		32	16	52	0		
Total %	10.7	11.4	9.3	0	31.4	6.4	11.4	10.7	0	28.6	11.4	0.7	10	0	22.1	5.7	2.9	9.3	0	17.9	

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : Linden at Alley
Site Code : 00000001
Start Date : 5/10/2012
Page No : 3

	From North					From South					From East					From West					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	2	0	2	6
08:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	0	1	0	4	7
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	5
08:45 AM	1	0	1	0	2	1	2	1	0	4	1	0	0	0	1	1	3	0	0	4	11
Total Volume	2	0	2	0	4	1	7	3	0	11	3	0	0	0	3	5	3	3	0	11	29
% App. Total	50	0	50	0		9.1	63.6	27.3	0		100	0	0	0		45.5	27.3	27.3	0		
PHF	.500	.000	.500	.000	.500	.250	.875	.375	.000	.688	.375	.000	.000	.000	.375	.417	.250	.375	.000	.688	.659
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	1	4	0	0	5	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	1	1	1	0	3	2	0	2	0	4	0	0	3	0	3	0	0	0	0	0	10
05:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	3	0	3	1	0	1	0	2	7
06:00 PM	2	2	0	0	4	2	0	0	0	2	3	0	1	0	4	0	0	0	0	0	10
Total Volume	5	7	2	0	14	5	1	3	0	9	3	0	7	0	10	1	0	1	0	2	35
% App. Total	35.7	50	14.3	0		55.6	11.1	33.3	0		30	0	70	0		50	0	50	0		
PHF	.625	.438	.500	.000	.700	.625	.250	.375	.000	.563	.250	.000	.583	.000	.625	.250	.000	.250	.000	.250	.875

A. Morton Thomas & Associates

2 East Read St., Suite 400
Baltimore, MD 21202.

File Name : Maryland Ave..G St.. Elliott St
Site Code : 00000004
Start Date : 5/10/2012
Page No : 1

Groups Printed- Unshifted

	From North					From South					From East					From West					
Start Time	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Int.Total
06:00 AM	0	57	5	0	62	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	77
06:15 AM	1	68	2	0	71	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	86
06:30 AM	0	77	3	0	80	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	102
06:45 AM	0	86	6	0	92	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	121
Total	1	288	16	0	305	0	81	0	0	81	0	0	0	0	0	0	0	0	0	0	386
07:00 AM	0	103	13	0	116	0	34	0	0	34	0	1	0	0	1	0	0	0	0	0	151
07:15 AM	0	133	7	0	140	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	181
07:30 AM	1	133	13	0	147	1	46	1	0	48	2	0	0	0	2	0	0	0	0	0	197
07:45 AM	0	133	13	0	146	1	45	3	3	52	0	0	0	0	0	0	0	0	0	0	198
Total	1	502	46	0	549	2	166	4	3	175	2	1	0	0	3	0	0	0	0	0	727
08:00 AM	1	148	19	0	168	0	42	1	0	43	0	0	0	0	0	0	0	0	0	0	211
08:15 AM	0	131	21	0	152	0	39	2	0	41	0	0	0	0	0	0	0	0	0	0	193
08:30 AM	0	147	21	0	168	4	51	1	2	58	0	0	0	0	0	0	0	0	0	0	226
08:45 AM	1	125	18	0	144	2	62	4	0	68	0	0	0	0	0	0	0	0	0	0	212
Total	2	551	79	0	632	6	194	8	2	210	0	0	0	0	0	0	0	0	0	0	842
*** BREAK ***																					
04:00 PM	1	49	15	1	66	1	100	3	0	104	0	0	0	0	0	0	0	0	0	0	170
04:15 PM	0	49	13	0	62	0	104	0	0	104	0	0	0	0	0	0	0	0	0	0	166
04:30 PM	1	58	10	0	69	3	96	3	0	102	0	0	0	0	0	0	0	0	0	0	171
04:45 PM	0	65	10	0	75	1	85	1	0	87	0	0	0	0	0	0	0	0	0	0	162
Total	2	221	48	1	272	5	385	7	0	397	0	0	0	0	0	0	0	0	0	0	669
05:00 PM	0	48	20	0	68	0	111	2	0	113	0	0	1	0	1	0	0	0	0	0	182
05:15 PM	0	60	11	0	71	1	95	2	1	99	0	0	0	0	0	0	0	0	0	0	170
05:30 PM	0	66	16	0	82	2	100	2	0	104	0	0	0	0	0	0	0	0	0	0	186
05:45 PM	3	39	11	0	53	1	93	2	2	98	0	0	0	0	0	0	0	0	0	0	151
Total	3	213	58	0	274	4	399	8	3	414	0	0	1	0	1	0	0	0	0	0	689
06:00 PM	1	47	19	1	68	2	113	4	0	119	0	0	0	0	0	0	0	0	0	0	187
06:15 PM	0	37	18	0	55	2	93	5	0	100	0	0	0	0	0	0	0	0	0	0	155

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Page No : 2

Groups Printed-Unshifted

Start Time	From North					From South					From East					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 PM	0	66	17	0	83	5	94	4	0	103	1	0	0	0	1	0	0	0	0	0	187
06:45 PM	1	45	12	0	58	0	90	5	1	96	0	0	0	0	0	0	0	0	0	0	154
Total	2	195	66	1	264	9	390	18	1	418	1	0	0	0	1	0	0	0	0	0	683
Grand Total	11	1970	313	2	2296	26	1615	45	9	1695	3	1	1	0	5	0	0	0	0	0	3996
Apprch %	0.5	85.8	13.6	0.1		1.5	95.3	2.7	0.5		60	20	20	0		0	0	0	0	0	
Total %	0.3	49.3	7.8	0.1	57.5	0.7	40.4	1.1	0.2	42.4	0.1	0	0	0	0.1	0	0	0	0	0	

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File Name : Maryland Ave..G St.. Elliott St
Site Code : 00000004
Start Date : 5/10/2012
Page No : 3

	From North					From South					From East					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	148	19	0	168	0	42	1	0	43	0	0	0	0	0	0	0	0	0	0	211
08:15 AM	0	131	21	0	152	0	39	2	0	41	0	0	0	0	0	0	0	0	0	0	193
08:30 AM	0	147	21	0	168	4	51	1	2	58	0	0	0	0	0	0	0	0	0	0	226
08:45 AM	1	125	18	0	144	2	62	4	0	68	0	0	0	0	0	0	0	0	0	0	212
Total Volume	2	551	79	0	632	6	194	8	2	210	0	0	0	0	0	0	0	0	0	0	842
% App. Total	0.3	87.2	12.5	0		2.9	92.4	3.8	1		0	0	0	0	0	0	0	0	0	0	
PHF	.500	.931	.940	.000	.940	.375	.782	.500	.250	.772	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.931
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	65	10	0	75	1	85	1	0	87	0	0	0	0	0	0	0	0	0	0	162
05:00 PM	0	48	20	0	68	0	111	2	0	113	0	0	1	0	1	0	0	0	0	0	182
05:15 PM	0	60	11	0	71	1	95	2	1	99	0	0	0	0	0	0	0	0	0	0	170
05:30 PM	0	66	16	0	82	2	100	2	0	104	0	0	0	0	0	0	0	0	0	0	186
Total Volume	0	239	57	0	296	4	391	7	1	403	0	0	1	0	1	0	0	0	0	0	700
% App. Total	0	80.7	19.3	0		1	97	1.7	0.2		0	0	100	0		0	0	0	0	0	
PHF	.000	.905	.713	.000	.902	.500	.881	.875	.250	.892	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.941



APPENDIX B

2012 EXISTING CONDITION SYNCHRO REPORTS

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Existing Conditions AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	366	4	3	1144	2	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	398	4	3	1243	2	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			402			1028 201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			402			1028 201
tC, single (s)			4.1			6.8 6.9
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			100			99 98
cM capacity (veh/h)			1153			229 806
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	265	137	418	829	15	
Volume Left	0	0	3	0	2	
Volume Right	0	4	0	0	13	
cSH	1700	1700	1153	1700	593	
Volume to Capacity	0.16	0.08	0.00	0.49	0.03	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.1	0.0	11.2	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.0		11.2	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			43.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

Existing Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	3	3	3	0	2	1	7	3	3	1	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	3	3	3	0	2	1	8	3	3	1	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	23	22	3	26	22	9	4			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	23	22	3	26	22	9	4			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	985	869	1081	977	869	1072	1617			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	5	12	8								
Volume Left	5	3	1	3								
Volume Right	3	2	3	3								
cSH	973	1013	1617	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	0	0	0								
Control Delay (s)	8.7	8.6	0.7	3.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.7	8.6	0.7	3.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: G St & Linden Ct

Existing Conditions AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↶			↷
Volume (veh/h)	0	0	72	11	0	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	78	12	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	90				84	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90				84	84
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1505				917	975

Direction, Lane #	WB 1	SB 1
Volume Total	90	8
Volume Left	0	0
Volume Right	12	8
cSH	1700	975
Volume to Capacity	0.05	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	8.7
Lane LOS		A
Approach Delay (s)	0.0	8.7
Approach LOS		A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Existing Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	4	194	8	2	551	79
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	4	211	9	2	599	86
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	760	874	342	528	913	110	685			220		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	760	874	342	528	913	110	685			220		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	293	285	654	431	270	923	905			1347		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	0	110	114	302	385							
Volume Left	0	4	0	2	0							
Volume Right	0	0	9	0	86							
cSH	1700	905	1700	1347	1700							
Volume to Capacity	0.00	0.00	0.07	0.00	0.23							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	0.0	0.4	0.0	0.1	0.0							
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.2		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			22.5%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Existing Conditions AM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	0	4	206	550	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	224	598	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	719	299	599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	719	299	599			
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	100	100			
cM capacity (veh/h)	362	697	974			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	79	149	399	200		
Volume Left	4	0	0	0		
Volume Right	0	0	0	1		
cSH	974	1700	1700	1700		
Volume to Capacity	0.00	0.09	0.23	0.12		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: G St & Side St

Existing Conditions AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↖	
Volume (veh/h)	0	0	0	79	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	86	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		86	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		86	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		915	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	86	5				
Volume Left	0	5				
Volume Right	0	0				
cSH	1700	915				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	9.0				
Lane LOS		A				
Approach Delay (s)	0.0	9.0				
Approach LOS		A				
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		14.2%	ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Existing Conditions PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Volume (veh/h)	1291	11	2	366	3	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1403	12	2	398	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1415		1613	708
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1415		1613	708
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	98
cM capacity (veh/h)			477		95	377
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	936	480	135	265	10	
Volume Left	0	0	2	0	3	
Volume Right	0	12	0	0	7	
cSH	1700	1700	477	1700	189	
Volume to Capacity	0.55	0.28	0.00	0.16	0.05	
Queue Length 95th (ft)	0	0	0	0	4	
Control Delay (s)	0.0	0.0	0.3	0.0	25.1	
Lane LOS			A		D	
Approach Delay (s)	0.0		0.1		25.1	
Approach LOS					D	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			46.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

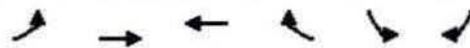
Existing Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	3	0	7	5	1	3	5	7	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	1	3	0	8	5	1	3	5	8	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	41	35	9	35	35	3	11			4		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41	35	9	35	35	3	11			4		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	951	851	1072	966	851	1081	1608			1617		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	11	10	16								
Volume Left	1	3	5	5								
Volume Right	1	8	3	3								
cSH	1008	1044	1608	1617								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.6	8.5	4.0	2.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.6	8.5	4.0	2.4								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: G St & Linden Ct

Existing Conditions PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↰			↱
Volume (veh/h)	0	0	53	9	0	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	58	10	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67				62	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67				62	62
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1534				944	1002

Direction, Lane #	WB 1	SB 1
Volume Total	67	12
Volume Left	0	0
Volume Right	10	12
cSH	1700	1002
Volume to Capacity	0.04	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	8.6
Lane LOS		A
Approach Delay (s)	0.0	8.6
Approach LOS		A

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Existing Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	1	5	391	4	0	239	57
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	1	5	425	4	0	260	62
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	515	731	161	568	760	215	322			429		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	515	731	161	568	760	215	322			429		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	440	346	856	404	333	790	1235			1127		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	1	218	217	130	192							
Volume Left	0	5	0	0	0							
Volume Right	1	0	4	0	62							
cSH	790	1235	1700	1127	1700							
Volume to Capacity	0.00	0.00	0.13	0.00	0.11							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	9.6	0.2	0.0	0.0	0.0							
Lane LOS	A	A										
Approach Delay (s)	9.6	0.1		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			21.1%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Existing Conditions PM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	0	3	400	238	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3	435	259	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	484	131	262			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484	131	262			
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	100	100			
cM capacity (veh/h)	510	894	1299			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	148	290	172	89		
Volume Left	3	0	0	0		
Volume Right	0	0	0	3		
cSH	1299	1700	1700	1700		
Volume to Capacity	0.00	0.17	0.10	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.1		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: G St & Side St

Existing Conditions PM

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	0	0	0	64	6	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	70	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		70	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		70	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		935	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	70	7				
Volume Left	0	7				
Volume Right	0	0				
cSH	1700	935				
Volume to Capacity	0.04	0.01				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	8.9				
Lane LOS		A				
Approach Delay (s)	0.0	8.9				
Approach LOS		A				
Intersection Summary						
Average Delay		0.8				
Intersection Capacity Utilization		13.4%	ICU Level of Service		A	
Analysis Period (min)		15				



APPENDIX C

2014 BACKGROUND CONDITION SYNCHRO REPORTS

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Background Conditions AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Volume (veh/h)	370	4	3	1155	2	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	402	4	3	1255	2	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			407		1039	203
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			407		1039	203
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1149		226	804
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	268	138	422	837	15	
Volume Left	0	0	3	0	2	
Volume Right	0	4	0	0	13	
cSH	1700	1700	1149	1700	588	
Volume to Capacity	0.16	0.08	0.00	0.49	0.03	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.1	0.0	11.3	
Lane LOS			A		B	
Approach Delay (s)	0.0		0.0		11.3	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			44.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

Background Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	3	3	3	0	2	1	7	3	3	1	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	3	3	3	0	2	1	8	3	3	1	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked										11		
vC, conflicting volume	23	22	3	26	22	9	4					
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	23	22	3	26	22	9	4			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	985	869	1081	977	869	1072	1617			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	5	12	8								
Volume Left	5	3	1	3								
Volume Right	3	2	3	3								
cSH	973	1013	1617	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	0	0	0								
Control Delay (s)	8.7	8.6	0.7	3.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.7	8.6	0.7	3.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: G St & Linden Ct

Background Conditions AM

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	0	73	11	0	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	79	12	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91				85	85
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91				85	85
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1504				916	974
Direction, Lane #	WB 1	SB 1				
Volume Total	91	8				
Volume Left	0	0				
Volume Right	12	8				
cSH	1700	974				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	8.7				
Lane LOS		A				
Approach Delay (s)	0.0	8.7				
Approach LOS		A				
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		14.5%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Background Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	4	196	8	2	557	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	4	213	9	2	605	87
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	768	884	346	533	923	111	692			222		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768	884	346	533	923	111	692			222		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	289	281	650	428	267	921	899			1344		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	0	111	115	305	390							
Volume Left	0	4	0	2	0							
Volume Right	0	0	9	0	87							
cSH	1700	899	1700	1344	1700							
Volume to Capacity	0.00	0.00	0.07	0.00	0.23							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	0.0	0.4	0.0	0.1	0.0							
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.2		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			22.7%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Background Conditions AM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				 	 	
Volume (veh/h)	0	0	4	208	556	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	226	604	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	727	303	605			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	727	303	605			
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	100	100			
cM capacity (veh/h)	358	693	969			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	80	151	403	203		
Volume Left	4	0	0	0		
Volume Right	0	0	0	1		
cSH	969	1700	1700	1700		
Volume to Capacity	0.00	0.09	0.24	0.12		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: G St & Side St

Background Conditions AM

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↖	
Volume (veh/h)	0	0	0	80	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	87	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		87	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		87	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		914	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	87	5				
Volume Left	0	5				
Volume Right	0	0				
cSH	1700	914				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	9.0				
Lane LOS		A				
Approach Delay (s)	0.0	9.0				
Approach LOS		A				
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			14.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Background Conditions PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	
Volume (veh/h)	1304	11	2	370	3	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1417	12	2	402	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1429		1629	715
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1429		1629	715
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	98
cM capacity (veh/h)			472		92	373
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	945	484	136	268	10	
Volume Left	0	0	2	0	3	
Volume Right	0	12	0	0	7	
cSH	1700	1700	472	1700	185	
Volume to Capacity	0.56	0.28	0.00	0.16	0.05	
Queue Length 95th (ft)	0	0	0	0	4	
Control Delay (s)	0.0	0.0	0.3	0.0	25.5	
Lane LOS			A		D	
Approach Delay (s)	0.0		0.1		25.5	
Approach LOS					D	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			46.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

Background Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	3	0	7	5	1	3	5	7	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	1	3	0	8	5	1	3	5	8	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	41	35	9	35	35	3	11			4		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41	35	9	35	35	3	11			4		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	951	851	1072	966	851	1081	1608			1617		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	11	10	16								
Volume Left	1	3	5	5								
Volume Right	1	8	3	3								
cSH	1008	1044	1608	1617								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.6	8.5	4.0	2.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.6	8.5	4.0	2.4								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: G St & Linden Ct

Background Conditions PM

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	0	54	9	0	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	59	10	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	68				64	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	68				64	64
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1533				942	1001
Direction, Lane #	WB 1	SB 1				
Volume Total	68	12				
Volume Left	0	0				
Volume Right	10	12				
cSH	1700	1001				
Volume to Capacity	0.04	0.01				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	8.6				
Lane LOS		A				
Approach Delay (s)	0.0	8.6				
Approach LOS		A				
Intersection Summary						
Average Delay		1.3				
Intersection Capacity Utilization		13.4%	ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Background Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	1	5	395	7	0	241	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	1	5	429	8	0	262	63
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	520	741	162	575	769	218	325			437		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	520	741	162	575	769	218	325			437		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	437	341	854	400	329	786	1231			1119		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	1	220	222	131	194							
Volume Left	0	5	0	0	0							
Volume Right	1	0	8	0	63							
cSH	786	1231	1700	1119	1700							
Volume to Capacity	0.00	0.00	0.13	0.00	0.11							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	9.6	0.2	0.0	0.0	0.0							
Lane LOS	A	A										
Approach Delay (s)	9.6	0.1		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			21.3%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Background Conditions PM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	0	3	404	240	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3	439	261	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489	132	264			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	132	264			
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	100	100			
cM capacity (veh/h)	507	893	1297			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	150	293	174	90		
Volume Left	3	0	0	0		
Volume Right	0	0	0	3		
cSH	1297	1700	1700	1700		
Volume to Capacity	0.00	0.17	0.10	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.1		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 6: G St & Side St

Background Conditions PM

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↘	
Volume (veh/h)	0	0	0	65	6	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	71	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		71	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		71	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		934	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	71	7				
Volume Left	0	7				
Volume Right	0	0				
cSH	1700	934				
Volume to Capacity	0.04	0.01				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	8.9				
Lane LOS		A				
Approach Delay (s)	0.0	8.9				
Approach LOS		A				
Intersection Summary						
Average Delay		0.8				
Intersection Capacity Utilization		13.4%	ICU Level of Service		A	
Analysis Period (min)		15				



APPENDIX D

US CENSUS DATA INFORMATION



B08101

MEANS OF TRANSPORTATION TO WORK BY AGE

Universe: Workers 16 years and over

2006-2010 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Census Tract 84.02, District of Columbia, District of Columbia	
	Estimate	Margin of Error
Total:	1,239	+/-216
16 to 19 years	12	+/-25
20 to 24 years	188	+/-138
25 to 44 years	708	+/-161
45 to 54 years	242	+/-105
55 to 59 years	15	+/-21
60 to 64 years	47	+/-31
65 years and over	27	+/-22
Car, truck, or van - drove alone:	425	+/-142
16 to 19 years	0	+/-132
20 to 24 years	105	+/-95
25 to 44 years	252	+/-95
45 to 54 years	22	+/-22
55 to 59 years	15	+/-21
60 to 64 years	26	+/-25
65 years and over	5	+/-10
Car, truck, or van - carpooled:	108	+/-87
16 to 19 years	0	+/-132
20 to 24 years	27	+/-41
25 to 44 years	73	+/-70
45 to 54 years	0	+/-132
55 to 59 years	0	+/-132
60 to 64 years	8	+/-12
65 years and over	0	+/-132
Public transportation (excluding taxicab):	429	+/-122
16 to 19 years	0	+/-132
20 to 24 years	24	+/-29
25 to 44 years	202	+/-86
45 to 54 years	192	+/-87
55 to 59 years	0	+/-132
60 to 64 years	4	+/-7
65 years and over	7	+/-11
Walked:	170	+/-80
16 to 19 years	12	+/-25
20 to 24 years	22	+/-29
25 to 44 years	108	+/-64

	Census Tract 84.02, District of Columbia, District of Columbia	
	Estimate	Margin of Error
45 to 54 years	15	+/-27
55 to 59 years	0	+/-132
60 to 64 years	9	+/-15
65 years and over	4	+/-7
Taxicab, motorcycle, bicycle, or other means:	46	+/-34
16 to 19 years	0	+/-132
20 to 24 years	10	+/-17
25 to 44 years	18	+/-19
45 to 54 years	7	+/-12
55 to 59 years	0	+/-132
60 to 64 years	0	+/-132
65 years and over	11	+/-16
Worked at home:	61	+/-67
16 to 19 years	0	+/-132
20 to 24 years	0	+/-132
25 to 44 years	55	+/-66
45 to 54 years	6	+/-11
55 to 59 years	0	+/-132
60 to 64 years	0	+/-132
65 years and over	0	+/-132

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Means of TransportationTable B08101. Means of Transportation to Work For Workers 16
Years and Over.Census Tract**84.02**

		%	Cummulative %
Total	1,239	100%	
<u>Car, truck or van</u>	533	43%	43%
Drove Alone	425	34%	34%
Carpooled	108	9%	43%
<u>Public Transportation</u>	429	35%	78%
Walked	170	13%	91%
Taxicab, Motorcycle,Bicycle and Other Means	46	4%	95%
Worked at Home	61	5%	100%

* Census Data 2010



APPENDIX E

2014 FUTURE CONDITIONS SYNCHRO REPORTS

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Future Conditions AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	370	8	0	1155	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	402	9	0	1255	0	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			411		1034	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			411		1034	205
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			1144		228	801
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	268	143	628	628	27	
Volume Left	0	0	0	0	0	
Volume Right	0	9	0	0	27	
cSH	1700	1700	1700	1700	801	
Volume to Capacity	0.16	0.08	0.37	0.37	0.03	
Queue Length 95th (ft)	0	0	0	0	3	
Control Delay (s)	0.0	0.0	0.0	0.0	9.7	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		9.7	
Approach LOS					A	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			35.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

Future Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	4	13	0	14	2	7	10	6	1	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	4	14	0	15	2	8	11	7	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	47	38	2	38	33	13	2			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47	38	2	38	33	13	2			18		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	99	100			100		
cM capacity (veh/h)	936	850	1083	956	855	1067	1620			1598		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	29	21	9								
Volume Left	4	14	2	7								
Volume Right	4	15	11	1								
cSH	957	1011	1620	1598								
Volume to Capacity	0.01	0.03	0.00	0.00								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s)	8.8	8.7	0.8	5.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	8.7	0.8	5.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: G St & Linden Ct

Future Conditions AM

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	0	73	19	0	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	79	21	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100				90	90
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100				90	90
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1493				911	968
Direction, Lane #	WB 1	SB 1				
Volume Total	100	20				
Volume Left	0	0				
Volume Right	21	20				
cSH	1700	968				
Volume to Capacity	0.06	0.02				
Queue Length 95th (ft)	0	2				
Control Delay (s)	0.0	8.8				
Lane LOS		A				
Approach Delay (s)	0.0	8.8				
Approach LOS		A				
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		15.0%	ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Future Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	5	196	8	2	557	87
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	5	213	9	2	605	95
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774	890	350	535	933	111	700			222		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774	890	350	535	933	111	700			222		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	286	278	646	426	263	921	893			1344		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	0	112	115	305	397							
Volume Left	0	5	0	2	0							
Volume Right	0	0	9	0	95							
cSH	1700	893	1700	1344	1700							
Volume to Capacity	0.00	0.01	0.07	0.00	0.23							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	0.0	0.5	0.0	0.1	0.0							
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.2		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			22.9%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Future Conditions AM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	0	4	209	556	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	227	604	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	727	303	605			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	727	303	605			
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	100	100			
cM capacity (veh/h)	357	693	969			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	80	151	403	203		
Volume Left	4	0	0	0		
Volume Right	0	0	0	1		
cSH	969	1700	1700	1700		
Volume to Capacity	0.00	0.09	0.24	0.12		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: G St & Side St

Future Conditions AM

	→	↗	↖	←	↘	↙
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↘	
Volume (veh/h)	0	0	0	91	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	99	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		99	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		99	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		900	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	99	5				
Volume Left	0	5				
Volume Right	0	0				
cSH	1700	900				
Volume to Capacity	0.06	0.01				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	9.0				
Lane LOS		A				
Approach Delay (s)	0.0	9.0				
Approach LOS		A				
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		14.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: H St & Linden Ct

Future Conditions PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	1304	24	0	370	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1417	26	0	402	0	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1443		1632	722
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1443		1632	722
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			466		92	369
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	945	499	201	201	17	
Volume Left	0	0	0	0	0	
Volume Right	0	26	0	0	17	
cSH	1700	1700	1700	1700	369	
Volume to Capacity	0.56	0.29	0.12	0.12	0.05	
Queue Length 95th (ft)	0	0	0	0	4	
Control Delay (s)	0.0	0.0	0.0	0.0	15.2	
Lane LOS					C	
Approach Delay (s)	0.0		0.0		15.2	
Approach LOS					C	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Alley & Linden Ct

Future Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	13	0	14	5	1	18	16	7	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	1	14	0	15	5	1	20	17	8	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	80	74	8	66	65	11	9			21		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	80	74	8	66	65	11	9			21		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	99	100			99		
cM capacity (veh/h)	886	804	1074	917	814	1070	1611			1595		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	29	26	26								
Volume Left	1	14	5	17								
Volume Right	1	15	20	1								
cSH	971	990	1611	1595								
Volume to Capacity	0.00	0.03	0.00	0.01								
Queue Length 95th (ft)	0	2	0	1								
Control Delay (s)	8.7	8.7	1.5	4.9								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.7	8.7	1.5	4.9								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			13.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Future Conditions PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↶			↷
Volume (veh/h)	0	0	54	24	0	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	59	26	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	85				72	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	85				72	72
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1512				932	991

Direction, Lane #	WB 1	SB 1
Volume Total	85	23
Volume Left	0	0
Volume Right	26	23
cSH	1700	991
Volume to Capacity	0.05	0.02
Queue Length 95th (ft)	0	2
Control Delay (s)	0.0	8.7
Lane LOS		A
Approach Delay (s)	0.0	8.7
Approach LOS		A

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		14.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

4: G St & Maryland Ave

Future Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	1	8	395	4	0	241	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	1	9	429	4	0	262	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	533	751	169	580	787	217	338			434		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	533	751	169	580	787	217	338			434		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	427	336	845	396	320	788	1218			1122		
Direction, Lane #	WB 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	1	223	219	131	207							
Volume Left	0	9	0	0	0							
Volume Right	1	0	4	0	76							
cSH	788	1218	1700	1122	1700							
Volume to Capacity	0.00	0.01	0.13	0.00	0.12							
Queue Length 95th (ft)	0	1	0	0	0							
Control Delay (s)	9.6	0.4	0.0	0.0	0.0							
Lane LOS	A	A										
Approach Delay (s)	9.6	0.2		0.0								
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			21.3%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Side St & Maryland Ave

Future Conditions PM

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	0	0	3	407	240	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3	442	261	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	490	132	264			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	490	132	264			
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	100	100			
cM capacity (veh/h)	506	893	1297			
Direction, Lane #	NE 1	NE 2	SW 1	SW 2		
Volume Total	151	295	174	90		
Volume Left	3	0	0	0		
Volume Right	0	0	0	3		
cSH	1297	1700	1700	1700		
Volume to Capacity	0.00	0.17	0.10	0.05		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.1		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: G St & Side St

Future Conditions PM

						
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↖	
Volume (veh/h)	0	0	0	75	6	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	82	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		82	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		82	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1623		921	1085
Direction, Lane #	WB 1	NW 1				
Volume Total	82	7				
Volume Left	0	7				
Volume Right	0	0				
cSH	1700	921				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	8.9				
Lane LOS		A				
Approach Delay (s)	0.0	8.9				
Approach LOS		A				
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		13.9%	ICU Level of Service	A		
Analysis Period (min)		15				