

WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

# MEETING THE NEEDS OF A MOBILE SOCIETY

ZONING COMMISSION
District of Columbia
CASE NO.05-15
EXHIBIT NO.13AA1

# 318 EYE STREET, N.E.
# TRANSPORTATION IMPACT STUDY
# WASHINGTON, D.C.

Prepared for:
Broadway I Associates LLC

Prepared by:
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August 4th, 2005

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# TABLE OF CONTENTS


Section 1
Introduction ..... 1

Section 2
Background Data ..... 5

- Study Scope ..... 5
- Public Road Network ..... 5
- Existing Traffic Counts ..... 6
- Public Transportation Facilities and Services ..... 7

Section 3
Analysis ..... 11

- Existing Levels of Service ..... 11
- Other Development Trip Generation ..... 11
- Trip Distribution Analysis ..... 11
- Other Development Project Trip Assignments ..... 14
- Background Traffic Growth ..... 14
- Background Traffic Forecasts ..... 14
- Background Future Levels of Service ..... 14
- Site Trip Generation Analysis ..... 17
- Site Traffic Assignments ..... 17
- Total Future Traffic Forecasts ..... 17
- Total Future Levels of Service ..... 17
- Parking Analysis ..... 18
- Loading Analysis ..... 18

Section 4
Conclusions ..... 22

**318 EYE STREET, N.E.**
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**WASHINGTON, D.C.**

## LIST OF FIGURES


| Figure | Title | Page |
|---|---|---|
| 1-1 | Site Location | 3 |
| 1-2 | Proposed Site Plan | 4 |
| 2-1 | Intersection Lane Use and Traffic Control | 8 |
| 2-2 | Existing Peak Hour and Daily Vehicular Traffic Counts | 9 |
| 2-3 | Existing Peak Hour Pedestrian Traffic Counts | 10 |
| 3-1 | Other Development Traffic Assignments | 15 |
| 3-2 | Background Future Peak Hour Traffic Forecasts | 16 |
| 3-3 | Site-Generated Traffic Assignments | 20 |
| 3-4 | Total Future Peak Hour Traffic Forecasts | 21 |


## LIST OF TABLES


| Figure | Title | Page |
|---|---|---|
| 3-1 | Intersection Levels of Service | 12 |
| 3-2 | Trips Generated by Other Approved Developments | 13 |
| 3-3 | Site Trip Generation Analysis | 19 |


## LIST OF APPENDICES


A. Existing Peak Hour Vehicular Traffic Counts
B. Existing Levels of Service
C. Background Future Levels of Service
D. Total Future Levels of Service

## Section I
## INTRODUCTION

This report presents the results of a traffic impact analysis of Broadway I Associates LLC's proposed re-development of 318 Eye Street, N.E. in Washington, D.C.

The subject site is located in the northwest quadrant of the Eye Street/4th Street intersection on Square 775, as shown on Figure 1-1. It is zoned C-2-B. Uptown Bakers operated on the subject site until April 2005. A significant portion of the vehicle-trips generated by the bakery were truck trips.

Broadway I Associates LLC proposes to re-develop the site with a seven-story building that would contain approximately 140 residential condominiums and 140 underground residential parking spaces, as shown on Figure 1-2. A business center/administrative offices/health club area is also proposed to be developed and would be accessible by future residents only. All vehicular access to the parking garage and the loading berth would be provided via an existing alley on Eye Street.

For purposes of this traffic analysis, this development was assumed to be completely built and occupied by 2007.

Tasks undertaken in this study included the following:

1. Review Broadway I Associates LLC's development program, plans prepared by Esocoff & Associates, and other background data.

2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.

3. Counts of existing vehicular and pedestrian traffic at six (6) key intersections, and at the existing site driveway on 4th Street.

4. Analysis of existing levels of service at these intersections.

5. Background future traffic volumes were forecasted for project buildout (2007).

6. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

7. The number of AM and PM peak hour vehicle-trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Union Station Metro station, and (3) experience with other comparable projects in Washington, D.C.

8. Total future traffic volumes were forecasted for 2007.

9. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.

10. Operational improvements required to adequately accommodate site traffic were identified.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, ITE, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia, and U. S. Census Bureau.

***The conclusions of this traffic impact study are as follows:***

1. ***All key intersections currently operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours. The eastbound movement at the 4th Street/K Street intersection operates near capacity at LOS "E" during the PM peak hour due to the high volume of eastbound traffic.***

2. ***The approved but unbuilt projects in the study area will generate a total of 826 AM peak hour trips and 892 PM peak hour trips.***

3. ***These additional trips can be adequately accommodated at the key intersections in the study area, if existing traffic signal timings at the intersections of 3rd Street and 4th Street at K Street are modified.***

4. ***The proposed re-development of 318 Eye Street, N.E. will generate 28 net additional AM peak hour trips and 51 net additional PM peak hour trips.***

5. ***These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications.***




Figure 1–1
Site Location Map

North
Schematic

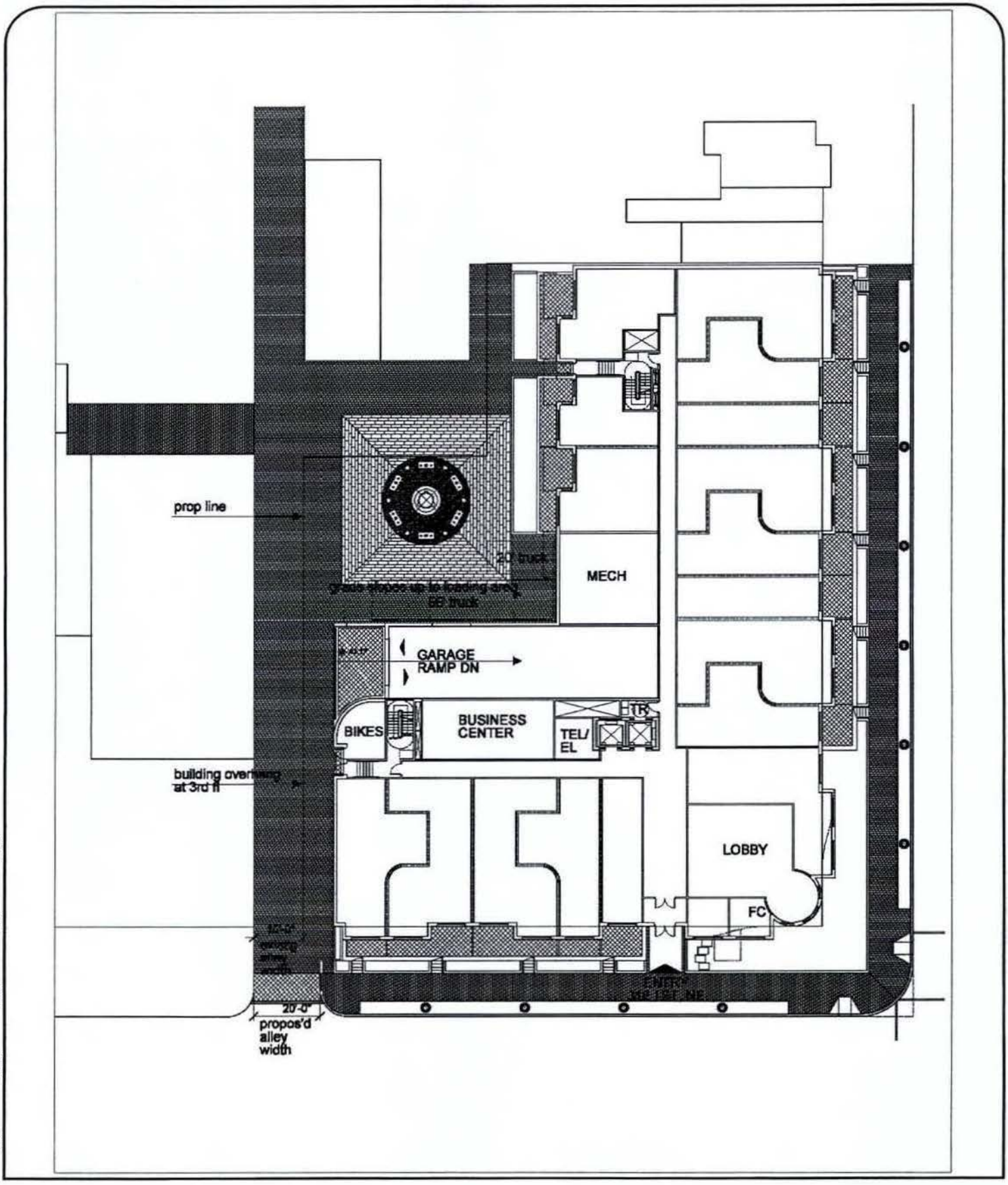



Figure 1–2
Proposed Site Plan

North
Schematic

## Section 2
## BACKGROUND DATA

### Study Scope

This traffic study includes the following intersections:

1. Eye Street/3rd Street,
2. Eye Street/Public Alley,
3. Eye Street/4th Street,
4. K Street/3rd Street,
5. K Street/4th Street,
6. Existing Uptown Bakery Driveway/4th Street, and
7. Eye Street/Parking Garage Access.

This study also includes the following approved but incomplete development projects:

1. ***Station Place.*** This 1,590,00 S.F. office project is located on the west side of 2nd Street, between F and H Streets, adjacent to Union Station. Station Place is the new headquarters for the Securities and Exchange Commission (SEC).

2. ***General Services Administration (GSA) Office Building.*** A new, 213,895 S.F. GSA building currently is under construction at 830 1st Street.

3. ***Capital Children's Museum.*** This 500-condominium residential project is bounded by Eye Street on the north, H Street on the south, 3rd Street on the east, and 2nd Street on the west.

The impacts of these approved projects and the subject project were evaluated at project buildout, which is anticipated to occur by 2007.

Level of service (LOS) "D" is considered the minimum acceptable level of service in urban areas such as Washington, D.C.

### Public Road Network

Vehicular access/egress to/from 318 Eye Street, N.E. is provided by 3rd, 4th, Eye, and K Streets. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

***3rd Street*** is a north/south two-lane street with a posted speed limit of 25 miles per hour (mph). Curb parking for Zone 6 residential parking permit holders is provided on both sides of the street. The 3rd Street/Eye Street intersection is controlled by a stop sign and the 3rd Street/K Street intersection is controlled by a traffic signal.

***4th Street*** is a one-travel-lane, one-way southbound street with a posted speed limit of 25 mph. Curb parking is available on both sides of the street for Zone 6 residential parking permit holders. The 4th Street/Eye Street intersection is controlled by a stop sign and the 4th Street/K Street intersection is controlled by a traffic signal.

***Eye Street*** is a one-travel-lane, one-way eastbound street just east of the 3rd Street/Eye Street intersection. Two-way traffic is permitted west of the 3rd Street/Eye Street intersection. The posted speed limit is 25 mph. Curb parking is available on both sides of the street for Zone 6 residential parking permit holders. Three (3)-hour parking is available on Monday-Friday from 9:30AM to 4:00PM just west and south of the 3rd Street/Eye Street intersection.

***K Street*** is an east/west, two-lane street with a posted speed limit of 25 mph. Curb parking for Zone 6 residential parking permit holders is permitted on both sides of the street.

## Existing Traffic Counts

**Vehicle Traffic Counts.** Existing AM and PM peak period vehicular and pedestrian traffic counts were conducted on Wednesday, March 16, 2005, by Wells & Associates at the following intersections:

1. Eye Street/3rd Street,
2. Eye Street/Public Alley,
3. Eye Street/4th Street,
4. K Street/3rd Street,
5. K Street/Public Alley,
6. K Street/4th Street, and
7. Existing Uptown Bakery Driveway/4th Street.

Vehicular traffic counts are presented in Appendix A and summarized on Figure 2-2. Pedestrian traffic counts are also presented in Appendix A and summarized on Figure 2-3.

The AM peak hour generally occurred at 7:15 to 8:15 AM; the PM peak hour generally occurred at 4:30 to 5:30 PM.

Figure 2-2 indicates that K Street, west of 4th Street, presently carries 1,354 AM peak hour vehicle trips and 1,394 PM peak hour vehicle trips. Approximately 81 percent of all AM peak hour trips travel in the westbound direction towards the central business district; 19 percent travel in the eastbound direction. Approximately 20 percent of all PM peak hour trips travel in the westbound direction; 80 percent travel in the eastbound direction away from the central business district.

4th Street, north of Eye Street, presently carries 384 AM peak hour trips and 429 PM peak hour trips. Eye Street, west of 4th Street, carries only 40 AM peak hour trips and 91PM peak hour trips.

**Existing Site Traffic.** Uptown Bakers currently generates 20 AM peak hour trips (12 in and 8 out) and four (4) PM peak hour trips (3 in and 1 out). Most of these trips are delivery trucks trips.

## Public Transportation Facilities and Services

The subject site is served by one Metrobus line. The D8 Metrobus line operates on K Street, just north of the subject site. The Union Station Metro station is located six (6) blocks (or approximately 4,000 feet) south of 318 Eye Street, N.E. The Union Station Metro station, commuter rail service, and various bus lines operate at Union Station.

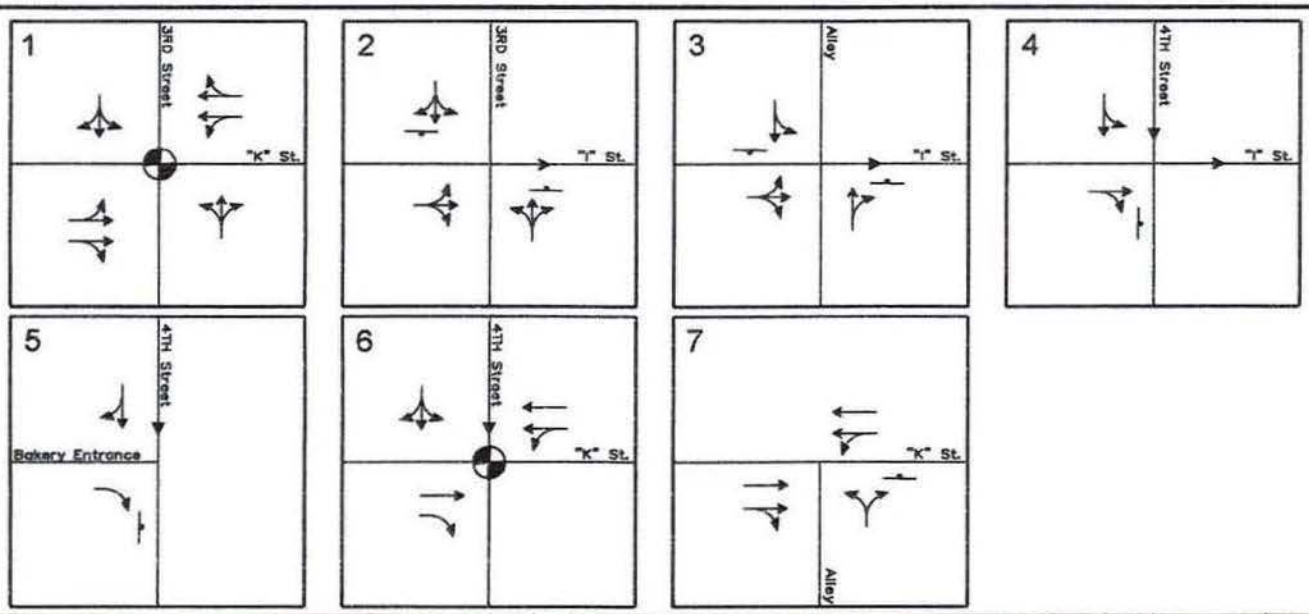






Figure 2–1
Intersection Lane Use and Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign

North Schematic

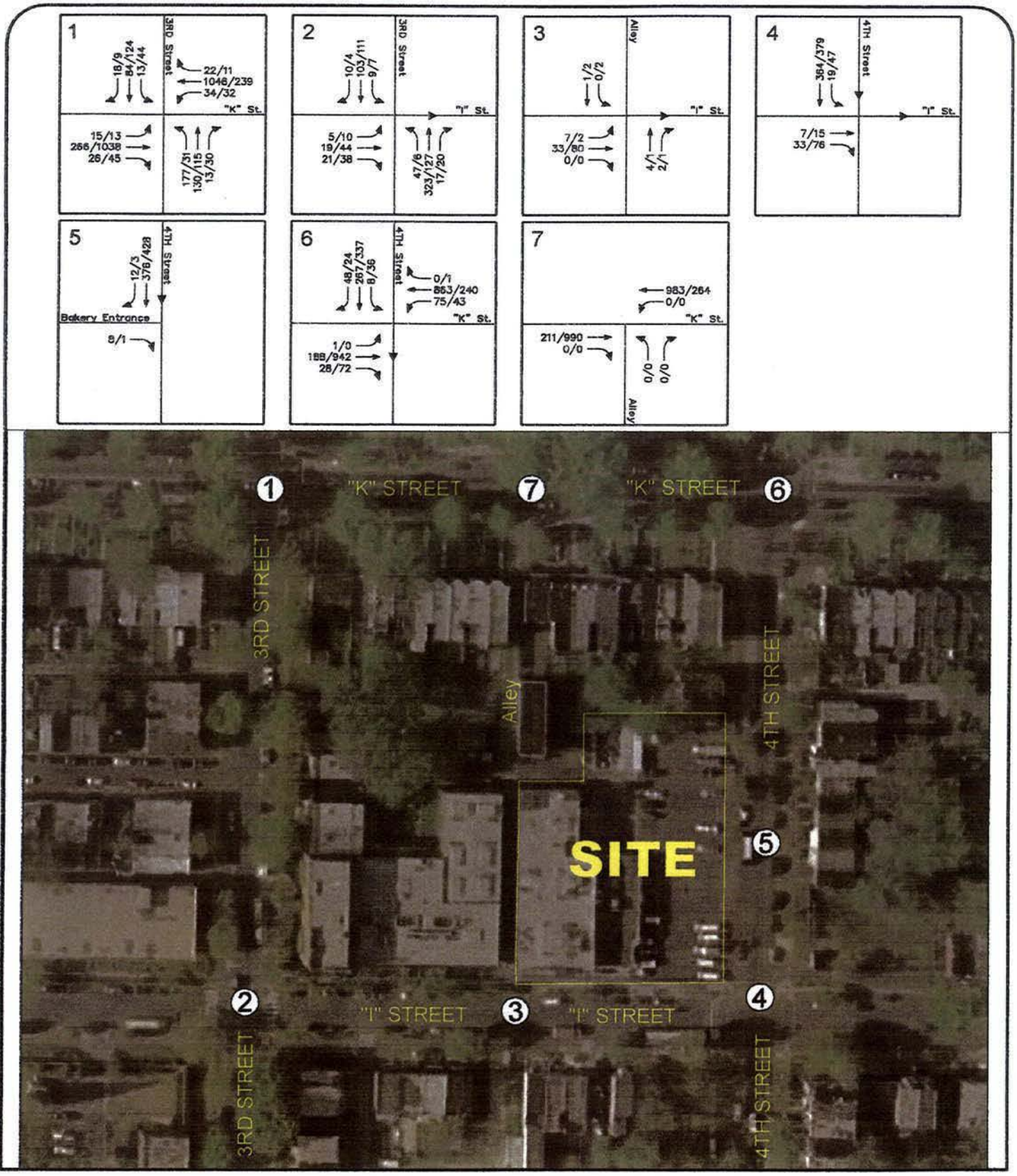



Figure 2–2
Existing Peak Hour and Daily Vehicular Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

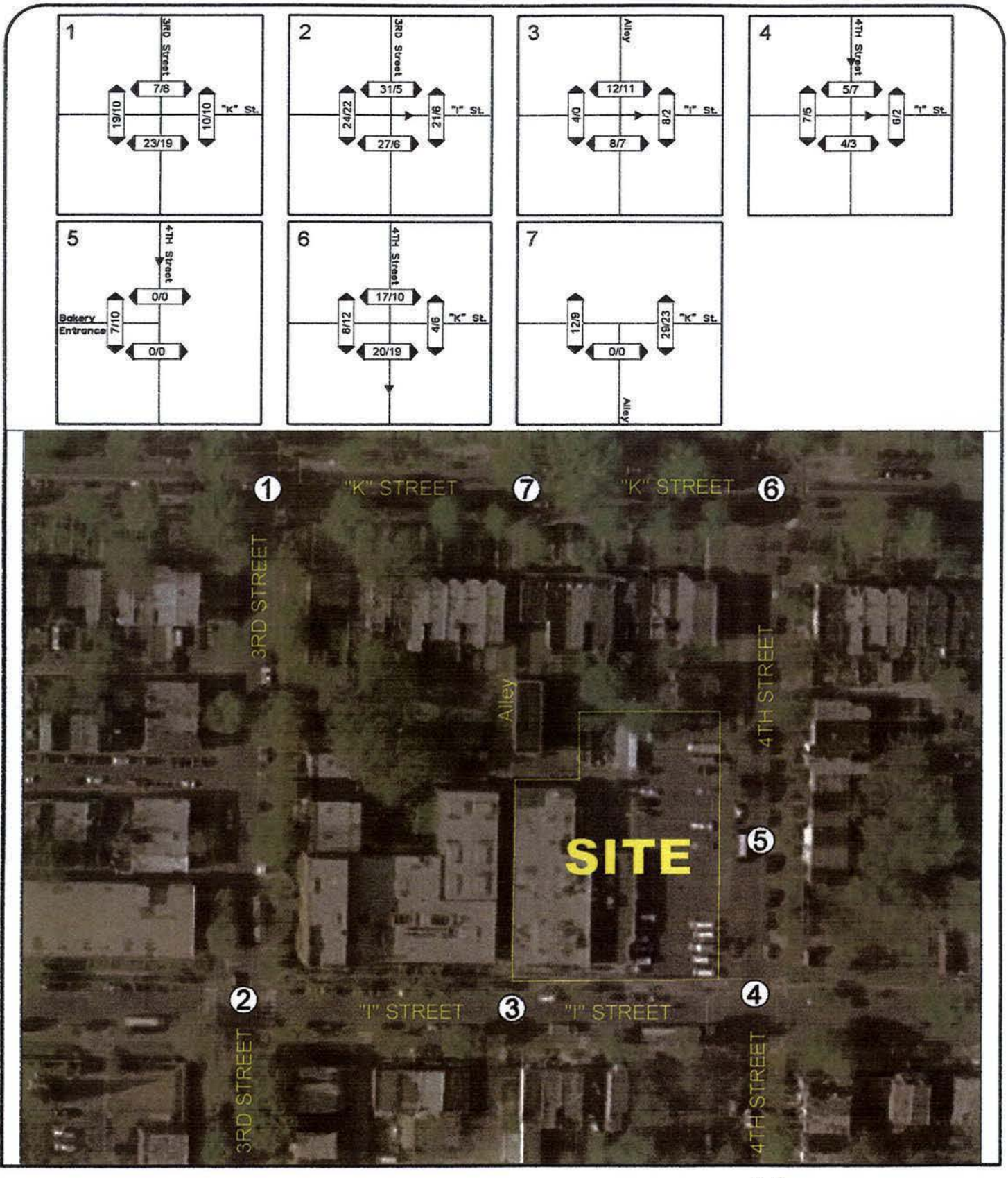



Figure 2–3
Existing Peak Hour Pedestrian Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

# Section 3
# ANALYSIS

## Existing Levels of Service

Existing peak hour levels of service were estimated at the six (6) key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2-1, the existing traffic volumes shown on Figure 2-2, and the Highway Capacity Manual. The results are presented in Appendix B and summarized in Table 3-1.

Table 3-1 indicates that all key intersections currently operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours. The eastbound movement at 4th Street/K Street operates near capacity at LOS "E" during the PM peak hour due to the high volume of eastbound traffic.

## Other Development Trip Generation

The number of peak hour trips that will be generated by the three other approved but incomplete development projects were estimated based on their respective development programs, peak hour equations included in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, and/or approved traffic impact studies.

As shown in Table 3-2, it is estimated that these projects will generate a total of 826 AM peak hour trips, and 892 PM peak hour trips, upon completion.

## Trip Distribution Analysis

The distributions of the other approved projects were determined based on existing traffic patterns and previously-approved traffic studies.

The distribution of 318 Eye Street site-generated trips was based on the previously-approved distribution for Capital Children's Museum. It is estimated that approximately 45 percent of all trips would approach the site from the north along 3rd and 4th Streets, 26 percent would approach from the south along 3rd Street, 22 percent would approach from the west along Eye and K Streets, and 7 percent would approach from the east along K Street.

Table 3-1
318 Eye Street
Peak Hour Intersection Levels of Service [1]

| Intersection | Type of Control | 2005 Existing Conditions AM | 2005 Existing Conditions PM | 2007 Background Conditions AM | 2007 Background Conditions PM | 2007 Total Future Conditions AM | 2007 Total Future Conditions PM |
|---|---|---|---|---|---|---|---|
| 1 3rd Street/K Street | Signal | | | | | | |
| Eastbound | | A (8.5) | B (13.0) | A (8.6) | B (13.6) | A (8.6) | B (13.6) |
| Westbound | | A(6.6) | A(5.0) | A(6.7) | A(5.1) | A(6.8) | A(5.2) |
| Northbound | | D (47.6) | C (28.6) | E (55.3) | C (29.1) | E (56.0) | C (29.1) |
| Southbound | | C (26.5) | C (29.0) | C (26.7) | C (29.8) | C (26.7) | C (30.1) |
| **Overall** | | **B(15.4)** | **B (15.6)** | **B(17.0)** | **B(15.6)** | **B(17.2)** | **B(15.6)** |
| *Modified the signal timings (cycle length remains unchanged)* | Signal | | | | | | |
| Eastbound | | N/A | N/A | B(10.9) | B(17.5) | B(10.9) | B(17.5) |
| Westbound | | N/A | N/A | A(8.3) | A(6.1) | A(9.4) | A(6.5) |
| Northbound | | N/A | N/A | D(37.8) | C(24.7) | D(37.9) | C(24.7) |
| Southbound | | N/A | N/A | C(22.8) | C(25.2) | C(22.9) | C(25.4) |
| **Overall** | | **N/A** | **N/A** | **B(14.9)** | **B(17.2)** | **B(15.7)** | **B(17.3)** |
| 2 3rd Street/Eye Street | Stop Sign | | | | | | |
| Eastbound LTR | | A [8.2] | A [8.0] | A [8.8] | A [8.4] | A [8.9] | A [8.5] |
| Northbound LTR | | B [11.2] | A [8.3] | B [12.4] | A [8.9] | B [12.5] | A [9.0] |
| Southbound LTR | | A [8.3] | A [8.2] | A [8.7] | A [8.4] | A [8.8] | A [8.7] |
| 3 Alley/Eye Street | Stop Sign | | | | | | |
| Eastbound LTR | | A[1.3] | A[0.2] | A[1.3] | A[0.2] | A[1.0] | A[0.2] |
| Northbound TR | | A[9.1] | A[9.1] | A[9.1] | A[9.1] | A[9.1] | A[9.3] |
| Southbound TL | | A[9.3] | A[9.3] | A[9.3] | A[9.3] | A[9.4] | A[9.6] |
| 4 Eye Street/Parking Garage Access | | | | | | | |
| Eastbound LT | | N/A | N/A | N/A | N/A | A[1.5] | A[2.3] |
| Southbound L | | N/A | N/A | N/A | N/A | A[9.0] | A[9.6] |
| 5 4th Street/Eye Street | Stop Sign | | | | | | |
| Eastbound TR | | B [11.4] | B [12.5] | B [11.4] | B [12.7] | B [12.3] | B [13.3] |
| Southbound TL | | A [0.5] | A [1.1] | A [0.5] | A [1.1] | A [0.5] | A [1.1] |
| 6 4th Street/Bakery Entrance | Stop Sign | | | | | | |
| Eastbound R | | B [10.9] | B [11.3] | NA | NA | NA | NA |
| 7 4th Street/K Street | Signal | | | | | | |
| Eastbound | | A(7.9) | E (60.9) | A(7.9) | F (84.5) | A(7.9) | F(84.5) |
| Westbound | | B (19.5) | B (14.8) | C (20.3) | B (15.0) | C (20.3) | B (15.0) |
| Southbound | | C (23.5) | C (25.8) | C (23.5) | C (26.2) | C (23.5) | C (26.5) |
| **Overall** | | **B(18.7)** | **D(45.0)** | **B(19.1)** | **E (59.1)** | **B(19.2)** | **E(59.4)** |
| *Modified the signal timings (cycle length remains unchanged)* | Signal | | | | | | |
| Eastbound | | N/A | N/A | A(5.2) | C(23.6) | A(5.2) | C(25.9) |
| Westbound | | N/A | N/A | B(12.6) | A(9.4) | B (12.6) | A (9.4) |
| Southbound | | N/A | N/A | C(34.2) | D(41.0) | C (34.3) | D (42.0) |
| **Overall** | | **N/A** | **N/A** | **B(16.0)** | **C(25.2)** | **B(16.1)** | **C(26.8)** |

Notes: [1] Analysis performed using Synchro/Simtraffic Version 6.0

Table 3-2
318 Eye Street
Trips Generated by Other Approved Developments

| Trip Type/ Land Use | Background Project | Development Program [4] | Units | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|---|
| **ITE Vehicle-Trips [1]** | | | | | | | | | |
| Office | Station Place | 1,590,000 | S.F. | 1,509 | 206 | 1,715 | 316 | 1,543 | 1,860 |
| Office | GSA 830 1st Street NE | 213,895 | S.F. | 303 | 41 | 345 | 54 | 264 | 318 |
| Residential | Children's Museum | 500 | DU | 32 | 155 | 187 | 151 | 74 | 225 |
| | Subtotal | | | 1,844 | 402 | 2,247 | 521 | 1,882 | 2,403 |
| **ITE Person-Trips [2]** | | | | | | | | | |
| Office | Station Place | 1,590,000 | S.F. | 1,660 | 226 | 1,887 | 348 | 1,698 | 2,046 |
| Office | GSA 830 1st Street NE | 213,985 | S.F. | 334 | 45 | 379 | 60 | 291 | 350 |
| Residential | Children's Museum | 500 | DU | 41 | 198 | 239 | 193 | 95 | 288 |
| | Subtotal | | | 2,035 | 470 | 2,505 | 600 | 2,083 | 2,683 |
| **Projected Vehicle Trips [3]** | | | | | | | | | |
| Office | Station Place | 1,590,000 | S.F. | 511 | 70 | 580 | 107 | 522 | 629 |
| Office | GSA 830 1st Street NE | 213,895 | S.F. | 103 | 14 | 117 | 18 | 89 | 108 |
| Residential | Children's Museum | 500 | DU | 23 | 109 | 131 | 106 | 52 | 158 |
| **Total Background Trips** | | | | **636** | **193** | **828** | **231** | **664** | **895** |

Notes:

(1) Based on ITE, Trip Generation, 7th Edition, equations for general office (710).

(2) Assumptions:

| | Office | Residential |
|---|---|---|
| Non-auto mode split: | 0% | 10% |
| Average vehicle occupancy (persons per vehicle) | 1.1 | 1.15 |

(3) Assumptions:

| | Office | Residential |
|---|---|---|
| Non-auto mode split: | 60% | 29% |
| Average vehicle occupancy (persons per vehicle) | 1.3 | 1.3 |

(4) Source: District of Columbia Office of Planning

## Other Development Project Traffic Assignments

The trips shown in Table 3-2 were assigned to the public road network based on previously-approved trip distributions. The results are shown on Figure 3-1.

## Background Traffic Growth

Annual background traffic growth was estimated at 1.5 percent per year compounded for two (2) years for project buildout (2007). This growth rate was applied to all movements on 3rd, 4th, Eye, and K Streets.

## Background Traffic Forecasts

Background peak hour traffic forecasts, without re-development of 318 Eye Street, were estimated based on existing traffic counts, traffic generated by approved but incomplete development, and background traffic growth. The background traffic forecasts for the year of project buildout (2007) are shown on Figure 3-2.

## Background Future Levels of Service

Future peak hour levels of service, without re-development of 318 Eye Street, N.E., were estimated at the six (6) key intersections in the study area for the year of project buildout (2007) based on: the intersection lane usage and traffic control shown on Figure 2-1; the background traffic forecasts shown on Figure 3-2; and the Highway Capacity Manual. The results are presented in Appendix C, and are summarized in Table 3-1.

Table 3-1 indicates that the majority of the key intersections will continue to operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. The 4th Street/K Street intersection will operate at an overall LOS "E" during the PM peak hour due to the increase in eastbound through traffic. In addition, the northbound movement at the 3rd Street/K Street intersection will operate near capacity at LOS "E" during the AM peak hour due to the high volume of traffic making a left turn onto K Street and reliance on gaps in the through traffic traveling southbound along 3rd Street.

Modifying the traffic signal timings at the intersections of 3rd and 4th Streets at K Street would allow both intersections to operate at acceptable levels of service.

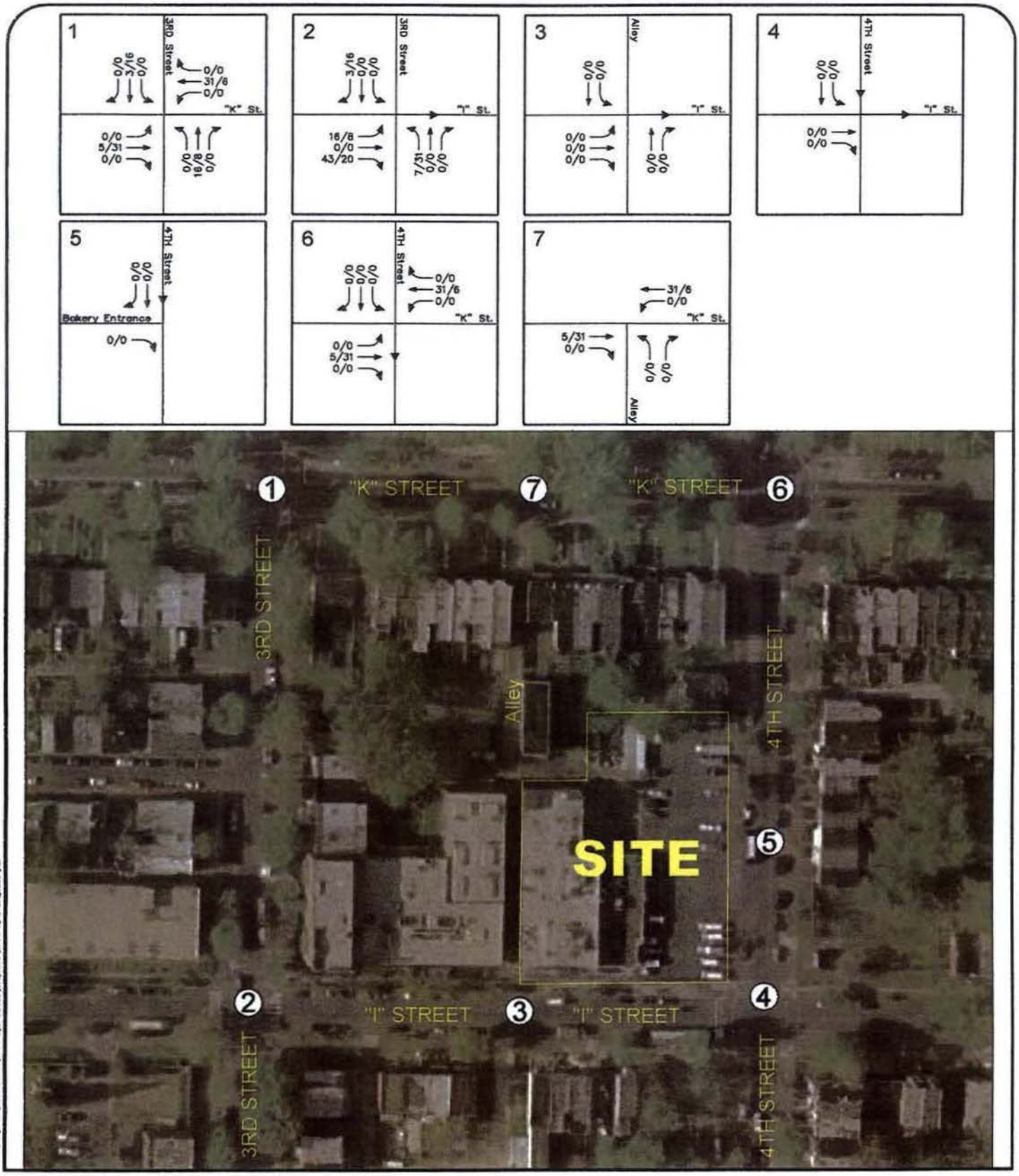



Figure 3–1
Other Development Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

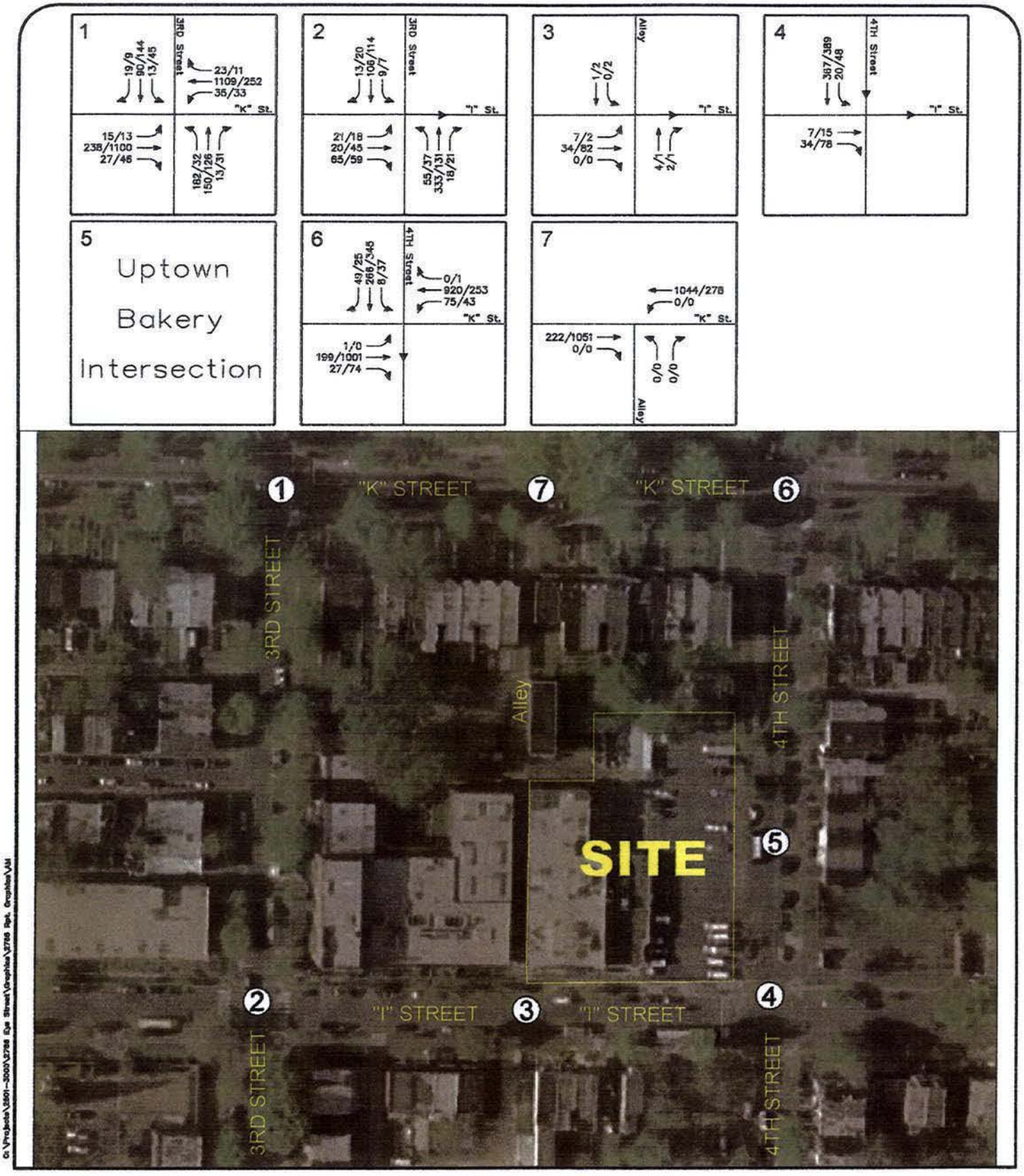



Figure 3–2
Background Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

## Site Trip Generation Analysis

The number of trips that will be generated by re-development of 318 Eye Street, N.E. were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Union Station Metro station, and (3) experience with other comparable projects in Washington, D.C.

This development is anticipated to generate 48 AM peak hour trips (9 in and 39 out), and 55 PM peak hour trips (37 in and 18 out), at project buildout, as shown in Table 3-3. This estimate assumes that 30 percent of all site-generated person-trips would be made by Metro or some other non-auto mode. The prevailing mode splits for work trips in this neighborhood is 40 percent, according to the 2000 U.S. Census.

Uptown Bakers presently generates 20 AM peak hour trips (12 in and 8 out) and four (4) PM peak hour trips (3 in and 1 out). Re-development of 318 Eye Street, therefore, would generate 28 net additional AM peak hour trips and 51 net additional PM peak hour trips.

## Site Traffic Assignments

The site-generated traffic volumes were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 3-3.

## Total Future Traffic Forecasts

These site traffic assignments were added to the future background traffic volumes shown on Figure 3-2 to yield the total future traffic forecasts shown on Figure 3-4.

## Total Future Levels of Service

Future peak hour levels of service with re-development of 318 Eye Street, N.E. were estimated at the key intersections in the study area based on: the lane usage and traffic controls shown on Figure 2-1; the total future traffic forecasts shown on Figure 3-4; and the Highway Capacity Manual. The results are presented in Appendix D and summarized in Table 3-1.

Table 3-1 indicates that the key intersections will continue to operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours with the re-development of 318 Eye Street, N.E. and the recommended traffic signal timing modifications.

## Parking Analysis

The subject site is zoned C-2-B. The District of Columbia zoning ordinance minimum parking requirement in this zone for apartment houses or multiple dwellings is one (1) space for every three (3) units.

Auto availability for owner-occupied residential units in Census Tract 85, in which the subject site is located, is 1.03 vehicles per unit, according to the 2000 U.S. Census. Approximately 26 percent of all owner-occupied households owned no vehicle; 50 percent owned one (1) vehicle; 24 percent owned two (2) or more vehicles.

Per the District of Columbia zoning ordinance minimum parking requirements, the subject site would require 47 parking spaces.

The subject site will be served by three (3) levels of underground parking with approximately 140 residential parking spaces (or 1.00 spaces per unit) and approximately 12 visitor parking spaces. This is 93 more residential spaces than the minimum number of spaces required by the zoning ordinance and four fewer residential spaces than prevailing auto ownership rates in the immediate neighborhood. However, curb parking is available in the immediate vicinity of the subject site.

In summary, the proposed on-site parking supply would adequately meet the minimum zoning parking requirements and prevailing parking demands for this neighborhood.

## Loading Analysis

The District of Columbia zoning ordinance requires one (1) 50-foot-deep loading berth, one (1) 200-square-foot loading platform, and one (1) 20-foot-deep service/delivery loading space for the subject site.

The applicant proposes to provide a loading berth that would accommodate a 55-foot truck with a 200-square-foot loading platform and a 20-foot-deep service/delivery loading space. In addition, the truck has the option to remain parked in the piazza. These loading/delivery/service facilities would adequately meet the project and DC minimum zoning requirements.

Table 3-3

318 Eye Street

Site Trip Generation Analysis

| | | | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Use | ITE Code | Amount | Unit | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Vehicle Trips[1] | Condominium | 230 | 140 | DU | 12 | 56 | 68 | 53 | 26 | 79 |
| Person Trips[2] | Condominium | 230 | 140 | DU | 15 | 72 | 87 | 68 | 33 | 101 |
| **Site Specific Vehicle Trips[3]** | **Condominium** | **230** | **140** | **DU** | **9** | **39** | **48** | **37** | **18** | **55** |

Note(s):

1. Traffic estimates based on Trip Generation, Seventh Edition, The Institute of Transportation Engineers.
2. Based on a non-auto mode split of 10% and an average auto occupancy of 1.15.
3. Based on a non-auto mode split of 30% and an average auto occupancy of 1.30.

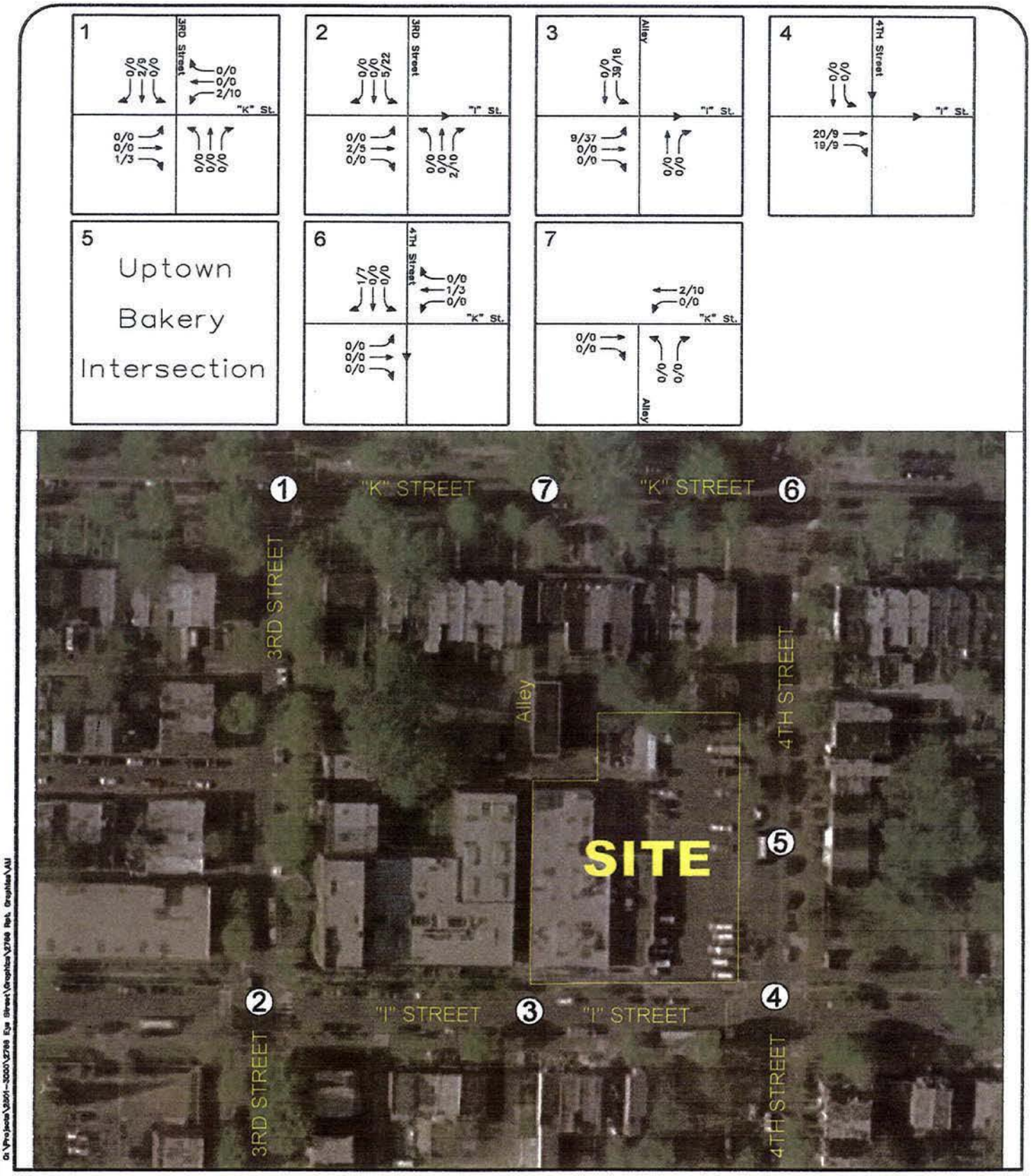



Figure 3–3
Site–Generated Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

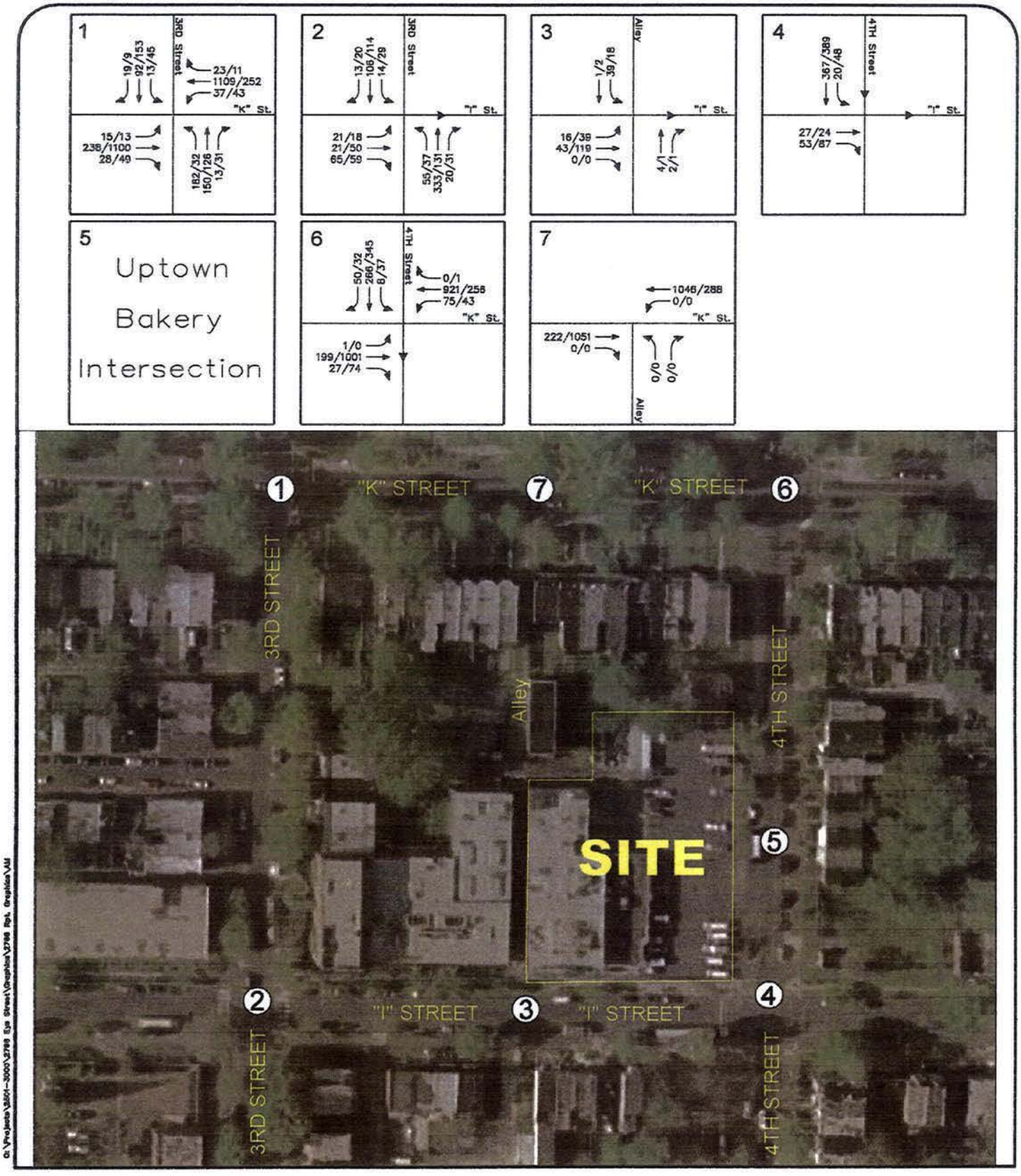



Figure 3–4
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

## Section 4
## CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. All key intersections currently operate at an overall level of service (LOS) "D" or better during both the AM and the PM peak hours. The eastbound movement at the 4th Street/K Street intersection operates near capacity at LOS "E" during the PM peak hour due to the high volume of eastbound traffic.

2. The approved but unbuilt projects in the study area will generate a total of 826 AM peak hour trips and 892 PM peak hour trips.

3. These additional trips can be adequately accommodated at the key intersections in the study area, if existing traffic signal timings at the intersections of 3rd Street and 4th Street at K Street are modified.

4. The proposed re-development of 318 Eye Street, N.E. will generate 28 net additional AM peak hour trips and 51 net additional PM peak hour trips.

5. These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications.

# Appendix A

## Existing Vehicular Traffic Counts

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E. | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 3rd Street | |
| W & A JOB NO.: | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | 3rd Street | |
| INTERSECTION: | K Street & 3rd Street | WEATHER: | Clear | WESTBOUND ROAD: | K Street | |
| LOCATION: | Washington,DC | COUNTED BY | Roberto | EASTBOUND ROAD: | K Street | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements | | | | | | | | | | | | | | | | | | Total | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound 3rd Street | | | | Westbound K Street | | | | Northbound 3rd Street | | | | Eastbound K Street | | | | North & South | East & West | | | |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 3 | 10 | 0 | 13 | 6 | 88 | 10 | 104 | 9 | 10 | 5 | 24 | 1 | 19 | 2 | 22 | 37 | 128 | 163 | | 6:00-6:15 |
| 6:15-6:30 | 7 | 7 | 0 | 14 | 2 | 125 | 6 | 133 | 4 | 14 | 10 | 28 | 2 | 16 | 2 | 20 | 42 | 153 | 195 | | 6:15-6:30 |
| 6:30-6:45 | 3 | 9 | 0 | 12 | 1 | 155 | 5 | 161 | 3 | 5 | 11 | 19 | 3 | 23 | 0 | 26 | 31 | 187 | 218 | | 6:30-6:45 |
| 6:45-7:00 | 6 | 9 | 0 | 15 | 9 | 187 | 5 | 201 | 2 | 15 | 24 | 41 | 2 | 32 | 1 | 35 | 56 | 236 | 292 | | 6:45-7:00 |
| 7:00-7:15 | 8 | 9 | 4 | 21 | 3 | 230 | 9 | 242 | 4 | 31 | 29 | 64 | 6 | 53 | 0 | 59 | 85 | 301 | 386 | | 7:00-7:15 |
| 7:15-7:30 | 1 | 21 | 2 | 24 | 29 | 239 | 9 | 277 | 6 | 26 | 35 | 67 | 6 | 44 | 2 | 52 | 91 | 329 | 420 | | 7:15-7:30 |
| 7:30-7:45 | 7 | 15 | 2 | 24 | 6 | 255 | 7 | 268 | 2 | 33 | 42 | 77 | 6 | 57 | 7 | 70 | 101 | 338 | 439 | | 7:30-7:45 |
| 7:45-8:00 | 4 | 16 | 3 | 23 | 1 | 264 | 9 | 274 | 3 | 37 | 45 | 85 | 5 | 50 | 2 | 57 | 108 | 331 | 439 | | 7:45-8:00 |
| 8:00-8:15 | 4 | 24 | 5 | 33 | 7 | 266 | 6 | 279 | 4 | 30 | 43 | 77 | 7 | 66 | 3 | 76 | 110 | 355 | 465 | | 8:00-8:15 |
| 8:15-8:30 | 3 | 29 | 3 | 35 | 8 | 261 | 12 | 281 | 4 | 30 | 47 | 81 | 8 | 53 | 3 | 64 | 116 | 345 | 461 | | 8:15-8:30 |
| 8:30-8:45 | 7 | 20 | 0 | 27 | 8 | 200 | 9 | 217 | 3 | 28 | 40 | 71 | 4 | 45 | 4 | 53 | 98 | 270 | 368 | | 8:30-8:45 |
| 8:45-9:00 | 4 | 11 | 6 | 21 | 3 | 162 | 8 | 173 | 2 | 20 | 20 | 42 | 9 | 60 | 3 | 72 | 63 | 245 | 308 | | 8:45-9:00 |
| 3 Hour Totals | 57 | 180 | 25 | 262 | 83 | 2,432 | 95 | 2,610 | 46 | 279 | 351 | 676 | 59 | 518 | 29 | 606 | 938 | 3,216 | 4,154 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 19 | 35 | 0 | 54 | 18 | 555 | 26 | 599 | 18 | 44 | 50 | 112 | 8 | 90 | 5 | 103 | 166 | 702 | 868 | 0.74 | 6:00-7:00 |
| 6:15-7:15 | 24 | 34 | 4 | 62 | 15 | 697 | 25 | 737 | 13 | 65 | 74 | 152 | 13 | 124 | 3 | 140 | 214 | 877 | 1,091 | 0.71 | 6:15-7:15 |
| 6:30-7:30 | 18 | 48 | 6 | 72 | 42 | 811 | 28 | 881 | 15 | 77 | 99 | 191 | 17 | 152 | 3 | 172 | 263 | 1,053 | 1,316 | 0.78 | 6:30-7:30 |
| 6:45-7:45 | 22 | 54 | 8 | 84 | 47 | 911 | 30 | 988 | 14 | 105 | 130 | 249 | 20 | 186 | 10 | 216 | 333 | 1,204 | 1,537 | 0.88 | 6:45-7:45 |
| 7:00-8:00 | 20 | 61 | 11 | 92 | 39 | 988 | 34 | 1,061 | 15 | 127 | 151 | 293 | 23 | 204 | 11 | 238 | 385 | 1,299 | 1,684 | 0.96 | 7:00-8:00 |
| 7:15-8:15 | 16 | 76 | 12 | 104 | 43 | 1,024 | 31 | 1,098 | 15 | 126 | 165 | 306 | 24 | 217 | 14 | 255 | 410 | 1,353 | 1,763 | 0.95 | 7:15-8:15 |
| 7:30-8:30 | 18 | 84 | 13 | 115 | 22 | 1,046 | 34 | 1,102 | 13 | 130 | 177 | 320 | 26 | 226 | 15 | 267 | 435 | 1,369 | 1,804 | 0.97 | 7:30-8:30 |
| 7:45-8:45 | 18 | 89 | 11 | 118 | 24 | 991 | 36 | 1,051 | 14 | 125 | 175 | 314 | 24 | 214 | 12 | 250 | 432 | 1,301 | 1,733 | 0.93 | 7:45-8:45 |
| 8:00-9:00 | 18 | 84 | 14 | 116 | 26 | 889 | 35 | 950 | 13 | 108 | 150 | 271 | 28 | 224 | 13 | 265 | 387 | 1,215 | 1,602 | 0.86 | 8:00-9:00 |
| **AM Peak 7:30-8:30** | 18 | 84 | 13 | 115 | 22 | 1,046 | 34 | 1,102 | 13 | 130 | 177 | 320 | 26 | 226 | 15 | 267 | 435 | 1,369 | 1,804 | 0.97 | **AM Peak 7:30-8:30** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 1 | 18 | 1 | 20 | 6 | 59 | 5 | 70 | 4 | 9 | 2 | 15 | 9 | 140 | 8 | 157 | 35 | 227 | 262 | | 4:00-4:15 |
| 4:15-4:30 | 0 | 22 | 0 | 22 | 7 | 49 | 7 | 63 | 7 | 20 | 9 | 36 | 9 | 209 | 6 | 224 | 58 | 287 | 345 | | 4:15-4:30 |
| 4:30-4:45 | 4 | 32 | 10 | 46 | 2 | 66 | 11 | 79 | 7 | 22 | 5 | 34 | 6 | 255 | 6 | 267 | 80 | 346 | 426 | | 4:30-4:45 |
| 4:45-5:00 | 2 | 24 | 15 | 41 | 2 | 66 | 8 | 76 | 6 | 21 | 11 | 38 | 11 | 225 | 3 | 239 | 79 | 315 | 394 | | 4:45-5:00 |
| 5:00-5:15 | 0 | 34 | 12 | 46 | 1 | 57 | 2 | 60 | 9 | 38 | 8 | 55 | 11 | 283 | 3 | 297 | 101 | 357 | 458 | | 5:00-5:15 |
| 5:15-5:30 | 3 | 34 | 7 | 44 | 6 | 50 | 11 | 67 | 8 | 34 | 7 | 49 | 17 | 275 | 1 | 293 | 93 | 360 | 453 | | 5:15-5:30 |
| 5:30-5:45 | 0 | 27 | 5 | 32 | 2 | 50 | 7 | 59 | 8 | 13 | 6 | 27 | 6 | 240 | 4 | 250 | 59 | 309 | 368 | | 5:30-5:45 |
| 5:45-6:00 | 4 | 13 | 5 | 22 | 3 | 49 | 5 | 57 | 8 | 28 | 8 | 44 | 11 | 193 | 2 | 206 | 66 | 263 | 329 | | 5:45-6:00 |
| 6:00-6:15 | 1 | 23 | 1 | 25 | 1 | 63 | 5 | 69 | 9 | 10 | 7 | 26 | 9 | 225 | 7 | 241 | 51 | 310 | 361 | | 6:00-6:15 |
| 6:15-6:30 | 1 | 8 | 6 | 15 | 5 | 63 | 5 | 73 | 6 | 20 | 3 | 29 | 3 | 147 | 3 | 153 | 44 | 226 | 270 | | 6:15-6:30 |
| 6:30-6:45 | 1 | 23 | 13 | 37 | 7 | 58 | 4 | 69 | 6 | 22 | 4 | 32 | 3 | 167 | 1 | 171 | 69 | 240 | 309 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 10 | 0 | 10 | 1 | 43 | 0 | 44 | 3 | 14 | 1 | 18 | 5 | 104 | 2 | 111 | 28 | 155 | 183 | | 6:45-7:00 |
| 3 Hour Totals | 17 | 268 | 75 | 360 | 43 | 673 | 70 | 786 | 81 | 251 | 71 | 403 | 100 | 2,463 | 46 | 2,609 | 763 | 3,395 | 4,158 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 7 | 96 | 26 | 129 | 17 | 240 | 31 | 288 | 24 | 72 | 27 | 123 | 35 | 829 | 23 | 887 | 252 | 1,175 | 1,427 | 0.84 | 4:00-5:00 |
| 4:15-5:15 | 6 | 112 | 37 | 155 | 12 | 238 | 28 | 278 | 29 | 101 | 33 | 163 | 37 | 972 | 18 | 1,027 | 318 | 1,305 | 1,623 | 0.89 | 4:15-5:15 |
| 4:30-5:30 | 9 | 124 | 44 | 177 | 11 | 239 | 32 | 282 | 30 | 115 | 31 | 176 | 45 | 1,038 | 13 | 1,096 | 353 | 1,378 | 1,731 | 0.94 | 4:30-5:30 |
| 4:45-5:45 | 5 | 119 | 39 | 163 | 11 | 223 | 28 | 262 | 31 | 106 | 32 | 169 | 45 | 1,023 | 11 | 1,079 | 332 | 1,341 | 1,673 | 0.91 | 4:45-5:45 |
| 5:00-6:00 | 7 | 108 | 29 | 144 | 12 | 206 | 25 | 243 | 33 | 113 | 29 | 175 | 45 | 991 | 10 | 1,046 | 319 | 1,289 | 1,608 | 0.88 | 5:00-6:00 |
| 5:15-6:15 | 8 | 97 | 18 | 123 | 12 | 212 | 28 | 252 | 33 | 85 | 28 | 146 | 43 | 933 | 14 | 990 | 269 | 1,242 | 1,511 | 0.83 | 5:15-6:15 |
| 5:30-6:30 | 6 | 71 | 17 | 94 | 11 | 225 | 22 | 258 | 31 | 71 | 24 | 126 | 29 | 805 | 16 | 850 | 220 | 1,108 | 1,328 | 0.90 | 5:30-6:30 |
| 5:45-6:45 | 7 | 67 | 25 | 99 | 16 | 233 | 19 | 268 | 29 | 80 | 22 | 131 | 26 | 732 | 13 | 771 | 230 | 1,039 | 1,269 | 0.88 | 5:45-6:45 |
| 6:00-7:00 | 3 | 64 | 20 | 87 | 14 | 227 | 14 | 255 | 24 | 66 | 15 | 105 | 20 | 643 | 13 | 676 | 192 | 931 | 1,123 | 0.78 | 6:00-7:00 |
| **PM Peak 4:30-5:30** | 9 | 124 | 44 | 177 | 11 | 239 | 32 | 282 | 30 | 115 | 31 | 176 | 45 | 1,038 | 13 | 1,096 | 353 | 1,378 | 1,731 | 0.94 | **PM Peak 4:30-5:30** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E. | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 3rd Street | |
| W & A JOB NO. | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | 3rd Street | |
| INTERSECTION: | Eye St.& 3rd Street | WEATHER: | Clear | WESTBOUND ROAD: | Eye Street | |
| LOCATION: | Washington,DC | COUNTED BY | Belen | EASTBOUND ROAD: | Eye Street | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements: Southbound 3rd Street 1 Right | 2 Thru | 3 Left | Total | Westbound Eye Street 4 Right | 5 Thru | 6 Left | Total | Northbound 3rd Street 7 Right | 8 Thru | 9 Left | Total | Eastbound Eye Street 10 Right | 11 Thru | 12 Left | Total | North & South | East & West | Total | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 2 | 20 | 1 | 23 | 0 | 1 | 0 | 1 | 0 | 20 | 2 | 22 | 1 | 2 | 0 | 3 | 45 | 4 | 49 | | 6:00-6:15 |
| 6:15-6:30 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 28 | 2 | 34 | 3 | 4 | 1 | 8 | 46 | 8 | 54 | | 6:15-6:30 |
| 6:30-6:45 | 2 | 15 | 5 | 22 | 0 | 0 | 0 | 0 | 2 | 31 | 3 | 36 | 1 | 1 | 0 | 2 | 58 | 2 | 60 | | 6:30-6:45 |
| 6:45-7:00 | 2 | 13 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 53 | 3 | 57 | 3 | 2 | 2 | 7 | 72 | 7 | 79 | | 6:45-7:00 |
| 7:00-7:15 | 2 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 2 | 71 | 9 | 82 | 4 | 9 | 0 | 13 | 99 | 13 | 112 | | 7:00-7:15 |
| 7:15-7:30 | 3 | 28 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 70 | 12 | 83 | 1 | 4 | 3 | 8 | 114 | 8 | 122 | | 7:15-7:30 |
| 7:30-7:45 | 1 | 17 | 1 | 19 | 0 | 0 | 0 | 0 | 4 | 88 | 11 | 103 | 5 | 7 | 1 | 13 | 122 | 13 | 135 | | 7:30-7:45 |
| 7:45-8:00 | 2 | 21 | 2 | 25 | 0 | 0 | 1 | 1 | 4 | 96 | 17 | 117 | 1 | 5 | 1 | 7 | 142 | 8 | 150 | | 7:45-8:00 |
| 8:00-8:15 | 1 | 33 | 6 | 40 | 0 | 0 | 0 | 0 | 4 | 75 | 11 | 90 | 7 | 3 | 0 | 10 | 130 | 10 | 140 | | 8:00-8:15 |
| 8:15-8:30 | 6 | 32 | 0 | 38 | 0 | 0 | 0 | 0 | 5 | 64 | 8 | 77 | 7 | 4 | 3 | 14 | 115 | 14 | 129 | | 8:15-8:30 |
| 8:30-8:45 | 1 | 24 | 3 | 28 | 0 | 0 | 0 | 0 | 11 | 60 | 14 | 85 | 4 | 11 | 2 | 17 | 113 | 17 | 130 | | 8:30-8:45 |
| 8:45-9:00 | 6 | 10 | 1 | 17 | 0 | 0 | 0 | 0 | 1 | 33 | 9 | 43 | 2 | 2 | 0 | 4 | 60 | 4 | 64 | | 8:45-9:00 |
| 3 Hour Totals | 29 | 239 | 19 | 287 | 0 | 1 | 1 | 2 | 39 | 689 | 101 | 829 | 39 | 54 | 13 | 106 | 1,116 | 198 | 1,224 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 7 | 59 | 6 | 72 | 0 | 1 | 0 | 1 | 7 | 132 | 10 | 149 | 8 | 9 | 3 | 20 | 221 | 21 | 242 | 0.77 | 6:00-7:00 |
| 6:15-7:15 | 7 | 54 | 5 | 66 | 0 | 0 | 0 | 0 | 9 | 183 | 17 | 209 | 11 | 16 | 3 | 30 | 275 | 30 | 305 | 0.68 | 6:15-7:15 |
| 6:30-7:30 | 9 | 71 | 5 | 85 | 0 | 0 | 0 | 0 | 6 | 225 | 27 | 258 | 9 | 16 | 5 | 30 | 343 | 30 | 373 | 0.76 | 6:30-7:30 |
| 6:45-7:45 | 8 | 73 | 1 | 82 | 0 | 0 | 0 | 0 | 8 | 282 | 35 | 325 | 13 | 22 | 6 | 41 | 407 | 41 | 448 | 0.83 | 6:45-7:45 |
| 7:00-8:00 | 8 | 81 | 3 | 92 | 0 | 0 | 1 | 1 | 11 | 325 | 49 | 385 | 11 | 25 | 5 | 41 | 477 | 42 | 519 | 0.87 | 7:00-8:00 |
| 7:15-8:15 | 7 | 99 | 9 | 115 | 0 | 0 | 1 | 1 | 13 | 329 | 51 | 393 | 14 | 19 | 5 | 38 | 508 | 39 | 547 | 0.91 | 7:15-8:15 |
| 7:30-8:30 | 10 | 103 | 9 | 122 | 0 | 0 | 1 | 1 | 17 | 323 | 47 | 387 | 20 | 19 | 5 | 44 | 509 | 45 | 554 | 0.92 | 7:30-8:30 |
| 7:45-8:45 | 10 | 110 | 11 | 131 | 0 | 0 | 1 | 1 | 24 | 295 | 50 | 369 | 19 | 23 | 6 | 48 | 500 | 49 | 549 | 0.92 | 7:45-8:45 |
| 8:00-9:00 | 14 | 99 | 10 | 123 | 0 | 0 | 0 | 0 | 21 | 232 | 42 | 295 | 20 | 20 | 5 | 45 | 418 | 45 | 463 | 0.83 | 8:00-9:00 |
| **AM Peak 7:30-8:30** | **10** | **103** | **9** | **122** | **0** | **0** | **1** | **1** | **17** | **323** | **47** | **387** | **20** | **19** | **5** | **44** | **509** | **45** | **554** | **0.92** | **AM Peak 7:30-8:30** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 23 | 5 | 28 | 0 | 0 | 0 | 0 | 5 | 35 | 3 | 43 | 7 | 14 | 1 | 22 | 71 | 22 | 93 | | 4:00-4:15 |
| 4:15-4:30 | 0 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 3 | 29 | 1 | 33 | 10 | 10 | 5 | 25 | 68 | 25 | 93 | | 4:15-4:30 |
| 4:30-4:45 | 3 | 28 | 4 | 35 | 0 | 0 | 0 | 0 | 4 | 30 | 1 | 35 | 7 | 5 | 1 | 13 | 70 | 13 | 83 | | 4:30-4:45 |
| 4:45-5:00 | 3 | 22 | 3 | 28 | 0 | 0 | 0 | 0 | 3 | 24 | 3 | 30 | 5 | 5 | 3 | 13 | 58 | 13 | 71 | | 4:45-5:00 |
| 5:00-5:15 | 1 | 30 | 0 | 31 | 0 | 0 | 0 | 0 | 3 | 39 | 2 | 44 | 16 | 12 | 4 | 32 | 75 | 32 | 107 | | 5:00-5:15 |
| 5:15-5:30 | 1 | 35 | 1 | 37 | 0 | 0 | 0 | 0 | 6 | 31 | 1 | 38 | 6 | 11 | 2 | 19 | 75 | 19 | 94 | | 5:15-5:30 |
| 5:30-5:45 | 1 | 25 | 4 | 30 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 28 | 7 | 14 | 2 | 23 | 58 | 23 | 81 | | 5:30-5:45 |
| 5:45-6:00 | 1 | 21 | 2 | 24 | 0 | 0 | 0 | 0 | 3 | 37 | 3 | 43 | 9 | 7 | 2 | 18 | 67 | 18 | 85 | | 5:45-6:00 |
| 6:00-6:15 | 3 | 19 | 1 | 23 | 0 | 0 | 0 | 0 | 4 | 21 | 1 | 26 | 6 | 6 | 3 | 15 | 49 | 15 | 64 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 15 | 1 | 16 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 23 | 3 | 10 | 1 | 14 | 39 | 14 | 53 | | 6:15-6:30 |
| 6:30-6:45 | 1 | 23 | 6 | 30 | 0 | 0 | 0 | 0 | 5 | 16 | 0 | 21 | 6 | 5 | 4 | 15 | 51 | 15 | 66 | | 6:30-6:45 |
| 6.45-7:00 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 14 | 6 | 5 | 4 | 15 | 27 | 15 | 42 | | 6:45-7:00 |
| 3 Hour Totals | 14 | 288 | 28 | 330 | 0 | 0 | 0 | 0 | 47 | 316 | 15 | 378 | 88 | 104 | 32 | 224 | 708 | 224 | 932 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 6 | 108 | 12 | 126 | 0 | 0 | 0 | 0 | 15 | 118 | 8 | 141 | 29 | 34 | 10 | 73 | 267 | 73 | 340 | 0.91 | 4:00-5:00 |
| 4:15-5:15 | 7 | 115 | 7 | 129 | 0 | 0 | 0 | 0 | 13 | 122 | 7 | 142 | 38 | 32 | 13 | 83 | 271 | 83 | 354 | 0.83 | 4:15-5:15 |
| 4:30-5:30 | 8 | 115 | 8 | 131 | 0 | 0 | 0 | 0 | 16 | 124 | 7 | 147 | 34 | 33 | 10 | 77 | 278 | 77 | 355 | 0.83 | 4:30-5:30 |
| 4:45-5:45 | 6 | 112 | 8 | 126 | 0 | 0 | 0 | 0 | 20 | 114 | 6 | 140 | 34 | 42 | 11 | 87 | 266 | 87 | 353 | 0.82 | 4:45-5:45 |
| 5:00-6.00 | 4 | 111 | 7 | 122 | 0 | 0 | 0 | 0 | 20 | 127 | 6 | 153 | 38 | 44 | 10 | 92 | 275 | 92 | 367 | 0.86 | 5:00-6:00 |
| 5:15-6:15 | 6 | 100 | 8 | 114 | 0 | 0 | 0 | 0 | 21 | 109 | 5 | 135 | 28 | 38 | 9 | 75 | 249 | 75 | 324 | 0.86 | 5:15-6:15 |
| 5:30-6:30 | 5 | 80 | 8 | 93 | 0 | 0 | 0 | 0 | 16 | 100 | 4 | 120 | 25 | 37 | 8 | 70 | 213 | 70 | 283 | 0.83 | 5:30-6:30 |
| 5:45-6:45 | 5 | 78 | 10 | 93 | 0 | 0 | 0 | 0 | 13 | 96 | 4 | 113 | 24 | 28 | 10 | 62 | 206 | 62 | 268 | 0.79 | 5:45-6:45 |
| 6:00-7:00 | 4 | 69 | 9 | 82 | 0 | 0 | 0 | 0 | 12 | 71 | 1 | 84 | 21 | 26 | 12 | 59 | 166 | 59 | 225 | 0.85 | 6:00-7:00 |
| **PM Peak 5:00-6:00** | **4** | **111** | **7** | **122** | **0** | **0** | **0** | **0** | **20** | **127** | **6** | **153** | **38** | **44** | **10** | **92** | **275** | **92** | **367** | **0.86** | **PM Peak 5:00-6:00** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

PROJECT: 318 Eye Street,N.E.
W & A JOB NO.: 2766
INTERSECTION: I Street & Alley
LOCATION: Washington,DC

DATE: 3/16/2005
DAY: Wednesday
WEATHER: Clear
COUNTED BY Tule
INPUTED BY: agan

SOUTHBOUND ROAD: 0
NORTHBOUND ROAD: Alley
WESTBOUND ROAD: I Street
EASTBOUND ROAD: I Street

| Time Period | Turning Movements | | | | | | | | | | | | | | | | | | Total | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound 0 | | | | Westbound I Street | | | | Northbound Alley | | | | Eastbound I Street | | | | North & South | East & West | | | |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 4 | 5 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 1 | 6 | 7 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 8 | 8 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 3 | 3 | | 6:45-7:00 |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 0 | 8 | 8 | | 7:00-7:15 |
| 7:15-7:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 3 | | 7:15-7:30 |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 9 | 9 | | 7:30-7:45 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 7 | 7 | | 7:45-8:00 |
| 8:00-8:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 7 | 2 | 9 | 7 | 9 | 16 | | 8:00-8:15 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 4 | 4 | | 8:15-8:30 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 20 | 0 | 20 | 20 | | 8:30-8:45 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 6 | | 8:45-9:00 |
| 3 Hour Totals | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 72 | 14 | 86 | 10 | 86 | 96 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 21 | 2 | 21 | 23 | 0.72 | 6:00-7:00 |
| 6:15-7:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 25 | 1 | 25 | 26 | 0.81 | 6:15-7:15 |
| 6:30-7:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 21 | 1 | 21 | 22 | 0.69 | 6:30-7:30 |
| 6:45-7:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 22 | 1 | 22 | 23 | 0.64 | 6:45-7:45 |
| 7:00-8:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 26 | 1 | 26 | 27 | 0.75 | 7:00-8:00 |
| 7:15-8:15 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 23 | 4 | 27 | 8 | 27 | 35 | 0.55 | 7:15-8:15 |
| 7:30-8:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 24 | 5 | 29 | 7 | 29 | 36 | 0.56 | 7:30-8:30 |
| 7:45-8:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 33 | 7 | 40 | 7 | 40 | 47 | 0.59 | 7:45-8:45 |
| 8:00-9:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 33 | 6 | 39 | 7 | 39 | 46 | 0.58 | 8:00-9:00 |
| **AM Peak 7:45-8:45** | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 33 | 7 | 40 | 7 | 40 | 47 | 0.59 | **AM Peak 7:45-8:45** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 9 | 0 | 5 | 0 | 5 | 10 | 5 | 15 | | 4:00-4:15 |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 11 | 0 | 11 | 2 | 11 | 13 | | 4:15-4:30 |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 15 | 15 | | 4:30-4:45 |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 13 | 13 | | 4:45-5:00 |
| 5:00-5:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 20 | 2 | 20 | 22 | | 5:00-5:15 |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 12 | 0 | 12 | 3 | 12 | 15 | | 5:15-5:30 |
| 5:30-5:45 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 35 | 2 | 35 | 37 | | 5:30-5:45 |
| 5:45-6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 15 | 15 | | 5:45-6:00 |
| 6:00-6:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 11 | 0 | 11 | 3 | 11 | 14 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 12 | 12 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 18 | 0 | 18 | 5 | 18 | 23 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 1 | 8 | 9 | | 6:45-7:00 |
| 3 Hour Totals | 0 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 6 | 11 | 2 | 19 | 0 | 173 | 2 | 175 | 28 | 175 | 203 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 1 | 11 | 0 | 44 | 0 | 44 | 12 | 44 | 56 | 0.93 | 4:00-5:00 |
| 4:15-5:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 58 | 1 | 59 | 4 | 59 | 63 | 0.72 | 4:15-5:15 |
| 4:30-5:30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 59 | 1 | 60 | 5 | 60 | 65 | 0.74 | 4:30-5:30 |
| 4:45-5:45 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 78 | 2 | 80 | 7 | 80 | 87 | 0.59 | 4:45-5:45 |
| 5:00-6:00 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 80 | 2 | 82 | 7 | 82 | 89 | 0.60 | 5:00-6:00 |
| 5:15-6:15 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 72 | 1 | 73 | 8 | 73 | 81 | 0.55 | 5:15-6:15 |
| 5:30-6:30 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 72 | 1 | 73 | 5 | 73 | 78 | 0.53 | 5:30-6:30 |
| 5:45-6:45 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 56 | 0 | 56 | 8 | 56 | 64 | 0.70 | 5:45-6:45 |
| 6:00-7:00 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 49 | 0 | 49 | 9 | 49 | 58 | 0.63 | 6:00-7:00 |
| **PM Peak 5:00-6:00** | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 80 | 2 | 82 | 7 | 82 | 89 | 0.60 | **PM Peak 5:00-6:00** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E. | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 4th Street | |
| W & A JOB NO.: | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | 4th Street | |
| INTERSECTION: | Eye St.& 4th Street | WEATHER: | Clear | WESTBOUND ROAD: | Eye Street | |
| LOCATION: | Washington,DC | COUNTED BY | Ergys & Metin | EASTBOUND ROAD: | Eye Street | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements: Southbound 4th Street 1 Right | 2 Thru | 3 Left | Total | Westbound Eye Street 4 Right | 5 Thru | 6 Left | Total | Northbound 4th Street 7 Right | 8 Thru | 9 Left | Total | Eastbound Eye Street 10 Right | 11 Thru | 12 Left | Total | North & South | East & West | Total | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 0 | 36 | 1 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 37 | 5 | 42 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 32 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 34 | 4 | 38 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 50 | 2 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 52 | 6 | 58 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 51 | 2 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 53 | 2 | 55 | | 6:45-7:00 |
| 7:00-7:15 | 0 | 48 | 4 | 52 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 52 | 11 | 63 | | 7:00-7:15 |
| 7:15-7:30 | 0 | 75 | 4 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 79 | 7 | 86 | | 7:15-7:30 |
| 7:30-7:45 | 0 | 92 | 9 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 8 | 101 | 8 | 109 | | 7:30-7:45 |
| 7:45-8:00 | 0 | 94 | 3 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 12 | 97 | 12 | 109 | | 7:45-8:00 |
| 8:00-8:15 | 0 | 103 | 3 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 13 | 106 | 13 | 119 | | 8:00-8:15 |
| 8:15-8:30 | 0 | 73 | 3 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 76 | 5 | 81 | | 8:15-8:30 |
| 8:30-8:45 | 0 | 81 | 3 | 84 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 20 | 84 | 21 | 105 | | 8:30-8:45 |
| 8:45-9:00 | 0 | 82 | 6 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 11 | 88 | 11 | 99 | | 8:45-9:00 |
| 3 Hour Totals | **0** | **817** | **42** | **859** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **24** | **79** | **0** | **103** | **859** | **105** | **964** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 0 | 169 | 7 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 17 | 176 | 17 | 193 | 0.83 | 6:00-7:00 |
| 6:15-7:15 | 0 | 181 | 10 | 191 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 18 | 0 | 22 | 191 | 23 | 214 | 0.85 | 6:15-7:15 |
| 6:30-7:30 | 0 | 224 | 12 | 236 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 25 | 236 | 26 | 262 | 0.76 | 6:30-7:30 |
| 6:45-7:45 | 0 | 266 | 19 | 285 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 23 | 0 | 27 | 285 | 28 | 313 | 0.72 | 6:45-7:45 |
| 7:00-8:00 | 0 | 309 | 20 | 329 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 31 | 0 | 37 | 329 | 38 | 367 | 0.84 | 7:00-8:00 |
| 7:15-8:15 | 0 | 364 | 19 | 383 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 0 | 40 | 383 | 40 | 423 | 0.89 | 7:15-8:15 |
| 7:30-8:30 | 0 | 362 | 18 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 30 | 0 | 38 | 380 | 38 | 418 | 0.88 | 7:30-8:30 |
| 7:45-8:45 | 0 | 351 | 12 | 363 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 37 | 0 | 50 | 363 | 51 | 414 | 0.87 | 7:45-8:45 |
| 8:00-9:00 | 0 | 339 | 15 | 354 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 36 | 0 | 49 | 354 | 50 | 404 | 0.85 | 8:00-9:00 |
| **AM Peak 7:15-8:15** | **0** | **364** | **19** | **383** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **33** | **0** | **40** | **383** | **40** | **423** | **0.89** | **AM Peak 7:15-8:15** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 85 | 11 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 25 | 96 | 25 | 121 | | 4:00-4:15 |
| 4:15-4:30 | 0 | 88 | 9 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 16 | 97 | 16 | 113 | | 4:15-4:30 |
| 4:30-4:45 | 0 | 98 | 12 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 0 | 16 | 110 | 16 | 126 | | 4:30-4.45 |
| 4:45-5:00 | 0 | 100 | 11 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 15 | 111 | 15 | 126 | | 4:45-5:00 |
| 5:00-5:15 | 0 | 97 | 11 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 0 | 26 | 108 | 26 | 134 | | 5:00-5:15 |
| 5:15-5:30 | 0 | 89 | 11 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 20 | 100 | 20 | 120 | | 5:15-5:30 |
| 5:30-5:45 | 0 | 93 | 14 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 0 | 30 | 107 | 30 | 137 | | 5:30-5:45 |
| 5:45-6:00 | 0 | 79 | 11 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 17 | 90 | 17 | 107 | | 5:45-6:00 |
| 6:00-6:15 | 0 | 86 | 7 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 17 | 93 | 17 | 110 | | 6:00-6.15 |
| 6:15-6:30 | 0 | 76 | 6 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 18 | 82 | 18 | 100 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 55 | 5 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 0 | 23 | 60 | 23 | 83 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 57 | 6 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 63 | 9 | 72 | | 6:45-7:00 |
| 3 Hour Totals | **0** | **1,003** | **114** | **1,117** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **57** | **176** | **0** | **232** | **1,117** | **232** | **1,349** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 0 | 371 | 43 | 414 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 58 | 0 | 72 | 414 | 72 | 486 | 0 96 | 4:00-5:00 |
| 4:15-5:15 | 0 | 383 | 43 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 61 | 0 | 73 | 426 | 73 | 499 | 0.93 | 4.15-5:15 |
| 4:30-5:30 | 0 | 384 | 45 | 429 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 64 | 0 | 77 | 429 | 77 | 506 | 0.94 | 4:30-5:30 |
| 4:45-5:45 | 0 | 379 | 47 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 76 | 0 | 91 | 426 | 91 | 517 | 0.94 | 4:45-5:45 |
| 5:00-6:00 | 0 | 358 | 47 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 77 | 0 | 93 | 405 | 93 | 498 | 0.91 | 5:00-6:00 |
| 5:15-6:15 | 0 | 347 | 43 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 64 | 0 | 84 | 390 | 84 | 474 | 0 86 | 5:15-6:15 |
| 5:30-6:30 | 0 | 334 | 38 | 372 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 60 | 0 | 82 | 372 | 82 | 454 | 0.83 | 5:30-6:30 |
| 5:45-6:45 | 0 | 296 | 29 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 47 | 0 | 75 | 325 | 75 | 400 | 0.91 | 5:45-6:45 |
| 6:00-7:00 | 0 | 274 | 24 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 40 | 0 | 67 | 298 | 67 | 365 | 0.83 | 6:00-7:00 |
| **PM Peak 4:45-5:45** | **0** | **379** | **47** | **426** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **76** | **0** | **91** | **426** | **91** | **517** | **0.94** | **PM Peak 4:45-5:45** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E. | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 4th Street | |
| W & A JOB NO.: | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | 4th Street | |
| INTERSECTION: | 4th Street & Driveway | WEATHER: | Clear | WESTBOUND ROAD: | 0 | |
| LOCATION: | Washington,DC | COUNTED BY | Admir | EASTBOUND ROAD: | Driveway | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements: Southbound 4th Street 1 Right | 2 Thru | 3 Left | Total | Westbound 0 4 Right | 5 Thru | 6 Left | Total | Northbound 4th Street 7 Right | 8 Thru | 9 Left | Total | Eastbound Driveway 10 Right | 11 Thru | 12 Left | Total | North & South | East & West | Total | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 6 | 37 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 43 | | 6:00-6:15 |
| 6:15-6:30 | 3 | 34 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 37 | 2 | 39 | | 6:15-6:30 |
| 6:30-6:45 | 2 | 55 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 57 | | 6:30-6:45 |
| 6:45-7:00 | 3 | 54 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 57 | 1 | 58 | | 6.45-7:00 |
| 7:00-7:15 | 5 | 58 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 63 | 2 | 65 | | 7:00-7:15 |
| 7:15-7:30 | 5 | 78 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 83 | 3 | 86 | | 7:15-7:30 |
| 7:30-7:45 | 1 | 99 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 100 | 2 | 102 | | 7:30-7:45 |
| 7:45-8:00 | 4 | 97 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 101 | 2 | 103 | | 7:45-8:00 |
| 8:00-8:15 | 2 | 102 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 104 | 1 | 105 | | 8:00-8:15 |
| 8:15-8:30 | 1 | 74 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 75 | 2 | 77 | | 8:15-8:30 |
| 8:30-8:45 | 2 | 81 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 83 | 2 | 85 | | 8:30-8:45 |
| 8:45-9:00 | 2 | 85 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 87 | 1 | 88 | | 8:45-9:00 |
| 3 Hour Totals | 36 | 854 | 0 | 890 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 890 | 18 | 908 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 14 | 180 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 194 | 3 | 197 | 0.85 | 6:00-7:00 |
| 6:15-7:15 | 13 | 201 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 214 | 5 | 219 | 0.84 | 6:15-7:15 |
| 6:30-7:30 | 15 | 245 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 260 | 6 | 266 | 0.77 | 6:30-7:30 |
| 6:45-7:45 | 14 | 289 | 0 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 303 | 8 | 311 | 0.76 | 6:45-7:45 |
| 7:00-8:00 | 15 | 332 | 0 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 347 | 9 | 356 | 0.86 | 7:00-8:00 |
| 7:15-8:15 | 12 | 376 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 388 | 8 | 396 | 0.94 | 7:15-8:15 |
| 7:30-8:30 | 8 | 372 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 380 | 7 | 387 | 0.92 | 7:30-8:30 |
| 7:45-8:45 | 9 | 354 | 0 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 363 | 7 | 370 | 0.88 | 7.45-8:45 |
| 8:00-9:00 | 7 | 342 | 0 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 349 | 6 | 355 | 0.85 | 8:00-9:00 |
| **AM Peak 7:15-8:15** | **12** | **376** | **0** | **388** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **8** | **388** | **8** | **396** | **0.94** | **AM Peak 7:15-8:15** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 100 | 4 | 104 | | 4:00-4:15 |
| 4:15-4:30 | 1 | 91 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 92 | 1 | 93 | | 4:15-4.30 |
| 4:30-4:45 | 0 | 117 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 117 | 1 | 118 | | 4:30-4:45 |
| 4:45-5:00 | 0 | 110 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 110 | | 4:45-5:00 |
| 5:00-5:15 | 1 | 91 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 92 | | 5:00-5:15 |
| 5:15-5:30 | 2 | 110 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 | | 5:15-5:30 |
| 5:30-5:45 | 2 | 97 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 99 | | 5 30-5:45 |
| 5:45-6:00 | 2 | 84 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 86 | | 5:45-6:00 |
| 6:00-6:15 | 1 | 93 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 94 | 2 | 96 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 72 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 72 | 1 | 73 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 55 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 55 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 61 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 61 | | 6:45-7:00 |
| 3 Hour Totals | 9 | 1,081 | 0 | 1,090 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1,090 | 9 | 1,099 | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 1 | 418 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 419 | 6 | 425 | 0.90 | 4:00-5:00 |
| 4:15-5:15 | 2 | 409 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 411 | 2 | 413 | 0.88 | 4:15-5:15 |
| 4:30-5:30 | 3 | 428 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 431 | 1 | 432 | 0.92 | 4:30-5:30 |
| 4:45-5:45 | 5 | 408 | 0 | 413 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 413 | 0 | 413 | 0.92 | 4:45-5:45 |
| 5:00-6:00 | 7 | 382 | 0 | 389 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 0 | 389 | 0.87 | 5:00-6:00 |
| 5:15-6:15 | 7 | 384 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 391 | 2 | 393 | 0.88 | 5:15-6.15 |
| 5:30-6:30 | 5 | 346 | 0 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 351 | 3 | 354 | 0.89 | 5:30-6:30 |
| 5:45-6:45 | 3 | 304 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 307 | 3 | 310 | 0.81 | 5:45-6:45 |
| 6:00-7:00 | 1 | 281 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 282 | 3 | 285 | 0.74 | 6:00-7:00 |
| **PM Peak 4:30-5:30** | **3** | **428** | **0** | **431** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **431** | **1** | **432** | **0.92** | **PM Peak 4:30-5:30** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 4th Street | |
| W & A JOB NO.: | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | 4th Street | |
| INTERSECTION: | K Street & 4th Street | WEATHER: | Clear | WESTBOUND ROAD: | K Street | |
| LOCATION: | Washington,DC | COUNTED BY | Matt | EASTBOUND ROAD: | K Street | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements | | | | | | | | | | | | | | | | | | | PHF | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound 4th Street | | | | Westbound K Street | | | | Northbound 4th Street | | | | Eastbound K Street | | | | North & South | East & West | Total | | |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 7 | 23 | 1 | 31 | 0 | 91 | 13 | 104 | 0 | 0 | 0 | 0 | 7 | 19 | 3 | 29 | 31 | 133 | 164 | | 6:00-6:15 |
| 6:15-6:30 | 6 | 17 | 3 | 26 | 0 | 111 | 11 | 122 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 18 | 26 | 140 | 166 | | 6:15-6:30 |
| 6:30-6:45 | 8 | 37 | 1 | 46 | 0 | 128 | 18 | 146 | 0 | 0 | 0 | 0 | 5 | 23 | 0 | 28 | 46 | 174 | 220 | | 6:30-6:45 |
| 6:45-7:00 | 9 | 30 | 1 | 40 | 0 | 176 | 20 | 196 | 0 | 0 | 0 | 0 | 6 | 26 | 0 | 32 | 40 | 228 | 268 | | 6:45-7:00 |
| 7:00-7:15 | 8 | 48 | 0 | 56 | 0 | 190 | 12 | 202 | 0 | 0 | 0 | 0 | 3 | 38 | 1 | 42 | 56 | 244 | 300 | | 7:00-7:15 |
| 7:15-7:30 | 7 | 38 | 1 | 46 | 0 | 256 | 33 | 289 | 0 | 0 | 0 | 0 | 13 | 39 | 4 | 56 | 46 | 345 | 391 | | 7:15-7:30 |
| 7:30-7:45 | 8 | 72 | 2 | 82 | 0 | 169 | 12 | 181 | 0 | 0 | 0 | 0 | 7 | 40 | 0 | 47 | 82 | 228 | 310 | | 7:30-7:45 |
| 7:45-8:00 | 9 | 82 | 1 | 92 | 0 | 199 | 10 | 209 | 0 | 0 | 0 | 0 | 8 | 40 | 1 | 49 | 92 | 258 | 350 | | 7:45-8:00 |
| 8:00-8:15 | 6 | 74 | 3 | 83 | 0 | 242 | 21 | 263 | 0 | 0 | 0 | 0 | 9 | 50 | 0 | 59 | 83 | 322 | 405 | | 8:00-8:15 |
| 8:15-8:30 | 14 | 60 | 2 | 76 | 0 | 248 | 19 | 267 | 0 | 0 | 0 | 0 | 2 | 54 | 0 | 56 | 76 | 323 | 399 | | 8:15-8:30 |
| 8:30-8:45 | 19 | 51 | 2 | 72 | 0 | 174 | 25 | 199 | 0 | 0 | 0 | 0 | 9 | 44 | 0 | 53 | 72 | 252 | 324 | | 8:30-8:45 |
| 8:45-9:00 | 13 | 55 | 3 | 71 | 2 | 161 | 26 | 189 | 0 | 0 | 0 | 0 | 9 | 47 | 0 | 56 | 71 | 245 | 316 | | 8:45-9:00 |
| 3 Hour Totals | **114** | **587** | **20** | **721** | **2** | **2,145** | **220** | **2,367** | **0** | **0** | **0** | **0** | **80** | **436** | **9** | **525** | **721** | **2,892** | **3,613** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 30 | 107 | 6 | 143 | 0 | 506 | 62 | 568 | 0 | 0 | 0 | 0 | 20 | 84 | 3 | 107 | 143 | 675 | 818 | 0.76 | 6:00-7:00 |
| 6:15-7:15 | 31 | 132 | 5 | 168 | 0 | 605 | 61 | 666 | 0 | 0 | 0 | 0 | 16 | 103 | 1 | 120 | 168 | 786 | 954 | 0.80 | 6:15-7:15 |
| 6:30-7:30 | 32 | 153 | 3 | 188 | 0 | 750 | 83 | 833 | 0 | 0 | 0 | 0 | 27 | 126 | 5 | 158 | 188 | 991 | 1,179 | 0.75 | 6:30-7:30 |
| 6:45-7:45 | 32 | 188 | 4 | 224 | 0 | 791 | 77 | 868 | 0 | 0 | 0 | 0 | 29 | 143 | 5 | 177 | 224 | 1,045 | 1,269 | 0.81 | 6:45-7:45 |
| 7:00-8:00 | 32 | 240 | 4 | 276 | 0 | 814 | 67 | 881 | 0 | 0 | 0 | 0 | 31 | 157 | 6 | 194 | 276 | 1,075 | 1,351 | 0.86 | 7:00-8:00 |
| 7:15-8:15 | 30 | 266 | 7 | 303 | 0 | 866 | 76 | 942 | 0 | 0 | 0 | 0 | 37 | 169 | 5 | 211 | 303 | 1,153 | 1,456 | 0.90 | 7:15-8:15 |
| 7:30-8:30 | 37 | 288 | 8 | 333 | 0 | 858 | 62 | 920 | 0 | 0 | 0 | 0 | 26 | 184 | 1 | 211 | 333 | 1,131 | 1,464 | 0.90 | 7:30-8:30 |
| 7:45-8:45 | 48 | 267 | 8 | 323 | 0 | 863 | 75 | 938 | 0 | 0 | 0 | 0 | 28 | 188 | 1 | 217 | 323 | 1,155 | 1,478 | 0.91 | 7:45-8:45 |
| 8:00-9:00 | 52 | 240 | 10 | 302 | 2 | 825 | 91 | 918 | 0 | 0 | 0 | 0 | 29 | 195 | 0 | 224 | 302 | 1,142 | 1,444 | 0.89 | 8:00-9:00 |
| **AM Peak 7:45-8:45** | **48** | **267** | **8** | **323** | **0** | **863** | **75** | **938** | **0** | **0** | **0** | **0** | **28** | **188** | **1** | **217** | **323** | **1,155** | **1,478** | **0.91** | **AM Peak 7:45-8:45** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 7 | 74 | 2 | 83 | 0 | 66 | 15 | 81 | 0 | 0 | 0 | 0 | 26 | 153 | 0 | 179 | 83 | 260 | 343 | | 4:00-4:15 |
| 4:15-4:30 | 9 | 62 | 8 | 79 | 0 | 66 | 9 | 75 | 0 | 0 | 0 | 0 | 29 | 198 | 0 | 227 | 79 | 302 | 381 | | 4:15-4:30 |
| 4:30-4:45 | 6 | 88 | 12 | 106 | 0 | 62 | 6 | 68 | 0 | 0 | 0 | 0 | 28 | 221 | 0 | 249 | 106 | 317 | 423 | | 4:30-4:45 |
| 4:45-5:00 | 8 | 89 | 5 | 102 | 0 | 66 | 14 | 80 | 0 | 0 | 0 | 0 | 12 | 221 | 0 | 233 | 102 | 313 | 415 | | 4:45-5:00 |
| 5:00-5:15 | 6 | 75 | 9 | 90 | 0 | 53 | 8 | 61 | 0 | 0 | 0 | 0 | 13 | 241 | 0 | 254 | 90 | 315 | 405 | | 5:00-5:15 |
| 5:15-5:30 | 4 | 85 | 10 | 99 | 1 | 59 | 15 | 75 | 0 | 0 | 0 | 0 | 19 | 259 | 0 | 278 | 99 | 353 | 452 | | 5:15-5:30 |
| 5:30-5:45 | 2 | 68 | 6 | 76 | 0 | 73 | 23 | 96 | 0 | 0 | 0 | 0 | 18 | 223 | 1 | 242 | 76 | 338 | 414 | | 5:30-5:45 |
| 5:45-6:00 | 4 | 66 | 7 | 77 | 7 | 55 | 12 | 74 | 0 | 0 | 0 | 0 | 13 | 201 | 0 | 214 | 77 | 288 | 365 | | 5:45-6:00 |
| 6:00-6:15 | 7 | 61 | 6 | 74 | 9 | 43 | 17 | 69 | 0 | 0 | 0 | 0 | 16 | 176 | 0 | 192 | 74 | 261 | 335 | | 6:00-6:15 |
| 6:15-6:30 | 4 | 49 | 8 | 61 | 0 | 65 | 9 | 74 | 0 | 0 | 0 | 0 | 16 | 127 | 0 | 143 | 61 | 217 | 278 | | 6:15-6:30 |
| 6:30-6:45 | 15 | 26 | 3 | 44 | 0 | 52 | 17 | 69 | 0 | 0 | 0 | 0 | 9 | 131 | 0 | 140 | 44 | 209 | 253 | | 6:30-6:45 |
| 6:45-7:00 | 7 | 40 | 4 | 51 | 0 | 42 | 13 | 55 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 108 | 51 | 163 | 214 | | 6:45-7:00 |
| 3 Hour Totals | **79** | **783** | **80** | **942** | **17** | **702** | **158** | **877** | **0** | **0** | **0** | **0** | **206** | **2,251** | **2** | **2,459** | **942** | **3,336** | **4,278** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 30 | 313 | 27 | 370 | 0 | 260 | 44 | 304 | 0 | 0 | 0 | 0 | 95 | 793 | 0 | 888 | 370 | 1,192 | 1,562 | 0.92 | 4:00-5:00 |
| 4:15-5:15 | 29 | 314 | 34 | 377 | 0 | 247 | 37 | 284 | 0 | 0 | 0 | 0 | 82 | 881 | 0 | 963 | 377 | 1,247 | 1,624 | 0.96 | 4:15-5:15 |
| 4:30-5:30 | 24 | 337 | 36 | 397 | 1 | 240 | 43 | 284 | 0 | 0 | 0 | 0 | 72 | 942 | 0 | 1,014 | 397 | 1,298 | 1,695 | 0.94 | 4:30-5:30 |
| 4:45-5:45 | 20 | 317 | 30 | 367 | 1 | 251 | 60 | 312 | 0 | 0 | 0 | 0 | 62 | 944 | 1 | 1,007 | 367 | 1,319 | 1,686 | 0.93 | 4:45-5:45 |
| 5:00-6:00 | 16 | 294 | 32 | 342 | 8 | 240 | 58 | 306 | 0 | 0 | 0 | 0 | 63 | 924 | 1 | 988 | 342 | 1,294 | 1,636 | 0.90 | 5:00-6:00 |
| 5:15-6:15 | 17 | 280 | 29 | 326 | 17 | 230 | 67 | 314 | 0 | 0 | 0 | 0 | 66 | 859 | 1 | 926 | 326 | 1,240 | 1,566 | 0.87 | 5:15-6:15 |
| 5:30-6:30 | 17 | 244 | 27 | 288 | 16 | 236 | 61 | 313 | 0 | 0 | 0 | 0 | 63 | 727 | 1 | 791 | 288 | 1,104 | 1,392 | 0.84 | 5:30-6:30 |
| 5:45-6:45 | 30 | 202 | 24 | 256 | 16 | 215 | 55 | 286 | 0 | 0 | 0 | 0 | 54 | 635 | 0 | 689 | 256 | 975 | 1,231 | 0.84 | 5:45-6:45 |
| 6:00-7:00 | 33 | 176 | 21 | 230 | 9 | 202 | 56 | 267 | 0 | 0 | 0 | 0 | 48 | 534 | 1 | 583 | 230 | 850 | 1,080 | 0.81 | 6:00-7:00 |
| **PM Peak 4:30-5:30** | **24** | **337** | **36** | **397** | **1** | **240** | **43** | **284** | **0** | **0** | **0** | **0** | **72** | **942** | **0** | **1,014** | **397** | **1,298** | **1,695** | **0.94** | **PM Peak 4:30-5:30** |

# Wells & Associates, LLC

**McLean, Virginia**

## Existing Traffic Count

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: | 318 Eye Street,N.E. | DATE: | 3/16/2005 | SOUTHBOUND ROAD: | 0 | |
| W & A JOB NO.: | 2766 | DAY: | Wednesday | NORTHBOUND ROAD: | Alley | |
| INTERSECTION: | K Street & Alley | WEATHER: | Clear | WESTBOUND ROAD: | K Street | |
| LOCATION: | Washington,DC | COUNTED BY | Jose | EASTBOUND ROAD: | K Street | |
| | | INPUTED BY: | agan | | | |

| Time Period | Turning Movements | | | | | | | | | | | | | | | | | | | | Time Period |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound 0 | | | | Westbound K Street | | | | Northbound Alley | | | | Eastbound K Street | | | | North & South | East & West | Total | PHF | |
| | 1 Right | 2 Thru | 3 Left | Total | 4 Right | 5 Thru | 6 Left | Total | 7 Right | 8 Thru | 9 Left | Total | 10 Right | 11 Thru | 12 Left | Total | | | | | |
| **AM** | | | | | | | | | | | | | | | | | | | | | |
| 6:00-6:15 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 105 | 0 | 0 | 1 | 1 | 0 | 24 | 0 | 24 | 1 | 129 | 130 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 0 | 0 | 0 | 0 | 119 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 138 | 138 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 135 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 160 | 160 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 194 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 32 | 0 | 226 | 226 | | 6:45-7:00 |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 240 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 53 | 0 | 293 | 293 | | 7:00-7:15 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 49 | 0 | 312 | 312 | | 7:15-7:30 |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 239 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 48 | 0 | 287 | 287 | | 7:30-7:45 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 1 | 241 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 61 | 0 | 303 | 303 | | 7:45-8:00 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 1 | 241 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 0 | 289 | 289 | | 8:00-8:15 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 0 | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 297 | 297 | | 8:15-8:30 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 168 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 213 | 213 | | 8:30-8:45 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 148 | 0 | 0 | 1 | 1 | 0 | 56 | 0 | 56 | 1 | 204 | 205 | | 8:45-9:00 |
| 3 Hour Totals | **0** | **0** | **0** | **0** | **2** | **2,345** | **0** | **2,347** | **0** | **0** | **2** | **2** | **0** | **504** | **0** | **504** | **2** | **2,851** | **2,853** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 6:00-7:00 | 0 | 0 | 0 | 0 | 0 | 553 | 0 | 553 | 0 | 0 | 1 | 1 | 0 | 100 | 0 | 100 | 1 | 653 | 654 | 0.72 | 6:00-7:00 |
| 6:15-7:15 | 0 | 0 | 0 | 0 | 0 | 688 | 0 | 688 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 129 | 0 | 817 | 817 | 0.70 | 6:15-7:15 |
| 6:30-7:30 | 0 | 0 | 0 | 0 | 0 | 832 | 0 | 832 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 159 | 0 | 991 | 991 | 0.79 | 6:30-7:30 |
| 6:45-7:45 | 0 | 0 | 0 | 0 | 0 | 936 | 0 | 936 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 182 | 0 | 1,118 | 1,118 | 0.90 | 6:45-7:45 |
| 7:00-8:00 | 0 | 0 | 0 | 0 | 1 | 983 | 0 | 984 | 0 | 0 | 0 | 0 | 0 | 211 | 0 | 211 | 0 | 1,195 | 1,195 | 0.96 | 7:00-8:00 |
| 7:15-8:15 | 0 | 0 | 0 | 0 | 2 | 984 | 0 | 986 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 205 | 0 | 1,191 | 1,191 | 0.95 | 7:15-8:15 |
| 7:30-8:30 | 0 | 0 | 0 | 0 | 2 | 973 | 0 | 975 | 0 | 0 | 0 | 0 | 0 | 201 | 0 | 201 | 0 | 1,176 | 1,176 | 0.97 | 7:30-8:30 |
| 7:45-8:45 | 0 | 0 | 0 | 0 | 2 | 902 | 0 | 904 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 198 | 0 | 1,102 | 1,102 | 0.91 | 7:45-8:45 |
| 8:00-9:00 | 0 | 0 | 0 | 0 | 1 | 809 | 0 | 810 | 0 | 0 | 1 | 1 | 0 | 193 | 0 | 193 | 1 | 1,003 | 1,004 | 0.85 | 8:00-9:00 |
| **AM Peak 7:00-8:00** | **0** | **0** | **0** | **0** | **1** | **983** | **0** | **984** | **0** | **0** | **0** | **0** | **0** | **211** | **0** | **211** | **0** | **1,195** | **1,195** | **0.96** | **AM Peak 7:00-8:00** |
| **PM** | | | | | | | | | | | | | | | | | | | | | |
| 4:00-4:15 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 121 | 0 | 219 | 219 | | 4:00-4:15 |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 207 | 0 | 207 | 0 | 269 | 269 | | 4:15-4:30 |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 256 | 0 | 256 | 0 | 334 | 334 | | 4:30-4:45 |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 220 | 0 | 220 | 0 | 290 | 290 | | 4:45-5:00 |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 0 | 318 | 318 | | 5:00-5:15 |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 250 | 0 | 312 | 312 | | 5:15-5:30 |
| 5:30-5:45 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 235 | 0 | 235 | 0 | 297 | 297 | | 5:30-5:45 |
| 5:45-6:00 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 61 | 1 | 0 | 3 | 4 | 0 | 202 | 0 | 202 | 4 | 263 | 267 | | 5:45-6:00 |
| 6:00-6:15 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 208 | 0 | 269 | 269 | | 6:00-6:15 |
| 6:15-6:30 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 145 | 0 | 217 | 217 | | 6:15-6:30 |
| 6:30-6:45 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 157 | 0 | 220 | 220 | | 6:30-6:45 |
| 6:45-7:00 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 94 | 0 | 139 | 139 | | 6:45-7:00 |
| 3 Hour Totals | **0** | **0** | **0** | **0** | **0** | **788** | **0** | **788** | **1** | **0** | **3** | **4** | **0** | **2,359** | **0** | **2,359** | **4** | **3,147** | **3,151** | | |
| 1 Hour Totals | | | | | | | | | | | | | | | | | | | | | |
| 4:00-5:00 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 308 | 0 | 0 | 0 | 0 | 0 | 804 | 0 | 804 | 0 | 1,112 | 1,112 | 0.83 | 4:00-5:00 |
| 4:15-5:15 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 947 | 0 | 947 | 0 | 1,211 | 1,211 | 0.91 | 4:15-5:15 |
| 4:30-5:30 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 990 | 0 | 1,254 | 1,254 | 0.94 | 4:30-5:30 |
| 4:45-5:45 | 0 | 0 | 0 | 0 | 0 | 248 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 969 | 0 | 969 | 0 | 1,217 | 1,217 | 0.96 | 4:45-5:45 |
| 5:00-6:00 | 0 | 0 | 0 | 0 | 0 | 239 | 0 | 239 | 1 | 0 | 3 | 4 | 0 | 951 | 0 | 951 | 4 | 1,190 | 1,194 | 0.94 | 5:00-6:00 |
| 5:15-6:15 | 0 | 0 | 0 | 0 | 0 | 246 | 0 | 246 | 1 | 0 | 3 | 4 | 0 | 895 | 0 | 895 | 4 | 1,141 | 1,145 | 0.92 | 5:15-6:15 |
| 5:30-6:30 | 0 | 0 | 0 | 0 | 0 | 256 | 0 | 256 | 1 | 0 | 3 | 4 | 0 | 790 | 0 | 790 | 4 | 1,046 | 1,050 | 0.88 | 5:30-6:30 |
| 5:45-6:45 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 257 | 1 | 0 | 3 | 4 | 0 | 712 | 0 | 712 | 4 | 969 | 973 | 0.90 | 5:45-6:45 |
| 6:00-7:00 | 0 | 0 | 0 | 0 | 0 | 241 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 604 | 0 | 604 | 0 | 845 | 845 | 0.79 | 6:00-7:00 |
| **PM Peak 4:30-5:30** | **0** | **0** | **0** | **0** | **0** | **264** | **0** | **264** | **0** | **0** | **0** | **0** | **0** | **990** | **0** | **990** | **0** | **1,254** | **1,254** | **0.94** | **PM Peak 4:30-5:30** |

Project Name: 318 Eye Street,N.E.

Project Number 2766

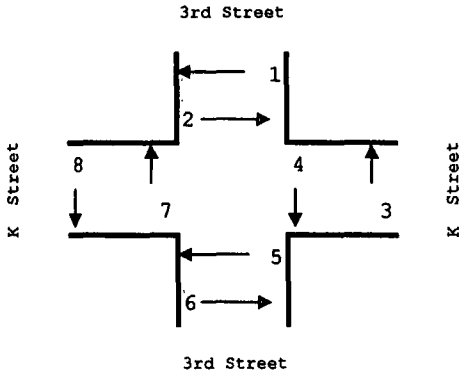
Location: Washington,DC

Intersection: K Street & 3rd Street

Weather: Clear

Date: 3/16/2005

Surveyor: Roberto




Hourly Pedestrian Count

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | |
| 6:00 | 7:00 | 5 | 1 | 1 | 4 | 7 | 1 | 2 | 1 | 22 | 6 | 5 | 8 | 3 |
| 6:15 | 7:15 | 3 | 0 | 1 | 5 | 6 | 5 | 1 | 3 | 24 | 3 | 6 | 11 | 4 |
| 6:30 | 7:30 | 5 | 0 | 1 | 6 | 7 | 5 | 2 | 5 | 31 | 5 | 7 | 12 | 7 |
| 6:45 | 7:45 | 9 | 0 | 1 | 8 | 9 | 8 | 2 | 5 | 42 | 9 | 9 | 17 | 7 |
| 7:00 | 8:00 | 9 | 0 | 1 | 6 | 11 | 10 | 2 | 8 | 47 | 9 | 7 | 21 | 10 |
| 7:15 | 8:15 | 9 | 0 | 3 | 5 | 14 | 6 | 2 | 14 | 53 | 9 | 8 | 20 | 16 |
| 7:30 | 8:30 | 7 | 0 | 3 | 7 | 15 | 8 | 1 | 18 | 59 | 7 | 10 | 23 | 19 |
| 7:45 | 8:45 | 8 | 0 | 3 | 7 | 14 | 7 | 4 | 20 | 63 | 8 | 10 | 21 | 24 |
| 8:00 | 9:00 | 9 | 0 | 4 | 7 | 13 | 5 | 4 | 17 | 59 | 9 | 11 | 18 | 21 |
| **PM PEAK** | | | | | | | | | | | | | | |
| 16:00 | 17:00 | 2 | 3 | 5 | 1 | 7 | 6 | 4 | 4 | 32 | 5 | 6 | 13 | 8 |
| 16:15 | 17:15 | 2 | 5 | 5 | 3 | 8 | 9 | 5 | 4 | 41 | 7 | 8 | 17 | 9 |
| 16:30 | 17:30 | 1 | 5 | 7 | 3 | 7 | 12 | 5 | 5 | 45 | 6 | 10 | 19 | 10 |
| 16:45 | 17:45 | 2 | 3 | 7 | 3 | 10 | 17 | 5 | 4 | 51 | 5 | 10 | 27 | 9 |
| 17:00 | 18:00 | 2 | 2 | 6 | 5 | 8 | 21 | 3 | 3 | 50 | 4 | 11 | 29 | 6 |
| 17:15 | 18:15 | 3 | 2 | 7 | 2 | 7 | 27 | 2 | 8 | 58 | 5 | 9 | 34 | 10 |
| 17:30 | 18:30 | 3 | 3 | 5 | 2 | 9 | 26 | 2 | 7 | 57 | 6 | 7 | 35 | 9 |
| 17:45 | 18:45 | 4 | 6 | 2 | 2 | 6 | 29 | 4 | 6 | 59 | 10 | 4 | 35 | 10 |
| 18:00 | 19:00 | 7 | 6 | 2 | 1 | 2 | 28 | 4 | 6 | 56 | 13 | 3 | 30 | 10 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

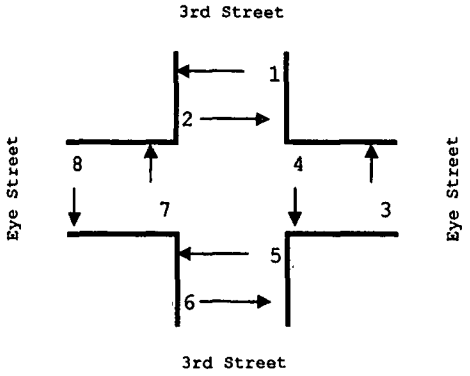
Location: Washington,DC

Intersection: Eye St.& 3rd Street

Weather: Clear

Date: 3/16/2005

Surveyor: Belen




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 9 | 6 | 4 | 8 | 12 | 2 | 14 | 3 | 58 | 15 | 12 | 14 | 17 |
| 6:15 | 7:15 | | 16 | 8 | 3 | 7 | 21 | 17 | 11 | 6 | 89 | 24 | 10 | 38 | 17 |
| 6:30 | 7:30 | | 27 | 10 | 3 | 7 | 24 | 23 | 9 | 10 | 113 | 37 | 10 | 47 | 19 |
| 6:45 | 7:45 | | 29 | 15 | 11 | 9 | 23 | 24 | 8 | 8 | 127 | 44 | 20 | 47 | 16 |
| 7:00 | 8:00 | | 24 | 15 | 14 | 5 | 31 | 22 | 7 | 7 | 125 | 39 | 19 | 53 | 14 |
| 7:15 | 8:15 | | 18 | 12 | 12 | 5 | 24 | 13 | 12 | 4 | 100 | 30 | 17 | 37 | 16 |
| 7:30 | 8:30 | | 17 | 14 | 16 | 5 | 20 | 7 | 16 | 8 | 103 | 31 | 21 | 27 | 24 |
| 7:45 | 8:45 | | 19 | 15 | 14 | 2 | 28 | 6 | 16 | 8 | 108 | 34 | 16 | 34 | 24 |
| 8:00 | 9:00 | | 23 | 12 | 14 | 0 | 10 | 13 | 17 | 8 | 97 | 35 | 14 | 23 | 25 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 12 | 4 | 5 | 2 | 1 | 8 | 5 | 9 | 46 | 16 | 7 | 9 | 14 |
| 16:15 | 17:15 | | 13 | 3 | 6 | 1 | 0 | 9 | 8 | 10 | 50 | 16 | 7 | 9 | 18 |
| 16:30 | 17:30 | | 11 | 1 | 3 | 4 | 0 | 9 | 6 | 13 | 47 | 12 | 7 | 9 | 19 |
| 16:45 | 17:45 | | 7 | 2 | 3 | 4 | 0 | 7 | 8 | 14 | 45 | 9 | 7 | 7 | 22 |
| 17:00 | 18:00 | | 3 | 2 | 3 | 3 | 2 | 4 | 7 | 15 | 39 | 5 | 6 | 6 | 22 |
| 17:15 | 18:15 | | 2 | 3 | 2 | 5 | 5 | 3 | 5 | 16 | 41 | 5 | 7 | 8 | 21 |
| 17:30 | 18:30 | | 1 | 3 | 0 | 2 | 5 | 7 | 6 | 28 | 52 | 4 | 2 | 12 | 34 |
| 17:45 | 18:45 | | 1 | 2 | 0 | 2 | 5 | 5 | 4 | 25 | 44 | 3 | 2 | 10 | 29 |
| 18:00 | 19:00 | | 1 | 2 | 0 | 2 | 3 | 5 | 6 | 26 | 45 | 3 | 2 | 8 | 32 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

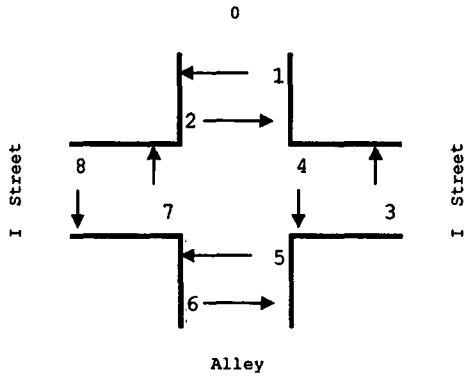
Location: Washington,DC

Intersection: I Street & Alley

Weather: Clear

Date: 3/16/2005

Surveyor: Tule




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 2 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 10 | 2 | 2 | 3 | 3 |
| 6:15 | 7:15 | | 2 | 1 | 1 | 1 | 4 | 2 | 3 | 1 | 15 | 3 | 2 | 6 | 4 |
| 6:30 | 7:30 | | 2 | 1 | 0 | 1 | 7 | 2 | 3 | 1 | 17 | 3 | 1 | 9 | 4 |
| 6:45 | 7:45 | | 2 | 1 | 0 | 1 | 6 | 2 | 4 | 0 | 16 | 3 | 1 | 8 | 4 |
| 7:00 | 8:00 | | 3 | 1 | 0 | 0 | 9 | 2 | 4 | 0 | 19 | 4 | 0 | 11 | 4 |
| 7:15 | 8:15 | | 5 | 0 | 0 | 4 | 10 | 0 | 6 | 0 | 25 | 5 | 4 | 10 | 6 |
| 7:30 | 8:30 | | 6 | 0 | 0 | 5 | 9 | 0 | 6 | 0 | 26 | 6 | 5 | 9 | 6 |
| 7:45 | 8:45 | | 12 | 0 | 3 | 5 | 8 | 0 | 4 | 0 | 32 | 12 | 8 | 8 | 4 |
| 8:00 | 9:00 | | 17 | 2 | 5 | 5 | 6 | 0 | 5 | 1 | 41 | 19 | 10 | 6 | 6 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 4 | 7 | 0 | 1 | 1 | 2 | 1 | 0 | 16 | 11 | 1 | 3 | 1 |
| 16:15 | 17:15 | | 5 | 8 | 0 | 0 | 1 | 2 | 1 | 0 | 17 | 13 | 0 | 3 | 1 |
| 16:30 | 17:30 | | 4 | 7 | 0 | 1 | 1 | 5 | 1 | 0 | 19 | 11 | 1 | 6 | 1 |
| 16:45 | 17:45 | | 4 | 8 | 0 | 2 | 0 | 5 | 0 | 0 | 19 | 12 | 2 | 5 | 0 |
| 17:00 | 18:00 | | 5 | 6 | 0 | 2 | 1 | 6 | 0 | 0 | 20 | 11 | 2 | 7 | 0 |
| 17:15 | 18:15 | | 4 | 5 | 0 | 2 | 1 | 6 | 0 | 1 | 19 | 9 | 2 | 7 | 1 |
| 17:30 | 18:30 | | 3 | 5 | 0 | 1 | 1 | 2 | 0 | 1 | 13 | 8 | 1 | 3 | 1 |
| 17:45 | 18:45 | | 4 | 3 | 1 | 3 | 2 | 2 | 1 | 1 | 17 | 7 | 4 | 4 | 2 |
| 18:00 | 19:00 | | 2 | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 12 | 4 | 4 | 2 | 2 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

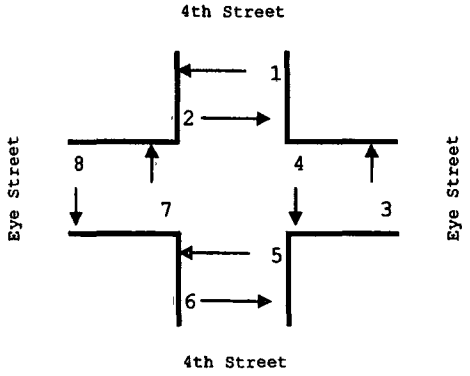
Location: Washington,DC

Intersection: Eye St.& 4th Street

Weather: Clear

Date: 3/16/2005

Surveyor: Ergys & Metin




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 3 | 1 | 0 | 1 | 1 | 2 | 4 | 3 | 15 | 4 | 1 | 3 | 7 |
| 6:15 | 7:15 | | 3 | 4 | 0 | 1 | 2 | 2 | 6 | 3 | 21 | 7 | 1 | 4 | 9 |
| 6:30 | 7:30 | | 4 | 5 | 0 | 2 | 2 | 2 | 6 | 2 | 23 | 9 | 2 | 4 | 8 |
| 6:45 | 7:45 | | 3 | 4 | 0 | 3 | 1 | 1 | 6 | 5 | 23 | 7 | 3 | 2 | 11 |
| 7:00 | 8:00 | | 1 | 4 | 0 | 3 | 2 | 0 | 2 | 6 | 18 | 5 | 3 | 2 | 8 |
| 7:15 | 8:15 | | 3 | 2 | 1 | 5 | 4 | 0 | 1 | 6 | 22 | 5 | 6 | 4 | 7 |
| 7:30 | 8:30 | | 4 | 2 | 2 | 3 | 4 | 0 | 1 | 6 | 22 | 6 | 5 | 4 | 7 |
| 7:45 | 8:45 | | 5 | 2 | 3 | 6 | 4 | 1 | 1 | 3 | 25 | 7 | 9 | 5 | 4 |
| 8:00 | 9:00 | | 7 | 4 | 3 | 7 | 3 | 1 | 2 | 3 | 30 | 11 | 10 | 4 | 5 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 2 | 3 | 6 | 3 | 7 | 4 | 0 | 1 | 26 | 5 | 9 | 11 | 1 |
| 16:15 | 17:15 | | 3 | 6 | 3 | 1 | 3 | 1 | 1 | 1 | 19 | 9 | 4 | 4 | 2 |
| 16:30 | 17:30 | | 3 | 3 | 3 | 2 | 3 | 1 | 1 | 1 | 17 | 6 | 5 | 4 | 2 |
| 16:45 | 17:45 | | 3 | 4 | 0 | 2 | 1 | 2 | 2 | 3 | 17 | 7 | 2 | 3 | 5 |
| 17:00 | 18:00 | | 3 | 4 | 0 | 3 | 1 | 2 | 8 | 5 | 26 | 7 | 3 | 3 | 13 |
| 17:15 | 18:15 | | 2 | 2 | 0 | 2 | 2 | 1 | 8 | 4 | 21 | 4 | 2 | 3 | 12 |
| 17:30 | 18:30 | | 2 | 3 | 0 | 1 | 2 | 1 | 10 | 4 | 23 | 5 | 1 | 3 | 14 |
| 17:45 | 18:45 | | 2 | 2 | 1 | 1 | 2 | 0 | 9 | 3 | 20 | 4 | 2 | 2 | 12 |
| 18:00 | 19:00 | | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 1 | 11 | 4 | 1 | 2 | 4 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

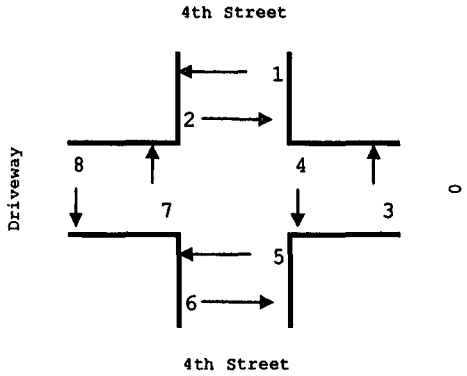
Location: Washington,DC

Intersection: 4th Street & Driveway

Weather: Clear

Date: 3/16/2005

Surveyor: Admir




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 3 |
| 6:15 | 7:15 | | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 4 | 9 | 0 | 2 | 0 | 7 |
| 6:30 | 7:30 | | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 11 | 0 | 1 | 0 | 10 |
| 6:45 | 7:45 | | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 9 | 0 | 1 | 0 | 8 |
| 7:00 | 8:00 | | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 8 | 12 | 0 | 1 | 0 | 11 |
| 7:15 | 8:15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 7 |
| 7:30 | 8:30 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 6 |
| 7:45 | 8:45 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 5 |
| 8:00 | 9:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 13 | 0 | 0 | 0 | 13 |
| 16:15 | 17:15 | | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 0 | 0 | 0 | 11 |
| 16:30 | 17:30 | | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 4 | 10 | 0 | 1 | 0 | 9 |
| 16:45 | 17:45 | | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 7 | 14 | 0 | 1 | 0 | 13 |
| 17:00 | 18:00 | | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 5 | 10 | 0 | 1 | 0 | 9 |
| 17:15 | 18:15 | | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 5 | 10 | 0 | 1 | 0 | 9 |
| 17:30 | 18:30 | | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 10 |
| 17:45 | 18:45 | | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 7 |
| 18:00 | 19:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

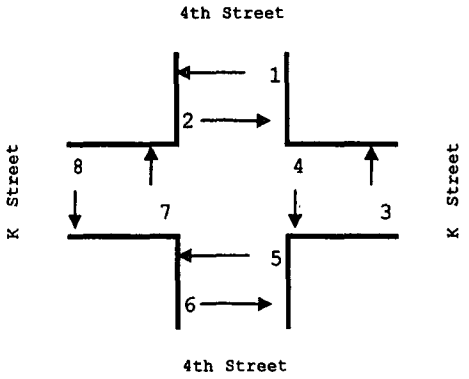
Location: Washington,DC

Intersection: K Street & 4th Street

Weather: Clear

Date: 3/16/2005

Surveyor: Matt




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 10 | 1 | 3 | 1 | 5 | 1 | 2 | 0 | 23 | 11 | 4 | 6 | 2 |
| 6:15 | 7:15 | | 11 | 1 | 3 | 2 | 7 | 5 | 2 | 1 | 32 | 12 | 5 | 12 | 3 |
| 6:30 | 7:30 | | 13 | 0 | 2 | 5 | 12 | 4 | 0 | 4 | 40 | 13 | 7 | 16 | 4 |
| 6:45 | 7:45 | | 15 | 0 | 1 | 5 | 11 | 6 | 2 | 9 | 49 | 15 | 6 | 17 | 11 |
| 7:00 | 8:00 | | 14 | 0 | 0 | 6 | 12 | 6 | 2 | 11 | 51 | 14 | 6 | 18 | 13 |
| 7:15 | 8:15 | | 16 | 7 | 0 | 7 | 16 | 4 | 4 | 10 | 64 | 23 | 7 | 20 | 14 |
| 7:30 | 8:30 | | 10 | 9 | 1 | 3 | 15 | 7 | 5 | 8 | 58 | 19 | 4 | 22 | 13 |
| 7:45 | 8:45 | | 7 | 10 | 1 | 3 | 15 | 5 | 4 | 4 | 49 | 17 | 4 | 20 | 8 |
| 8:00 | 9:00 | | 7 | 12 | 1 | 2 | 15 | 8 | 5 | 3 | 53 | 19 | 3 | 23 | 8 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 5 | 3 | 1 | 0 | 8 | 10 | 7 | 5 | 39 | 8 | 1 | 18 | 12 |
| 16:15 | 17:15 | | 4 | 7 | 1 | 1 | 1 | 10 | 5 | 4 | 33 | 11 | 2 | 11 | 9 |
| 16:30 | 17:30 | | 2 | 9 | 0 | 2 | 3 | 13 | 4 | 3 | 36 | 11 | 2 | 16 | 7 |
| 16:45 | 17:45 | | 4 | 10 | 0 | 4 | 3 | 15 | 4 | 5 | 45 | 14 | 4 | 18 | 9 |
| 17:00 | 18:00 | | 4 | 9 | 1 | 5 | 3 | 21 | 7 | 6 | 56 | 13 | 6 | 24 | 13 |
| 17:15 | 18:15 | | 6 | 6 | 2 | 4 | 4 | 19 | 5 | 4 | 50 | 12 | 6 | 23 | 9 |
| 17:30 | 18:30 | | 7 | 3 | 2 | 4 | 2 | 17 | 6 | 6 | 47 | 10 | 6 | 19 | 12 |
| 17:45 | 18:45 | | 5 | 3 | 3 | 2 | 23 | 18 | 5 | 5 | 64 | 8 | 5 | 41 | 10 |
| 18:00 | 19:00 | | 6 | 4 | 2 | 2 | 23 | 15 | 1 | 4 | 57 | 10 | 4 | 38 | 5 |

Project Name: 318 Eye Street,N.E.

Project Number 2766

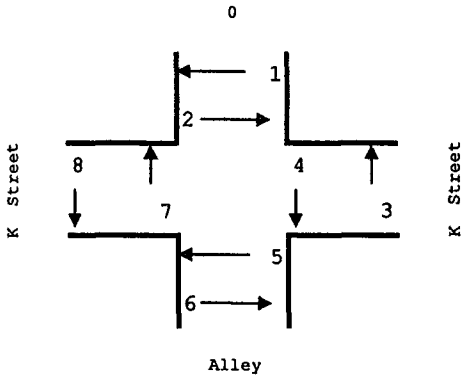
Location: Washington,DC

Intersection: K Street & Alley

Weather: Clear

Date: 3/16/2005

Surveyor: Jose




Hourly Pedestrian Count

| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | From: | SE | NE | SW | SE | SW | NW | NW | NE | Total | 1 & 2 | 3 & 4 | 5 & 6 | 7 & 8 |
| Time Period | | To: | NE | SE | SE | SW | NW | SW | NE | NW | | | | | |
| **AM PEAK** | | | | | | | | | | | | | | | |
| 6:00 | 7:00 | | 7 | 3 | 0 | 0 | 6 | 3 | 0 | 0 | 19 | 10 | 0 | 9 | 0 |
| 6:15 | 7:15 | | 5 | 1 | 0 | 0 | 9 | 6 | 0 | 0 | 21 | 6 | 0 | 15 | 0 |
| 6:30 | 7:30 | | 7 | 0 | 0 | 0 | 14 | 6 | 0 | 0 | 27 | 7 | 0 | 20 | 0 |
| 6:45 | 7:45 | | 11 | 0 | 0 | 0 | 17 | 9 | 0 | 0 | 37 | 11 | 0 | 26 | 0 |
| 7:00 | 8:00 | | 10 | 2 | 0 | 0 | 19 | 10 | 0 | 0 | 41 | 12 | 0 | 29 | 0 |
| 7:15 | 8:15 | | 10 | 2 | 0 | 0 | 19 | 10 | 0 | 0 | 41 | 12 | 0 | 29 | 0 |
| 7:30 | 8:30 | | 7 | 2 | 0 | 0 | 16 | 13 | 0 | 0 | 38 | 9 | 0 | 29 | 0 |
| 7:45 | 8:45 | | 7 | 2 | 0 | 0 | 14 | 12 | 0 | 0 | 35 | 9 | 0 | 26 | 0 |
| 8:00 | 9:00 | | 8 | 2 | 0 | 0 | 14 | 11 | 0 | 0 | 35 | 10 | 0 | 25 | 0 |
| **PM PEAK** | | | | | | | | | | | | | | | |
| 16:00 | 17:00 | | 2 | 3 | 0 | 0 | 7 | 7 | 0 | 0 | 19 | 5 | 0 | 14 | 0 |
| 16:15 | 17:15 | | 2 | 5 | 0 | 0 | 8 | 12 | 0 | 0 | 27 | 7 | 0 | 20 | 0 |
| 16:30 | 17:30 | | 2 | 7 | 0 | 0 | 9 | 15 | 0 | 0 | 33 | 9 | 0 | 24 | 0 |
| 16:45 | 17:45 | | 3 | 8 | 0 | 0 | 11 | 16 | 0 | 0 | 38 | 11 | 0 | 27 | 0 |
| 17:00 | 18:00 | | 4 | 5 | 0 | 0 | 9 | 21 | 0 | 0 | 39 | 9 | 0 | 30 | 0 |
| 17:15 | 18:15 | | 4 | 5 | 0 | 0 | 11 | 22 | 0 | 0 | 42 | 9 | 0 | 33 | 0 |
| 17:30 | 18:30 | | 3 | 3 | 0 | 0 | 11 | 21 | 0 | 0 | 38 | 6 | 0 | 32 | 0 |
| 17:45 | 18:45 | | 5 | 6 | 0 | 0 | 9 | 26 | 0 | 0 | 46 | 11 | 0 | 35 | 0 |
| 18:00 | 19:00 | | 8 | 7 | 0 | 0 | 5 | 25 | 0 | 0 | 45 | 15 | 0 | 30 | 0 |

# Appendix B

## Existing Levels of Service

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 1.00 | | | 0.99 | | | 0.98 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.97 | | | 0.99 | |
| Satd. Flow (prot) | | 3478 | | | 3523 | | | 1803 | | | 1812 | |
| Flt Permitted | | 0.88 | | | 0.93 | | | 0.74 | | | 0.95 | |
| Satd. Flow (perm) | | 3059 | | | 3299 | | | 1368 | | | 1729 | |
| Volume (vph) | 15 | 226 | 26 | 34 | 1046 | 22 | 177 | 130 | 13 | 13 | 84 | 18 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 246 | 28 | 37 | 1137 | 24 | 192 | 141 | 14 | 14 | 91 | 20 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 282 | 0 | 0 | 1196 | 0 | 0 | 346 | 0 | 0 | 118 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | | | 60.0 | | | 30.0 | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | | | 61.0 | | | 31.0 | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | | | 0.61 | | | 0.31 | | | 0.31 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 1866 | | | 2012 | | | 424 | | | 536 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.09 | | | c0.36 | | | c0.25 | | | 0.07 | |
| v/c Ratio | | 0.15 | | | 0.59 | | | 0.82 | | | 0.22 | |
| Uniform Delay, d1 | | 8.4 | | | 11.9 | | | 31.9 | | | 25.6 | |
| Progression Factor | | 1.00 | | | 0.46 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.2 | | | 1.1 | | | 15.7 | | | 0.9 | |
| Delay (s) | | 8.5 | | | 6.6 | | | 47.6 | | | 26.5 | |
| Level of Service | | A | | | A | | | D | | | C | |
| Approach Delay (s) | | 8.5 | | | 6.6 | | | 47.6 | | | 26.5 | |
| Approach LOS | | A | | | A | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 72.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 3515 | | | 3499 | | | 1804 | | | 1827 | |
| Flt Permitted | | 0.95 | | | 0.78 | | | 0.92 | | | 0.90 | |
| Satd. Flow (perm) | | 3341 | | | 2736 | | | 1680 | | | 1657 | |
| Volume (vph) | 13 | 1038 | 45 | 32 | 239 | 11 | 31 | 115 | 30 | 44 | 124 | 9 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 1128 | 49 | 35 | 260 | 12 | 34 | 125 | 33 | 48 | 135 | 10 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 0 | 1188 | 0 | 0 | 304 | 0 | 0 | 184 | 0 | 0 | 191 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | | | 60.0 | | | 30.0 | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | | | 61.0 | | | 31.0 | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | | | 0.61 | | | 0.31 | | | 0.31 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 2038 | | | 1669 | | | 521 | | | 514 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.36 | | | 0.11 | | | 0.11 | | | c0.12 | |
| v/c Ratio | | 0.58 | | | 0.18 | | | 0.35 | | | 0.37 | |
| Uniform Delay, d1 | | 11.8 | | | 8.6 | | | 26.7 | | | 26.9 | |
| Progression Factor | | 1.00 | | | 0.55 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.2 | | | 0.2 | | | 1.9 | | | 2.1 | |
| Delay (s) | | 13.0 | | | 5.0 | | | 28.6 | | | 29.0 | |
| Level of Service | | B | | | A | | | C | | | C | |
| Approach Delay (s) | | 13.0 | | | 5.0 | | | 28.6 | | | 29.0 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 60.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

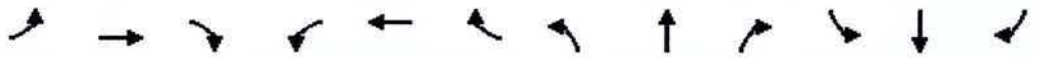
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 5 | 19 | 21 | 0 | 0 | 0 | 47 | 323 | 17 | 9 | 103 | 10 |
| 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 | 21 | 23 | 0 | 0 | 0 | 51 | 351 | 18 | 10 | 112 | 11 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 49 | 421 | 133 |
| Volume Left (vph) | 5 | 51 | 10 |
| Volume Right (vph) | 23 | 18 | 11 |
| Hadj (s) | -0.22 | 0.03 | 0.00 |
| Departure Headway (s) | 4.9 | 4.2 | 4.4 |
| Degree Utilization, x | 0.07 | 0.49 | 0.16 |
| Capacity (veh/h) | 660 | 843 | 778 |
| Control Delay (s) | 8.2 | 11.2 | 8.3 |
| Approach Delay (s) | 8.2 | 11.2 | 8.3 |
| Approach LOS | A | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 10.3 | |
| HCM Level of Service | | B | |
| Intersection Capacity Utilization | | 37.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 10 | 44 | 38 | 0 | 0 | 0 | 6 | 127 | 20 | 7 | 111 | 4 |
| 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) | 11 | 48 | 41 | 0 | 0 | 0 | 7 | 138 | 22 | 8 | 121 | 4 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 100 | 166 | 133 |
| Volume Left (vph) | 11 | 7 | 8 |
| Volume Right (vph) | 41 | 22 | 4 |
| Hadj (s) | -0.19 | -0.04 | 0.03 |
| Departure Headway (s) | 4.4 | 4.2 | 4.3 |
| Degree Utilization, x | 0.12 | 0.20 | 0.16 |
| Capacity (veh/h) | 764 | 821 | 796 |
| Control Delay (s) | 8.0 | 8.3 | 8.2 |
| Approach Delay (s) | 8.0 | 8.3 | 8.2 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 8.2 | |
| HCM Level of Service | | A | |
| Intersection Capacity Utilization | | 21.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 7 | 33 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 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) | 8 | 36 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 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 | | | 36 | | | 52 | 51 | 36 | 55 | 51 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 36 | | | 52 | 51 | 36 | 55 | 51 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1575 | | | 943 | 836 | 1037 | 933 | 836 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 43 | 7 | 1 |
| Volume Left | 8 | 0 | 0 |
| Volume Right | 0 | 2 | 0 |
| cSH | 1623 | 894 | 836 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 1 | 0 |
| Control Delay (s) | 1.3 | 9.1 | 9.3 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 1.3 | 9.1 | 9.3 |
| Approach LOS | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 80 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 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) | 2 | 87 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 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 | | | 92 | 91 | 87 | 93 | 91 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 87 | | | 92 | 91 | 87 | 93 | 91 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1509 | | | 889 | 798 | 972 | 888 | 798 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 89 | 2 | 4 |
| Volume Left | 2 | 0 | 2 |
| Volume Right | 0 | 1 | 0 |
| cSH | 1623 | 876 | 840 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.2 | 9.1 | 9.3 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 0.2 | 9.1 | 9.3 |
| Approach LOS | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.8 | | | |
| Intersection Capacity Utilization | 14.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 7 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 364 | 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 | 8 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 396 | 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) | | | | | | | | | | | 446 | |
| pX, platoon unblocked | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | 0.89 | | | | | |
| vC, conflicting volume | 437 | 437 | 396 | 477 | 437 | 0 | 396 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 371 | 371 | 325 | 415 | 371 | 0 | 325 | | | 0 | | |
| 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 | 98 | 94 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 519 | 494 | 641 | 453 | 494 | 1085 | 1105 | | | 1623 | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 43 | 416 |
| Volume Left | 0 | 21 |
| Volume Right | 36 | 0 |
| cSH | 609 | 1623 |
| Volume to Capacity | 0.07 | 0.01 |
| Queue Length 95th (ft) | 6 | 1 |
| Control Delay (s) | 11.4 | 0.5 |
| Lane LOS | B | A |
| Approach Delay (s) | 11.4 | 0.5 |
| Approach LOS | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.5 | | | |
| Intersection Capacity Utilization | 30.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 15 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 379 | 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 | 16 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 412 | 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) | | | | | | | | | | | 446 | |
| pX, platoon unblocked | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | 0.85 | | | | | |
| vC, conflicting volume | 514 | 514 | 412 | 605 | 514 | 0 | 412 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 428 | 428 | 308 | 535 | 428 | 0 | 308 | | | 0 | | |
| 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 | 96 | 87 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 445 | 427 | 622 | 319 | 427 | 1085 | 1064 | | | 1623 | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 99 | 463 |
| Volume Left | 0 | 51 |
| Volume Right | 83 | 0 |
| cSH | 579 | 1623 |
| Volume to Capacity | 0.17 | 0.03 |
| Queue Length 95th (ft) | 15 | 2 |
| Control Delay (s) | 12.5 | 1.1 |
| Lane LOS | B | A |
| Approach Delay (s) | 12.5 | 1.1 |
| Approach LOS | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 34.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 8 | 0 | 0 | 376 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 9 | 0 | 0 | 409 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 336 | |
| pX, platoon unblocked | 0.88 | 0.88 | 0.88 | | | |
| vC, conflicting volume | 415 | 415 | 422 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 336 | 336 | 344 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 581 | 622 | 1071 | | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 9 | 422 |
| Volume Left | 0 | 0 |
| Volume Right | 9 | 13 |
| cSH | 622 | 1700 |
| Volume to Capacity | 0.01 | 0.25 |
| Queue Length 95th (ft) | 1 | 0 |
| Control Delay (s) | 10.9 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s) | 10.9 | 0.0 |
| Approach LOS | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 1 | 0 | 0 | 428 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 0 | 0 | 465 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 336 | |
| pX, platoon unblocked | 0.84 | 0.84 | 0.84 | | | |
| vC, conflicting volume | 467 | 467 | 468 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 366 | 366 | 368 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 533 | 571 | 1001 | | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 1 | 468 |
| Volume Left | 0 | 0 |
| Volume Right | 1 | 3 |
| cSH | 571 | 1700 |
| Volume to Capacity | 0.00 | 0.28 |
| Queue Length 95th (ft) | 0 | 0 |
| Control Delay (s) | 11.3 | 0.0 |
| Lane LOS | B | |
| Approach Delay (s) | 11.3 | 0.0 |
| Approach LOS | B | |

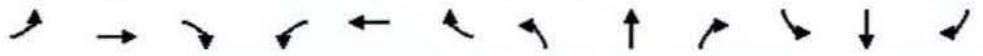
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 32.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 0.95 | | | | | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | | | | 0.98 | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1862 | 1583 | | 3525 | | | | | | 1823 | |
| Flt Permitted | | 1.00 | 1.00 | | 0.90 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1858 | 1583 | | 3194 | | | | | | 1823 | |
| Volume (vph) | 1 | 188 | 28 | 75 | 863 | 0 | 0 | 0 | 0 | 8 | 267 | 48 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 204 | 30 | 82 | 938 | 0 | 0 | 0 | 0 | 9 | 290 | 52 |
| RTOR Reduction (vph) | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 205 | 15 | 0 | 1020 | 0 | 0 | 0 | 0 | 0 | 345 | 0 |
| Turn Type | Perm | | Perm | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | 50.0 | 50.0 | | 50.0 | | | | | | 40.0 | |
| Effective Green, g (s) | | 51.0 | 51.0 | | 51.0 | | | | | | 41.0 | |
| Actuated g/C Ratio | | 0.51 | 0.51 | | 0.51 | | | | | | 0.41 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 | |
| Lane Grp Cap (vph) | | 948 | 807 | | 1629 | | | | | | 747 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.11 | 0.01 | | c0.32 | | | | | | 0.19 | |
| v/c Ratio | | 0.22 | 0.02 | | 0.63 | | | | | | 0.46 | |
| Uniform Delay, d1 | | 13.5 | 12.1 | | 17.6 | | | | | | 21.5 | |
| Progression Factor | | 0.60 | 0.24 | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 0.5 | 0.0 | | 1.8 | | | | | | 2.0 | |
| Delay (s) | | 8.7 | 3.0 | | 19.5 | | | | | | 23.5 | |
| Level of Service | | A | A | | B | | | | | | C | |
| Approach Delay (s) | | 7.9 | | | 19.5 | | | 0.0 | | | 23.5 | |
| Approach LOS | | A | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 63.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑ | ↱ | | ↑↑ | | | | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 0.95 | | | | | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | | | | 0.99 | |
| Flt Protected | | 1.00 | 1.00 | | 0.99 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1863 | 1583 | | 3511 | | | | | | 1839 | |
| Flt Permitted | | 1.00 | 1.00 | | 0.58 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1863 | 1583 | | 2067 | | | | | | 1839 | |
| Volume (vph) | 0 | 942 | 72 | 43 | 240 | 1 | 0 | 0 | 0 | 36 | 337 | 24 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1024 | 78 | 47 | 261 | 1 | 0 | 0 | 0 | 39 | 366 | 26 |
| RTOR Reduction (vph) | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 0 | 1024 | 48 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 429 | 0 |
| Turn Type | | | Perm | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | | | 4 | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | 50.0 | 50.0 | | 50.0 | | | | | | 40.0 | |
| Effective Green, g (s) | | 51.0 | 51.0 | | 51.0 | | | | | | 41.0 | |
| Actuated g/C Ratio | | 0.51 | 0.51 | | 0.51 | | | | | | 0.41 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 | |
| Lane Grp Cap (vph) | | 950 | 807 | | 1054 | | | | | | 754 | |
| v/s Ratio Prot | | c0.55 | | | | | | | | | | |
| v/s Ratio Perm | | | 0.03 | | 0.15 | | | | | | 0.23 | |
| v/c Ratio | | 1.08 | 0.06 | | 0.29 | | | | | | 0.57 | |
| Uniform Delay, d1 | | 24.5 | 12.4 | | 14.1 | | | | | | 22.7 | |
| Progression Factor | | 0.62 | 0.14 | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 50.4 | 0.1 | | 0.7 | | | | | | 3.1 | |
| Delay (s) | | 65.4 | 1.9 | | 14.8 | | | | | | 25.8 | |
| Level of Service | | E | A | | B | | | | | | C | |
| Approach Delay (s) | | 60.9 | | | 14.8 | | | 0.0 | | | 25.8 | |
| Approach LOS | | E | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 45.0 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 77.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# Appendix C

## Background Future Levels of Service

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 1.00 | | | 0.99 | | | 0.98 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.97 | | | 0.99 | |
| Satd. Flow (prot) | | 3479 | | | 3523 | | | 1806 | | | 1813 | |
| Flt Permitted | | 0.87 | | | 0.93 | | | 0.74 | | | 0.95 | |
| Satd. Flow (perm) | | 3051 | | | 3298 | | | 1364 | | | 1738 | |
| Volume (vph) | 15 | 238 | 27 | 35 | 1109 | 23 | 182 | 150 | 13 | 13 | 90 | 19 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 259 | 29 | 38 | 1205 | 25 | 198 | 163 | 14 | 14 | 98 | 21 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 296 | 0 | 0 | 1266 | 0 | 0 | 374 | 0 | 0 | 126 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | | | 60.0 | | | 30.0 | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | | | 61.0 | | | 31.0 | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | | | 0.61 | | | 0.31 | | | 0.31 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 1861 | | | 2012 | | | 423 | | | 539 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.10 | | | c0.38 | | | c0.27 | | | 0.07 | |
| v/c Ratio | | 0.16 | | | 0.63 | | | 0.88 | | | 0.23 | |
| Uniform Delay, d1 | | 8.4 | | | 12.3 | | | 32.8 | | | 25.7 | |
| Progression Factor | | 1.00 | | | 0.44 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.2 | | | 1.3 | | | 22.5 | | | 1.0 | |
| Delay (s) | | 8.6 | | | 6.7 | | | 55.3 | | | 26.7 | |
| Level of Service | | A | | | A | | | E | | | C | |
| Approach Delay (s) | | 8.6 | | | 6.7 | | | 55.3 | | | 26.7 | |
| Approach LOS | | A | | | A | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 75.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 1.00 | | | 0.99 | | | 0.98 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.97 | | | 0.99 | |
| Satd. Flow (prot) | | 3479 | | | 3523 | | | 1806 | | | 1813 | |
| Flt Permitted | | 0.87 | | | 0.93 | | | 0.75 | | | 0.95 | |
| Satd. Flow (perm) | | 3047 | | | 3298 | | | 1390 | | | 1733 | |
| Volume (vph) | 15 | 238 | 27 | 35 | 1109 | 23 | 182 | 150 | 13 | 13 | 90 | 19 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 16 | 259 | 29 | 38 | 1205 | 25 | 198 | 163 | 14 | 14 | 98 | 21 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 296 | 0 | 0 | 1267 | 0 | 0 | 374 | 0 | 0 | 126 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 55.0 | | | 55.0 | | | 35.0 | | | 35.0 | |
| Effective Green, g (s) | | 56.0 | | | 56.0 | | | 36.0 | | | 36.0 | |
| Actuated g/C Ratio | | 0.56 | | | 0.56 | | | 0.36 | | | 0.36 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 1706 | | | 1847 | | | 500 | | | 624 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.10 | | | c0.38 | | | c0.27 | | | 0.07 | |
| v/c Ratio | | 0.17 | | | 0.69 | | | 0.75 | | | 0.20 | |
| Uniform Delay, d1 | | 10.7 | | | 15.7 | | | 28.0 | | | 22.1 | |
| Progression Factor | | 1.00 | | | 0.41 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.2 | | | 1.8 | | | 9.8 | | | 0.7 | |
| Delay (s) | | 10.9 | | | 8.3 | | | 37.8 | | | 22.8 | |
| Level of Service | | B | | | A | | | D | | | C | |
| Approach Delay (s) | | 10.9 | | | 8.3 | | | 37.8 | | | 22.8 | |
| Approach LOS | | B | | | A | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.9 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 75.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 3516 | | | 3500 | | | 1806 | | | 1830 | |
| Flt Permitted | | 0.95 | | | 0.77 | | | 0.92 | | | 0.90 | |
| Satd. Flow (perm) | | 3342 | | | 2706 | | | 1681 | | | 1665 | |
| Volume (vph) | 13 | 1100 | 46 | 33 | 252 | 11 | 32 | 126 | 31 | 45 | 144 | 9 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 1196 | 50 | 36 | 274 | 12 | 35 | 137 | 34 | 49 | 157 | 10 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 0 | 1257 | 0 | 0 | 319 | 0 | 0 | 199 | 0 | 0 | 214 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | | | 60.0 | | | 30.0 | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | | | 61.0 | | | 31.0 | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | | | 0.61 | | | 0.31 | | | 0.31 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 2039 | | | 1651 | | | 521 | | | 516 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.38 | | | 0.12 | | | 0.12 | | | c0.13 | |
| v/c Ratio | | 0.62 | | | 0.19 | | | 0.38 | | | 0.41 | |
| Uniform Delay, d1 | | 12.2 | | | 8.6 | | | 27.0 | | | 27.3 | |
| Progression Factor | | 1.00 | | | 0.56 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.4 | | | 0.3 | | | 2.1 | | | 2.4 | |
| Delay (s) | | 13.6 | | | 5.1 | | | 29.1 | | | 29.8 | |
| Level of Service | | B | | | A | | | C | | | C | |
| Approach Delay (s) | | 13.6 | | | 5.1 | | | 29.1 | | | 29.8 | |
| Approach LOS | | B | | | A | | | C | | | C | |

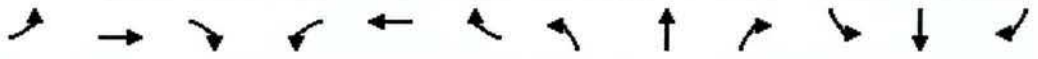
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 15.6 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 63.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.99 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 3516 | | | 3500 | | | 1806 | | | 1830 | |
| Flt Permitted | | 0.95 | | | 0.75 | | | 0.92 | | | 0.89 | |
| Satd. Flow (perm) | | 3342 | | | 2657 | | | 1682 | | | 1654 | |
| Volume (vph) | 13 | 1100 | 46 | 33 | 252 | 11 | 32 | 126 | 31 | 45 | 144 | 9 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 1196 | 50 | 36 | 274 | 12 | 35 | 137 | 34 | 49 | 157 | 10 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 0 | 1257 | 0 | 0 | 319 | 0 | 0 | 199 | 0 | 0 | 214 | 0 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 55.0 | | | 55.0 | | | 35.0 | | | 35.0 | |
| Effective Green, g (s) | | 56.0 | | | 56.0 | | | 36.0 | | | 36.0 | |
| Actuated g/C Ratio | | 0.56 | | | 0.56 | | | 0.36 | | | 0.36 | |
| Clearance Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lane Grp Cap (vph) | | 1872 | | | 1488 | | | 606 | | | 595 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.38 | | | 0.12 | | | 0.12 | | | c0.13 | |
| v/c Ratio | | 0.67 | | | 0.21 | | | 0.33 | | | 0.36 | |
| Uniform Delay, d1 | | 15.5 | | | 11.0 | | | 23.2 | | | 23.5 | |
| Progression Factor | | 1.00 | | | 0.53 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.9 | | | 0.3 | | | 1.4 | | | 1.7 | |
| Delay (s) | | 17.5 | | | 6.1 | | | 24.7 | | | 25.2 | |
| Level of Service | | B | | | A | | | C | | | C | |
| Approach Delay (s) | | 17.5 | | | 6.1 | | | 24.7 | | | 25.2 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 17.2 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 63.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 21 | 20 | 65 | 0 | 0 | 0 | 55 | 333 | 18 | 9 | 106 | 13 |
| 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) | 23 | 22 | 71 | 0 | 0 | 0 | 60 | 362 | 20 | 10 | 115 | 14 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 115 | 441 | 139 |
| Volume Left (vph) | 23 | 60 | 10 |
| Volume Right (vph) | 71 | 20 | 14 |
| Hadj (s) | -0.29 | 0.03 | -0.01 |
| Departure Headway (s) | 4.9 | 4.4 | 4.7 |
| Degree Utilization, x | 0.16 | 0.54 | 0.18 |
| Capacity (veh/h) | 657 | 802 | 731 |
| Control Delay (s) | 8.8 | 12.4 | 8.7 |
| Approach Delay (s) | 8.8 | 12.4 | 8.7 |
| Approach LOS | A | B | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 11.1 | | |
| HCM Level of Service | | B | | |
| Intersection Capacity Utilization | | 41.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 18 | 45 | 59 | 0 | 0 | 0 | 37 | 131 | 21 | 7 | 114 | 20 |
| 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) | 20 | 49 | 64 | 0 | 0 | 0 | 40 | 142 | 23 | 8 | 124 | 22 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 133 | 205 | 153 |
| Volume Left (vph) | 20 | 40 | 8 |
| Volume Right (vph) | 64 | 23 | 22 |
| Hadj (s) | -0.23 | 0.01 | -0.04 |
| Departure Headway (s) | 4.5 | 4.4 | 4.4 |
| Degree Utilization, x | 0.17 | 0.25 | 0.19 |
| Capacity (veh/h) | 742 | 790 | 778 |
| Control Delay (s) | 8.4 | 8.9 | 8.4 |
| Approach Delay (s) | 8.4 | 8.9 | 8.4 |
| Approach LOS | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 8.6 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | 34.8% | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 7 | 34 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 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) | 8 | 37 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 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 | | | 37 | | | 53 | 52 | 37 | 57 | 52 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 37 | | | 53 | 52 | 37 | 57 | 52 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 99 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1574 | | | 942 | 835 | 1035 | 932 | 835 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 45 | 7 | 1 |
| Volume Left | 8 | 0 | 0 |
| Volume Right | 0 | 2 | 0 |
| cSH | 1623 | 893 | 835 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 1 | 0 |
| Control Delay (s) | 1.3 | 9.1 | 9.3 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 1.3 | 9.1 | 9.3 |
| Approach LOS | | A | A |

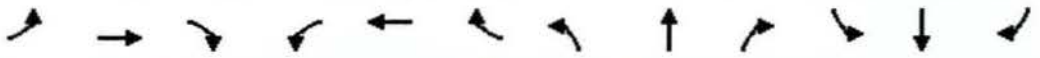
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.4 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 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) | 2 | 89 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 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 | | | 89 | | | 95 | 93 | 89 | 95 | 93 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 89 | | | 95 | 93 | 89 | 95 | 93 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1506 | | | 886 | 796 | 969 | 885 | 796 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 91 | 2 | 4 |
| Volume Left | 2 | 0 | 2 |
| Volume Right | 0 | 1 | 0 |
| cSH | 1623 | 874 | 838 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.2 | 9.1 | 9.3 |
| Lane LOS | A | A | A |
| Approach Delay (s) | 0.2 | 9.1 | 9.3 |
| Approach LOS | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.8 | | | |
| Intersection Capacity Utilization | 14.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 7 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 367 | 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 | 8 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 399 | 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) | | | | | | | | | | | 446 | |
| pX, platoon unblocked | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | 0.89 | | | | | |
| vC, conflicting volume | 442 | 442 | 399 | 483 | 442 | 0 | 399 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 373 | 373 | 324 | 419 | 373 | 0 | 324 | | | 0 | | |
| 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 | 98 | 94 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 514 | 489 | 638 | 446 | 489 | 1085 | 1099 | | | 1623 | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 45 | 421 |
| Volume Left | 0 | 22 |
| Volume Right | 37 | 0 |
| cSH | 606 | 1623 |
| Volume to Capacity | 0.07 | 0.01 |
| Queue Length 95th (ft) | 6 | 1 |
| Control Delay (s) | 11.4 | 0.5 |
| Lane LOS | B | A |
| Approach Delay (s) | 11.4 | 0.5 |
| Approach LOS | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.5 | | | |
| Intersection Capacity Utilization | 30.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 15 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 389 | 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 | 16 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 423 | 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) | | | | | | | | | | | 446 | |
| pX, platoon unblocked | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | | 0.84 | | | | | |
| vC, conflicting volume | 527 | 527 | 423 | 620 | 527 | 0 | 423 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 439 | 439 | 315 | 549 | 439 | 0 | 315 | | | 0 | | |
| 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 | 96 | 86 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 434 | 417 | 611 | 307 | 417 | 1085 | 1049 | | | 1623 | | |

| Direction, Lane # | EB 1 | SB 1 |
|---|---|---|
| Volume Total | 101 | 475 |
| Volume Left | 0 | 52 |
| Volume Right | 85 | 0 |
| cSH | 569 | 1623 |
| Volume to Capacity | 0.18 | 0.03 |
| Queue Length 95th (ft) | 16 | 2 |
| Control Delay (s) | 12.7 | 1.1 |
| Lane LOS | B | A |
| Approach Delay (s) | 12.7 | 1.1 |
| Approach LOS | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.1 | | |
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑ | ↱ | | ↕↑ | | | | | | ↕ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 0.95 | | | | | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | | | | 0.98 | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1862 | 1583 | | 3526 | | | | | | 1822 | |
| Flt Permitted | | 1.00 | 1.00 | | 0.90 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1858 | 1583 | | 3198 | | | | | | 1822 | |
| Volume (vph) | 1 | 199 | 27 | 75 | 920 | 0 | 0 | 0 | 0 | 8 | 266 | 49 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 216 | 29 | 82 | 1000 | 0 | 0 | 0 | 0 | 9 | 289 | 53 |
| RTOR Reduction (vph) | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 217 | 15 | 0 | 1082 | 0 | 0 | 0 | 0 | 0 | 345 | 0 |
| Turn Type | Perm | | Perm | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | 50.0 | 50.0 | | 50.0 | | | | | | 40.0 | |
| Effective Green, g (s) | | 51.0 | 51.0 | | 51.0 | | | | | | 41.0 | |
| Actuated g/C Ratio | | 0.51 | 0.51 | | 0.51 | | | | | | 0.41 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 | |
| Lane Grp Cap (vph) | | 948 | 807 | | 1631 | | | | | | 747 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.12 | 0.01 | | c0.34 | | | | | | 0.19 | |
| v/c Ratio | | 0.23 | 0.02 | | 0.66 | | | | | | 0.46 | |
| Uniform Delay, d1 | | 13.6 | 12.1 | | 18.1 | | | | | | 21.5 | |
| Progression Factor | | 0.59 | 0.22 | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 0.6 | 0.0 | | 2.1 | | | | | | 2.0 | |
| Delay (s) | | 8.6 | 2.7 | | 20.3 | | | | | | 23.5 | |
| Level of Service | | A | A | | C | | | | | | C | |
| Approach Delay (s) | | 7.9 | | | 20.3 | | | 0.0 | | | 23.5 | |
| Approach LOS | | A | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 19.1 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

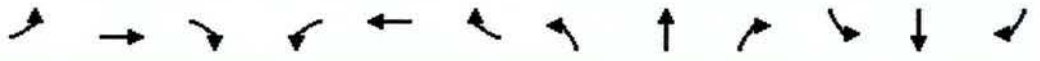
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 0.95 | | | | | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | | | | 0.98 | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1862 | 1583 | | 3526 | | | | | | 1822 | |
| Flt Permitted | | 1.00 | 1.00 | | 0.90 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1858 | 1583 | | 3200 | | | | | | 1822 | |
| Volume (vph) | 1 | 199 | 27 | 75 | 920 | 0 | 0 | 0 | 0 | 8 | 266 | 49 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1 | 216 | 29 | 82 | 1000 | 0 | 0 | 0 | 0 | 9 | 289 | 53 |
| RTOR Reduction (vph) | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 0 | 217 | 18 | 0 | 1082 | 0 | 0 | 0 | 0 | 0 | 345 | 0 |
| Turn Type | Perm | | Perm | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | 60.0 | | 60.0 | | | | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | 61.0 | | 61.0 | | | | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | 0.61 | | 0.61 | | | | | | 0.31 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 | |
| Lane Grp Cap (vph) | | 1133 | 966 | | 1952 | | | | | | 565 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.12 | 0.01 | | c0.34 | | | | | | 0.19 | |
| v/c Ratio | | 0.19 | 0.02 | | 0.55 | | | | | | 0.61 | |
| Uniform Delay, d1 | | 8.6 | 7.7 | | 11.5 | | | | | | 29.4 | |
| Progression Factor | | 0.60 | 0.28 | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 0.4 | 0.0 | | 1.1 | | | | | | 4.9 | |
| Delay (s) | | 5.5 | 2.2 | | 12.6 | | | | | | 34.2 | |
| Level of Service | | A | A | | B | | | | | | C | |
| Approach Delay (s) | | 5.2 | | | 12.6 | | | 0.0 | | | 34.2 | |
| Approach LOS | | A | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | 4.0 | | 4.0 | | | | | | 4.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 0.95 | | | | | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | | | | 0.99 | |
| Flt Protected | | 1.00 | 1.00 | | 0.99 | | | | | | 1.00 | |
| Satd. Flow (prot) | | 1863 | 1583 | | 3512 | | | | | | 1839 | |
| Flt Permitted | | 1.00 | 1.00 | | 0.61 | | | | | | 1.00 | |
| Satd. Flow (perm) | | 1863 | 1583 | | 2150 | | | | | | 1839 | |
| Volume (vph) | 0 | 1001 | 74 | 43 | 253 | 1 | 0 | 0 | 0 | 37 | 345 | 25 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 1088 | 80 | 47 | 275 | 1 | 0 | 0 | 0 | 40 | 375 | 27 |
| RTOR Reduction (vph) | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 0 | 1088 | 51 | 0 | 323 | 0 | 0 | 0 | 0 | 0 | 440 | 0 |
| Turn Type | | | Perm | Perm | | | | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | | | 4 | 8 | | | | | | 6 | | |
| Actuated Green, G (s) | | 60.0 | 60.0 | | 60.0 | | | | | | 30.0 | |
| Effective Green, g (s) | | 61.0 | 61.0 | | 61.0 | | | | | | 31.0 | |
| Actuated g/C Ratio | | 0.61 | 0.61 | | 0.61 | | | | | | 0.31 | |
| Clearance Time (s) | | 5.0 | 5.0 | | 5.0 | | | | | | 5.0 | |
| Lane Grp Cap (vph) | | 1136 | 966 | | 1312 | | | | | | 570 | |
| v/s Ratio Prot | | c0.58 | | | | | | | | | | |
| v/s Ratio Perm | | | 0.03 | | 0.15 | | | | | | 0.24 | |
| v/c Ratio | | 0.96 | 0.05 | | 0.25 | | | | | | 0.77 | |
| Uniform Delay, d1 | | 18.3 | 7.9 | | 8.9 | | | | | | 31.3 | |
| Progression Factor | | 0.51 | 0.15 | | 1.00 | | | | | | 1.00 | |
| Incremental Delay, d2 | | 15.9 | 0.1 | | 0.4 | | | | | | 9.8 | |
| Delay (s) | | 25.2 | 1.3 | | 9.4 | | | | | | 41.0 | |
| Level of Service | | C | A | | A | | | | | | D | |
| Approach Delay (s) | | 23.6 | | | 9.4 | | | 0.0 | | | 41.0 | |
| Approach LOS | | C | | | A | | | A | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 25.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 81.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 222 | 0 | 0 | 1044 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 241 | 0 | 0 | 1135 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 223 | | | 199 | | |
| pX, platoon unblocked | | | | | 0.79 | |
| vC, conflicting volume | | | 241 | | 809 | 121 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 241 | | 485 | 121 |
| 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 | 100 |
| cM capacity (veh/h) | | | 1322 | | 402 | 908 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 161 | 80 | 378 | 757 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1322 | 1700 | 1700 |
| Volume to Capacity | 0.09 | 0.05 | 0.00 | 0.45 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 32.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1051 | 0 | 0 | 278 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1142 | 0 | 0 | 302 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | 223 | | | 199 | | |
| pX, platoon unblocked | | | 0.79 | | 0.81 | 0.79 |
| vC, conflicting volume | | | 1142 | | 1293 | 571 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 917 | | 1007 | 196 |
| 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 | 100 |
| cM capacity (veh/h) | | | 586 | | 192 | 644 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 762 | 381 | 101 | 201 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 586 | 1700 | 1700 |
| Volume to Capacity | 0.45 | 0.22 | 0.00 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 32.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |