Appendix B

Existing Traffic Counts

Board of Zoning Adjustment
District of Columbia
CASE NO. 17067
EXHIBIT NO. 30A2

Parking Occupancy Count

Rosemount Center

#2223

Surveyor: Davorin

Hours: 6:30-9:30an & 2:00-7:00pm

Date: 09/17/2003

Weather: Nice

Lots	Lot	Left Side	Right Side
Cars	cars	cars	cars
AM			
6:30AM	2	13	11
7:00 AM	5	13	12
7:30 AM	15	11	12
8:00 AM	21	9	11
8:30 AM	26	7	9
9:00 AM	25	7	9
9:30 AM	26	4	10
PM			
2:00 PM	23	9	16
2:30 PM	27	11	14
3:00 PM	20	11	14
3:30 PM	18	11	14
4:00 PM	17	9	13
4:30 PM	13	9	13
5:00 PM	11	9	14
5:30 PM	8	13	13
6:00 PM	6	13	13
6:30 PM	2	14	13
7:00 PM	2	15	13
Total Spcs.	39	15 Est.	16 Est.

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Rosemount Center				DATE:	09/16/2009		
W & A JOB NO.:	2220				DAY:	Tuesday		
LOCATION:	Rosemount School				WEATHER:	Nice		
JURISDICTION:	Washington DC				COUNTED BY:	Jerry		
					INPUTED BY:	D		

	Rosemount School										
	Number of Passengers								Total	Total	Time
Passengers / Time	1	2	3	4	5	6	7	8+	Vehicles	Passengers	
AM											
6:30-6:45	0	0	0	0	0	0	0	0	0	0	6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	6:45-7:00
7:00-7:15	1	1	0	0	0	0	0	0	2	3	7:00-7:15
7:15-7:30	2	0	0	1	0	0	0	0	3	6	7:15-7:30
7:30-7:45	7	0	0	0	0	0	0	0	7	7	7:30-7:45
7:45-8:00	7	0	0	0	0	0	0	0	7	7	7:45-8:00
8:00-8:15	5	1	2	0	0	0	0	0	8	13	8:00-8:15
8:15-8:30	10	0	0	0	0	0	0	0	10	10	8:15-8:30
8:30-8:45	7	0	1	0	0	0	0	0	8	10	8:30-8:45
8:45-9:00	7	3	0	0	0	0	0	0	10	13	8:45-9:00
9:00-9:15	0	2	0	0	0	0	0	0	2	4	9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	9:15-9:30
1 Hour Totals											
6:30-7:30	3	1	0	1	0	0	0	0	5	9	6:30-7:30
6:45-7:45	10	1	0	1	0	0	0	0	12	16	6:45-7:45
7:00-8:00	17	1	0	1	0	0	0	0	19	23	7:00-8:00
7:15-8:15	21	1	2	1	0	0	0	0	25	33	7:15-8:15
7:30-8:30	29	1	2	0	0	0	0	0	32	37	7:30-8:30
7:45-8:45	29	1	3	0	0	0	0	0	33	40	7:45-8:45
8:00-9:00	29	4	3	0	0	0	0	0	36	46	8:00-9:00
8:15-9:15	24	5	1	0	0	0	0	0	30	37	8:15-9:15
8:30-9:30	14	5	1	0	0	0	0	0	20	27	8:30-9:30
AM Peak											
8:00-9:00	29	4	3	0	0	0	0	0	36	46	8:00-9:00
PM											
2:00-2:15	0	0	0	0	0	0	0	0	0	0	2:00-2:15
2:15-2:30	0	0	0	0	0	0	0	0	0	0	2:15-2:30
2:30-2:45	4	1	0	0	0	0	0	0	5	6	2:30-2:45
2:45-3:00	4	0	0	0	0	0	0	0	4	4	2:45-3:00
3:00-3:15	5	3	0	0	0	0	0	0	8	11	3:00-3:15
3:15-3:30	1	1	0	0	0	0	0	0	2	3	3:15-3:30
3:30-3:45	1	1	0	0	0	0	0	0	2	3	3:30-3:45
3:45-4:00	1	1	0	0	0	0	0	0	2	3	3:45-4:00
4:00-4:15	1	0	0	0	0	0	0	0	1	1	4:00-4:15
4:15-4:30	3	0	0	0	0	0	0	0	3	3	4:15-4:30
4:30-4:45	2	0	0	0	0	0	0	0	2	2	4:30-4:45
4:45-5:00	4	0	0	0	0	0	0	0	4	4	4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	6:45-7:00
1 Hour Totals											
2:00-3:00	8	1	0	0	0	0	0	0	9	10	2:00-3:00
2:15-3:15	13	4	0	0	0	0	0	0	17	21	2:15-3:15
2:30-3:30	14	5	0	0	0	0	0	0	19	24	2:30-3:30
2:45-3:45	11	5	0	0	0	0	0	0	16	21	2:45-3:45
3:00-4:00	8	6	0	0	0	0	0	0	14	20	3:00-4:00
3:15-4:15	4	3	0	0	0	0	0	0	7	10	3:15-4:15
3:30-4:30	6	2	0	0	0	0	0	0	8	10	3:30-4:30
3:45-4:45	7	1	0	0	0	0	0	0	8	9	3:45-4:45
4:00-5:00	10	0	0	0	0	0	0	0	10	10	4:00-5:00
4:15-5:15	9	0	0	0	0	0	0	0	9	9	4:15-5:15
4:30-5:30	6	0	0	0	0	0	0	0	6	6	4:30-5:30
4:45-5:45	4	0	0	0	0	0	0	0	4	4	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	6:00-7:00
PM Peak											
2:30-3:30	14	5	0	0	0	0	0	0	19	24	2:30-3:30

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Rosemount Pointe	DATE:	04/10/2003	SOUTHBOUND ROAD:	Park Road
W & A JOB NO.:	2003	DAY:	Tuesday	NORTHBOUND ROAD:	Walbridge Place
INTERSECTION:	Park Rd & Klingle Rd	WEATHER:	nice	WESTBOUND ROAD:	Park Road
LOCATION:	Washington, DC	COUNTED BY:	Gary	EASTBOUND ROAD:	Klingle Road
		INPUTED BY:	E		

Time Period	Turning Movements: Southbound Park Road 1 Right	2 Thru	3 Left	Total	Westbound Park Road 4 Right	5 Thru	6 Left	Total	Northbound Walbridge Place 7 Right	8 Thru	9 Left	Total	Eastbound Klingle Road 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
6:30-6:45	1	8	6	15	38	33	5	77	3	5	1	9	0	5	0	5	24	82	106		6:30-6:45
6:45-7:00	0	16	10	26	43	38	2	83	0	9	2	11	1	3	0	4	37	87	124		6:45-7:00
7:00-7:15	2	15	15	32	55	51	6	112	2	11	0	13	0	4	1	5	45	117	162		7:00-7:15
7:15-7:30	3	19	16	38	76	65	9	148	3	19	0	21	1	8	0	9	59	157	216		7:15-7:30
7:30-7:45	8	14	13	35	87	89	7	183	1	20	1	22	1	17	0	18	57	201	258		7:30-7:45
7:45-8:00	7	34	18	59	118	114	8	240	1	31	0	32	0	18	0	18	91	258	349		7:45-8:00
8:00-8:15	3	41	26	70	116	89	17	222	4	42	1	47	0	17	0	17	117	239	356		8:00-8:15
8:15-8:30	4	34	30	68	144	94	12	250	2	27	0	29	3	22	0	25	97	275	372		8:15-8:30
8:30-8:45	3	42	31	76	105	86	20	211	3	27	3	33	0	15	0	15	109	226	335		8:30-8:45
8:45-9:00	3	60	37	100	120	95	21	236	0	26	1	29	2	18	0	20	129	256	385		8:45-9:00
9:00-9:15	3	56	39	98	121	87	19	227	5	20	0	25	0	21	0	21	123	248	371		9:00-9:15
9:15-9:30	4	52	29	85	81	64	14	159	3	28	0	31	0	20	0	20	116	179	295		9:15-9:30
2:00-2:15	0	31	38	69	43	26	1	70	3	21	0	24	0	5	0	5	93	75	168		2:00-2:15
2:15-2:30	2	28	27	57	42	34	2	78	3	22	0	25	1	19	0	20	82	98	180		2:15-2:30
2:30-2:45	3	34	23	60	53	46	2	101	5	19	0	24	3	19	0	22	84	123	207		2:30-2:45
2:45-3:00	1	34	29	64	48	40	6	94	8	28	0	36	0	27	0	27	100	121	221		2:45-3:00
3:00-3:15	2	29	43	74	49	41	3	93	4	20	1	25	0	26	1	27	99	120	219		3:00-3:15
3:15-3:30	0	28	55	83	54	46	5	105	4	25	1	30	0	24	0	24	113	129	242		3:15-3:30
3:30-3:45	3	20	39	62	66	22	4	92	10	38	1	49	4	38	2	44	111	136	247		3:30-3:45
3:45-4:00	2	31	39	72	62	38	3	103	9	37	0	46	1	37	2	40	118	143	261		3:45-4:00
4:00-4:15	0	20	56	76	60	48	5	113	7	34	0	41	0	51	0	51	117	164	281		4:00-4:15
4:15-4:30	2	24	46	72	59	34	5	98	12	28	1	41	1	30	0	31	113	129	242		4:15-4:30
4:30-4:45	1	26	39	66	51	33	6	90	9	24	0	33	1	34	0	35	99	125	224		4:30-4:45
4:45-5:00	4	27	54	85	72	53	6	131	9	30	0	39	0	41	0	41	124	172	296		4:45-5:00
5:00-5:15	4	36	52	92	69	41	3	113	12	35	0	47	0	37	0	37	139	150	289		5:00-5:15
5:15-5:30	5	37	53	95	81	36	6	123	13	46	0	59	1	38	0	39	154	162	316		5:15-5:30
5:30-5:45	1	31	40	72	70	43	5	118	12	50	1	63	3	30	0	33	135	151	286		5:30-5:45
5:45-6:00	3	37	58	98	73	39	12	124	11	44	0	55	2	45	0	47	153	171	324		5:45-6:00
6:00-6:15	2	33	52	87	78	43	1	122	10	47	1	58	1	34	1	36	145	158	303		6:00-6:15
6:15-6:30	1	36	41	78	79	34	6	119	9	40	1	50	1	23	1	25	128	144	272		6:15-6:30
6:30-6:45	2	36	29	67	75	35	4	114	11	34	0	45	2	39	0	41	112	155	267		6:30-6:45
6:45-7:00	2	23	36	61	82	35	10	127	11	50	1	62	3	27	0	30	123	157	280		6:45-7:00
Totals	81	992	1,119	2,192	2,371	1,670	235	4,276	198	939	17	1,154	32	792	8	832	3,346	5,108	8,454		
1 Hour Totals																					
6:30-7:30	6	58	47	111	213	185	22	420	7	44	3	54	2	20	1	23	165	443	608	0.70	6:30-7:30
6:45-7:45	13	64	54	131	261	241	24	526	5	59	3	67	3	32	1	36	198	562	760	0.74	6:45-7:45
7:00-8:00	20	82	62	164	336	317	30	683	6	81	1	88	2	47	1	50	252	733	985	0.71	7:00-8:00
7:15-8:15	21	108	73	202	397	355	41	793	8	112	2	122	2	60	0	62	324	855	1,179	0.83	7:15-8:15
7:30-8:30	22	123	87	232	465	386	44	895	8	120	2	130	4	74	0	78	362	973	1,335	0.90	7:30-8:30
7:45-8:45	17	151	105	273	483	383	57	923	10	127	4	141	3	72	0	75	414	998	1,412	0.95	7:45-8:45
8:00-9:00	13	177	124	314	485	364	70	919	9	124	5	138	5	72	0	77	452	996	1,448	0.94	8:00-9:00
8:15-9:15	13	192	137	342	490	362	72	924	10	102	4	116	5	76	0	81	458	1,005	1,463	0.95	8:15-9:15
8:30-9:30	13	210	136	359	427	332	74	833	11	103	4	118	2	74	0	76	477	909	1,386	0.90	8:30-9:30
2:00-3:00	6	127	117	250	186	146	11	343	19	90	0	109	4	70	0	74	359	417	776	0.88	2:00-3:00
2:15-3:15	8	125	122	255	192	161	13	366	20	89	1	110	4	91	1	96	365	462	827	0.94	2:15-3:15
2:30-3:30	6	125	150	281	204	173	16	393	21	92	2	115	3	96	1	100	396	493	889	0.92	2:30-3:30
2:45-3:45	6	111	166	283	217	149	18	384	26	111	3	140	4	115	3	122	423	506	929	0.94	2:45-3:45
3:00-4:00	7	108	176	291	231	147	15	393	27	120	3	150	5	125	5	135	441	528	969	0.93	3:00-4:00
3:15-4:15	5	99	189	293	242	154	17	413	30	134	2	166	5	150	4	159	459	572	1,031	0.92	3:15-4:15
3:30-4:30	7	95	180	282	247	142	17	406	38	137	2	177	6	156	4	166	459	572	1,031	0.92	3:30-4:30
3:45-4:45	5	101	180	286	232	153	19	404	37	123	1	161	3	152	2	157	447	561	1,008	0.90	3:45-4:45
4:00-5:00	7	97	195	299	242	168	22	432	37	116	1	154	2	156	0	158	453	590	1,043	0.88	4:00-5:00
4:15-5:15	11	113	191	315	251	161	20	432	42	117	1	160	2	142	0	144	475	576	1,051	0.89	4:15-5:15
4:30-5:30	14	126	198	338	273	163	21	457	43	135	0	178	2	150	0	152	516	609	1,125	0.89	4:30-5:30
4:45-5:45	14	131	199	344	292	173	20	485	46	161	1	208	4	146	0	150	552	635	1,187	0.94	4:45-5:45
5:00-6:00	13	141	203	357	293	159	26	478	48	175	1	224	6	150	0	156	581	634	1,215	0.94	5:00-6:00
5:15-6:15	11	138	203	352	302	161	24	487	46	187	2	235	7	147	1	155	587	642	1,229	0.95	5:15-6:15
5:30-6:30	7	137	191	335	300	159	24	483	42	181	3	226	7	132	2	141	561	624	1,185	0.91	5:30-6:30
5:45-6:45	8	142	180	330	305	151	23	479	41	165	2	208	6	141	2	149	538	628	1,166	0.90	5:45-6:45
6:00-7:00	7	128	158	293	314	147	21	482	41	171	3	215	7	123	2	132	508	614	1,122	0.93	6:00-7:00
AM Peak 8:15-9:15	**13**	**192**	**137**	**342**	**490**	**362**	**72**	**924**	**10**	**102**	**4**	**116**	**5**	**76**	**0**	**81**	**458**	**1,005**	**1,463**	**0.95**	**AM Peak 8:15-9:15**
Mid-Day Peak 3:00-4:00	**7**	**108**	**176**	**291**	**231**	**147**	**15**	**393**	**27**	**120**	**3**	**150**	**5**	**125**	**5**	**135**	**441**	**528**	**969**	**0.93**	**Mid-Day Peak 3:00-4:00**
PM Peak 5:15-6:15	**11**	**138**	**203**	**352**	**302**	**161**	**24**	**487**	**46**	**187**	**2**	**235**	**7**	**147**	**1**	**155**	**587**	**642**	**1,229**	**0.95**	**PM Peak 5:15-6:15**

[redacted] & Associates, LLC
[redacted]Mclean, Virginia

[redacted]Pedestrian Volume Survey

North

[redacted]Project Name:

Project Number:

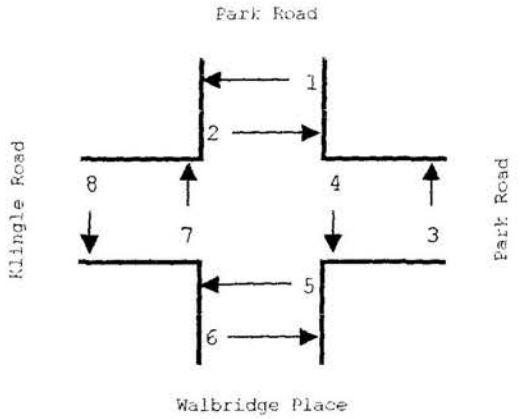
[redacted]Location:

Intersection:

[redacted]Weather:

Date:

[redacted]Surveyor:



TIME	Movement							
[redacted]	1	2	3	4	5	6	7	8
AM								
6:30-6:45	1	1				1		2
6:45-7:00	2	1	1		1		1	1
7:00-7:15	2	1			1	1		1
7:15-7:30	2							1
7:30-7:45	1					5	2	1
7:45-8:00	2	2		1	2	2		2
8:00-8:15	3				3	1	1	3
8:15-8:30				1	2	2		1
8:30-8:45	1				1			
8:45-9:00						1	1	
9:00-9:15								
9:15-9:30	1	2		2	2			
PM								
2:00-2:15								
2:15-2:30					2		2	
2:30-2:45	2	1			3	3		
2:45-3:00	1	2				2		
3:00-3:15	1				1	1		
3:15-3:30	1	2			1		1	
3:30-3:45		1		1				1
3:45-4:00					2	4		2
4:00-4:15	1			1	4	2	1	2
4:15-4:30		1				6	2	2
4:30-4:45		3		2	1		1	
4:45-5:00		1	1			1	1	
5:00-5:15					1			
5:15-5:30	1			1	2	1		1
5:30-5:45		2	2			1		
5:45-6:00		1				2	1	2
6:00-6:15		2	2		2	1	4	1
6:15-6:30	1	1			3	3		1
6:30-6:45	5	1	1	1	4	5	2	1
6:45-7:00	2	3		4	2	2		1

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Rosemount Center	DATE:	09/15/2020
W & A JOB NO.:	2020	DAY:	Tuesday
INTERSECTION:	Klingle Rd. & Adams Mill Rd.	WEATHER:	nice
LOCATION:	Washington, DC	COUNTED BY:	Matt
		INPUTED BY:	E

SOUTHBOUND ROAD:
NORTHBOUND ROAD: Adams Mill Road
WESTBOUND ROAD: Klingle Road
EASTBOUND ROAD: Klingle Road

Time Period	Turning Movements: Southbound 0				Westbound Klingle Road				Northbound Adams Mill Road				Eastbound Klingle Road				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
6:30-6:45	0	0	0	0	9	23	0	32	0	0	24	24	37	5	0	42	24	74	98		6:30-6:45
6:45-7:00	0	0	0	0	0	42	0	42	1	0	15	16	41	7	0	48	16	90	106		6:45-7:00
7:00-7:15	0	0	0	0	0	47	2	49	1	0	30	31	57	5	0	62	31	111	142		7:00-7:15
7:15-7:30	0	0	0	0	0	59	6	65	1	0	35	36	55	9	0	64	36	129	165		7:15-7:30
7:30-7:45	0	0	0	0	0	86	5	91	0	0	43	43	83	16	0	99	43	190	233		7:30-7:45
7:45-8:00	0	0	0	0	0	105	5	110	2	0	52	54	64	15	0	79	54	189	243		7:45-8:00
8:00-8:15	0	0	0	0	0	89	3	92	6	0	64	70	69	20	0	89	70	181	251		8:00-8:15
8:15-8:30	0	0	0	0	0	96	14	110	5	0	64	69	93	21	0	114	69	224	293		8:15-8:30
8:30-8:45	0	0	0	0	0	78	13	91	0	0	42	42	109	17	0	126	42	217	259		8:30-8:45
8:45-9:00	0	0	0	0	0	74	6	80	4	0	53	57	81	22	0	103	57	183	240		8:45-9:00
9:00-9:15	0	0	0	0	0	78	21	99	2	0	29	31	80	21	0	101	31	200	231		9:00-9:15
9:15-9:30	0	0	0	0	0	68	0	68	0	0	38	38	83	24	0	107	38	175	213		9:15-9:30
2:00-2:15	0	0	0	0	0	28	3	31	2	0	26	28	53	9	0	62	28	93	121		2:00-2:15
2:15-2:30	0	0	0	0	0	29	0	29	1	0	19	20	67	17	0	84	20	113	133		2:15-2:30
2:30-2:45	0	0	0	0	0	39	6	45	2	0	31	33	66	21	0	87	33	132	165		2:30-2:45
2:45-3:00	0	0	0	0	0	32	4	36	6	0	23	29	48	21	0	69	29	105	134		2:45-3:00
3:00-3:15	0	0	0	0	0	31	6	37	1	0	31	32	59	18	0	77	32	114	146		3:00-3:15
3:15-3:30	0	0	0	0	0	42	6	48	2	0	35	37	68	17	0	85	37	133	170		3:15-3:30
3:30-3:45	0	0	0	0	0	16	6	22	6	0	36	42	73	34	0	107	42	129	171		3:30-3:45
3:45-4:00	0	0	0	0	0	35	1	36	3	0	33	36	75	31	0	106	36	142	178		3:45-4:00
4:00-4:15	0	0	0	0	0	37	1	38	5	0	37	42	84	40	0	124	42	162	204		4:00-4:15
4:15-4:30	0	0	0	0	0	38	6	44	3	0	36	39	87	33	0	120	39	164	203		4:15-4:30
4:30-4:45	0	0	0	0	0	39	2	41	4	0	35	39	64	29	0	93	39	134	173		4:30-4:45
4:45-5:00	0	0	0	0	0	50	5	55	9	0	30	39	85	35	0	120	39	175	214		4:45-5:00
5:00-5:15	0	0	0	0	0	46	3	49	3	0	44	47	94	32	0	126	47	175	222		5:00-5:15
5:15-5:30	0	0	0	0	0	40	4	44	4	0	49	53	93	41	0	134	53	178	231		5:15-5:30
5:30-5:45	0	0	0	0	0	33	11	44	5	0	47	52	82	33	0	115	52	159	211		5:30-5:45
5:45-6:00	0	0	0	0	0	48	1	49	1	0	49	50	107	41	0	148	50	197	247		5:45-6:00
6:00-6:15	0	0	0	0	0	40	3	43	2	0	51	53	104	31	0	135	53	178	231		6:00-6:15
6:15-6:30	0	0	0	0	0	37	2	39	2	0	55	57	91	39	0	130	57	169	226		6:15-6:30
6:30-6:45	0	0	0	0	0	37	6	43	3	0	53	56	84	38	0	122	56	165	221		6:30-6:45
6:45-7:00	0	0	0	0	0	35	2	37	1	0	58	59	79	33	0	112	59	149	208		6:45-7:00
Totals	0	0	0	0	0	1,586	153	1,739	87	0	1,267	1,354	2,415	775	0	3,190	1,354	4,929	6,283		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	180	8	188	3	0	104	107	190	26	0	216	107	404	511	0.77	6:30-7:30
6:45-7:45	0	0	0	0	0	234	13	247	3	0	123	126	236	37	0	273	126	520	646	0.69	6:45-7:45
7:00-8:00	0	0	0	0	0	297	18	315	4	0	160	164	259	45	0	304	164	619	783	0.81	7:00-8:00
7:15-8:15	0	0	0	0	0	339	19	358	9	0	194	203	271	60	0	331	203	689	892	0.89	7:15-8:15
7:30-8:30	0	0	0	0	0	376	27	403	13	0	223	236	309	72	0	381	236	784	1,020	0.87	7:30-8:30
7:45-8:45	0	0	0	0	0	368	35	403	13	0	222	235	335	73	0	408	235	811	1,046	0.89	7:45-8:45
8:00-9:00	0	0	0	0	0	337	36	373	15	0	223	238	352	80	0	432	238	805	1,043	0.89	8:00-9:00
8:15-9:15	0	0	0	0	0	326	54	380	11	0	188	199	363	81	0	444	199	824	1,023	0.87	8:15-9:15
8:30-9:30	0	0	0	0	0	298	40	338	6	0	162	168	353	84	0	437	168	775	943	0.91	8:30-9:30
2:00-3:00	0	0	0	0	0	128	13	141	11	0	99	110	234	68	0	302	110	443	553	0.84	2:00-3:00
2:15-3:15	0	0	0	0	0	131	16	147	10	0	104	114	240	77	0	317	114	464	578	0.88	2:15-3:15
2:30-3:30	0	0	0	0	0	144	22	166	11	0	120	131	241	77	0	318	131	484	615	0.90	2:30-3:30
2:45-3:45	0	0	0	0	0	121	22	143	15	0	125	140	248	90	0	338	140	481	621	0.91	2:45-3:45
3:00-4:00	0	0	0	0	0	124	19	143	12	0	135	147	275	100	0	375	147	518	665	0.93	3:00-4:00
3:15-4:15	0	0	0	0	0	130	14	144	16	0	141	157	300	122	0	422	157	566	723	0.89	3:15-4:15
3:30-4:30	0	0	0	0	0	126	14	140	17	0	142	159	319	138	0	457	159	597	756	0.93	3:30-4:30
3:45-4:45	0	0	0	0	0	149	10	159	15	0	141	156	310	133	0	443	156	602	758	0.93	3:45-4:45
4:00-5:00	0	0	0	0	0	164	14	178	21	0	138	159	320	137	0	457	159	635	794	0.93	4:00-5:00
4:15-5:15	0	0	0	0	0	173	16	189	19	0	145	164	330	129	0	459	164	648	812	0.91	4:15-5:15
4:30-5:30	0	0	0	0	0	175	14	189	20	0	158	178	336	137	0	473	178	662	840	0.91	4:30-5:30
4:45-5:45	0	0	0	0	0	169	23	192	21	0	170	191	354	141	0	495	191	687	878	0.95	4:45-5:45
5:00-6:00	0	0	0	0	0	167	19	186	13	0	189	202	376	147	0	523	202	709	911	0.92	5:00-6:00
5:15-6:15	0	0	0	0	0	161	19	180	12	0	196	208	386	146	0	532	208	712	920	0.93	5:15-6:15
5:30-6:30	0	0	0	0	0	158	17	175	10	0	202	212	384	144	0	528	212	703	915	0.93	5:30-6:30
5:45-6:45	0	0	0	0	0	162	12	174	8	0	208	216	386	149	0	535	216	709	925	0.94	5:45-6:45
6:00-7:00	0	0	0	0	0	149	13	162	8	0	217	225	358	141	0	499	225	661	886	0.96	6:00-7:00
AM Peak 7:45-8:45	**0**	**0**	**0**	**0**	**0**	**368**	**35**	**403**	**13**	**0**	**222**	**235**	**335**	**73**	**0**	**408**	**235**	**811**	**1,046**	**0.89**	**AM Peak 7:45-8:45**
Mid-Day Peak 3:00-4:00	**0**	**0**	**0**	**0**	**0**	**124**	**19**	**143**	**12**	**0**	**135**	**147**	**275**	**100**	**0**	**375**	**147**	**518**	**665**	**0.93**	**Mid-Day Peak 3:00-4:00**
PM Peak 5:45-6:45	**0**	**0**	**0**	**0**	**0**	**162**	**12**	**174**	**8**	**0**	**208**	**216**	**386**	**149**	**0**	**535**	**216**	**709**	**925**	**0.94**	**PM Peak 5:45-6:45**

[redacted]lis & Associates, LLC
[redacted]Lean, Virginia
Pedestrian Volume Survey

North

[redacted]ject Name:

[redacted]ject Number:

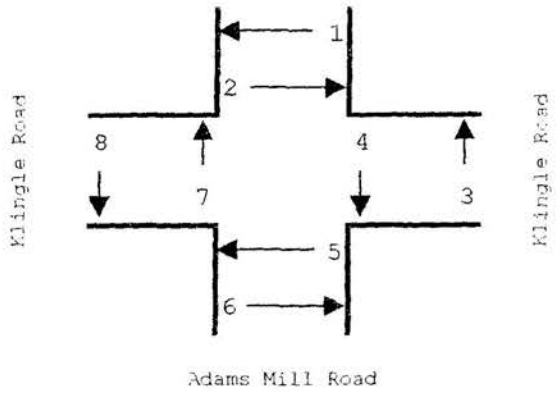
[redacted]cation:

[redacted]tersection:

[redacted]eather:

[redacted]te:

[redacted]rveyor:



[redacted] TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
[redacted] 6:30-6:45			2					
6:45-7:00			1		2	2		
7:00-7:15					5	2		1
[redacted] 7:15-7:30			2	1		2		
7:30-7:45			2	3	4	2		
7:45-8:00			3	3	3	3		2
[redacted] 8:00-8:15			4	3	6	3		
8:15-8:30			5	2	1	3		
8:30-8:45			9	1	5	3		
[redacted] 8:45-9:00			9	7	4	2		1
9:00-9:15	1		6					
9:15-9:30	1		1	9	2			
[redacted] PM								
2:00-2:15	1		3		2	2		
2:15-2:30			1	3		1		
[redacted] 2:30-2:45			5					
2:45-3:00			2	1	1	1		
3:00-3:15			2	3	1	1		
3:15-3:30			2	6	2	1		
3:30-3:45			11				1	
3:45-4:00	1							2
4:00-4:15			1	4	3	3		
4:15-4:30			1	6	1	4		
4:30-4:45					1	2		
4:45-5:00	4		1		2	1		
5:00-5:15				2	1	5		
5:15-5:30	1			1	2			
5:30-5:45				6	5	5		
5:45-6:00			3	1	3			1
6:00-6:15				1	2	3		
6:15-6:30			1	1	6	9		
6:30-6:45					1	5	1	
6:45-7:00			2	3	8	4		

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

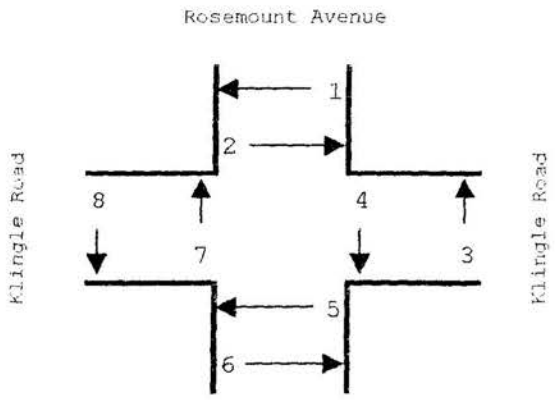
PROJECT:	Rosemount Center	DATE:	[illegible]	SOUTHBOUND ROAD:	Rosemount Avenue
W & A JOB NO.:	2020	DAY:	Tuesday	NORTHBOUND ROAD:	
INTERSECTION:	Kingle Road/ Rosemount Ave	WEATHER:	rain	WESTBOUND ROAD:	Kingle Road
LOCATION:	Washington DC	COUNTED BY:	Joseph	EASTBOUND ROAD:	Kingle Road
		INPUTED BY:	[illegible]		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Rosemount Avenue				Westbound Kingle Road				Northbound 0				Eastbound Kingle Road				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					
6:30-6:45	1	0	0	1	2	43	0	45	0	0	0	0	0	2	1	3	1	48	49		6:30-6:45
6:45-7:00	0	0	0	0	3	32	0	35	0	0	0	0	0	6	4	10	0	45	45		6:45-7:00
7:00-7:15	0	0	1	1	6	33	0	39	0	0	0	0	0	1	0	1	1	40	41		7:00-7:15
7:15-7:30	0	0	2	2	5	32	0	37	0	0	0	0	0	1	1	2	2	39	41		7:15-7:30
7:30-7:45	2	0	1	3	8	94	0	102	0	0	0	0	0	6	3	9	3	111	114		7:30-7:45
7:45-8:00	6	0	5	11	12	84	0	96	0	0	0	0	0	11	2	13	11	109	120		7:45-8:00
8:00-8:15	8	0	3	11	8	101	0	109	0	0	0	0	0	10	6	16	11	125	136		8:00-8:15
8:15-8:30	9	0	5	14	7	96	0	103	0	0	0	0	0	16	7	23	14	126	140		8:15-8:30
8:30-8:45	6	0	2	8	8	80	0	88	0	0	0	0	0	12	2	14	8	102	110		8:30-8:45
8:45-9:00	10	0	4	14	11	83	0	94	0	0	0	0	0	11	4	15	14	109	123		8:45-9:00
9:00-9:15	4	0	1	5	3	70	0	73	0	0	0	0	0	17	2	19	5	92	97		9:00-9:15
9:15-9:30	1	0	2	3	2	67	0	69	0	0	0	0	0	11	1	12	3	81	84		9:15-9:30
2:00-2:15	3	0	1	4	1	30	0	31	0	0	0	0	0	4	5	9	4	40	44		2:00-2:15
2:15-2:30	2	0	1	3	2	24	0	26	0	0	0	0	0	14	1	15	3	41	44		2:15-2:30
2:30-2:45	3	0	5	8	10	42	0	52	0	0	0	0	0	20	4	24	8	76	84		2:30-2:45
2:45-3:00	1	0	5	6	3	34	0	37	0	0	0	0	0	18	7	25	6	62	68		2:45-3:00
3:00-3:15	3	0	4	7	3	34	0	37	0	0	0	0	0	16	2	18	7	55	62		3:00-3:15
3:15-3:30	2	0	3	5	4	47	0	51	0	0	0	0	0	20	0	20	5	71	76		3:15-3:30
3:30-3:45	5	0	2	7	8	23	0	31	0	0	0	0	0	40	2	42	7	73	80		3:30-3:45
3:45-4:00	3	0	2	5	2	36	0	38	0	0	0	0	0	33	0	33	5	71	76		3:45-4:00
4:00-4:15	2	0	5	7	0	39	0	39	0	0	0	0	0	40	4	44	7	83	90		4:00-4:15
4:15-4:30	2	0	2	4	3	34	0	37	0	0	0	0	0	29	2	31	4	68	72		4:15-4:30
4:30-4:45	1	0	3	4	1	40	0	41	0	0	0	0	0	26	5	31	4	72	76		4:30-4:45
4:45-5:00	3	0	4	7	3	48	0	51	0	0	0	0	0	32	8	40	7	91	98		4:45-5:00
5:00-5:15	1	0	2	3	4	48	0	52	0	0	0	0	0	30	5	35	3	87	90		5:00-5:15
5:15-5:30	2	0	4	6	3	42	0	45	0	0	0	0	0	33	3	36	6	81	87		5:15-5:30
5:30-5:45	5	0	2	7	4	43	0	47	0	0	0	0	0	32	5	37	7	84	91		5:30-5:45
5:45-6:00	4	0	6	10	5	43	0	48	0	0	0	0	0	38	4	42	10	90	100		5:45-6:00
6:00-6:15	0	0	4	4	1	41	0	42	0	0	0	0	0	34	6	40	4	82	86		6:00-6:15
6:15-6:30	0	0	0	0	3	41	0	44	0	0	0	0	0	36	3	41	0	85	85		6:15-6:30
6:30-6:45	2	0	0	2	1	36	0	37	0	0	0	0	0	39	4	43	2	80	82		6:30-6:45
6:45-7:00	0	0	0	0	0	37	0	37	0	0	0	0	0	31	1	32	0	69	69		6:45-7:00
Totals	91	0	81	172	136	1,577	0	1,713	0	0	0	0	0	671	104	775	172	2,488	2,660		
1 Hour Totals																					
6:30-7:30	1	0	3	4	16	140	0	156	0	0	0	0	0	10	6	16	4	172	176	0.90	6:30-7:30
6:45-7:45	2	0	4	6	22	191	0	213	0	0	0	0	0	14	8	22	6	235	241	0.53	6:45-7:45
7:00-8:00	8	0	9	17	31	243	0	274	0	0	0	0	0	19	6	25	17	299	316	0.66	7:00-8:00
7:15-8:15	16	0	11	27	33	311	0	344	0	0	0	0	0	28	12	40	27	384	411	0.76	7:15-8:15
7:30-8:30	25	0	14	39	35	375	0	410	0	0	0	0	0	43	18	61	39	471	510	0.91	7:30-8:30
7:45-8:45	29	0	15	44	35	361	0	396	0	0	0	0	0	49	17	66	44	462	506	0.90	7:45-8:45
8:00-9:00	33	0	14	47	34	360	0	394	0	0	0	0	0	49	19	68	47	462	509	0.91	8:00-9:00
8:15-9:15	29	0	12	41	29	329	0	358	0	0	0	0	0	56	15	71	41	429	470	0.84	8:15-9:15
8:30-9:30	21	0	9	30	24	300	0	324	0	0	0	0	0	51	9	60	30	384	414	0.84	8:30-9:30
2:00-3:00	9	0	12	21	16	130	0	146	0	0	0	0	0	56	17	73	21	219	240	0.71	2:00-3:00
2:15-3:15	9	0	15	24	18	134	0	152	0	0	0	0	0	68	14	82	24	234	258	0.77	2:15-3:15
2:30-3:30	9	0	17	26	20	157	0	177	0	0	0	0	0	74	13	87	26	264	290	0.86	2:30-3:30
2:45-3:45	11	0	14	25	18	138	0	156	0	0	0	0	0	94	11	105	25	261	286	0.89	2:45-3:45
3:00-4:00	13	0	11	24	17	140	0	157	0	0	0	0	0	109	4	113	24	270	294	0.92	3:00-4:00
3:15-4:15	12	0	12	24	14	145	0	159	0	0	0	0	0	133	6	139	24	298	322	0.89	3:15-4:15
3:30-4:30	12	0	11	23	13	132	0	145	0	0	0	0	0	142	8	150	23	295	318	0.88	3:30-4:30
3:45-4:45	8	0	12	20	6	149	0	155	0	0	0	0	0	128	11	139	20	294	314	0.87	3:45-4:45
4:00-5:00	8	0	14	22	7	161	0	168	0	0	0	0	0	127	19	146	22	314	336	0.86	4:00-5:00
4:15-5:15	7	0	11	18	11	170	0	181	0	0	0	0	0	117	20	137	18	318	336	0.86	4:15-5:15
4:30-5:30	7	0	13	20	11	178	0	189	0	0	0	0	0	121	21	142	20	331	351	0.90	4:30-5:30
4:45-5:45	11	0	12	23	14	181	0	195	0	0	0	0	0	127	21	148	23	343	366	0.93	4:45-5:45
5:00-6:00	12	0	14	26	16	176	0	192	0	0	0	0	0	133	17	150	26	342	368	0.92	5:00-6:00
5:15-6:15	11	0	16	27	13	169	0	182	0	0	0	0	0	137	18	155	27	337	364	0.91	5:15-6:15
5:30-6:30	9	0	12	21	13	168	0	181	0	0	0	0	0	142	18	160	21	341	362	0.91	5:30-6:30
5:45-6:45	6	0	10	16	10	161	0	171	0	0	0	0	0	149	17	166	16	337	353	0.88	5:45-6:45
6:00-7:00	2	0	4	6	5	155	0	160	0	0	0	0	0	142	14	156	6	316	322	0.94	6:00-7:00
AM Peak 7:30-8:30	**25**	**0**	**14**	**39**	**35**	**375**	**0**	**410**	**0**	**0**	**0**	**0**	**0**	**43**	**18**	**61**	**39**	**471**	**510**	**0.91**	**AM Peak 7:30-8:30**
Mid-Day Peak 3:00-4:00	**13**	**0**	**11**	**24**	**17**	**140**	**0**	**157**	**0**	**0**	**0**	**0**	**0**	**109**	**4**	**113**	**24**	**270**	**294**	**0.92**	**Mid-Day Peak 3:00-4:00**
PM Peak 5:00-6:00	**12**	**0**	**14**	**26**	**16**	**176**	**0**	**192**	**0**	**0**	**0**	**0**	**0**	**133**	**17**	**150**	**26**	**342**	**368**	**0.92**	**PM Peak 5:00-6:00**

[redacted]lls & Associates, LLC
[redacted]Lean, Virginia
Pedestrian Volume Survey
[redacted]

North

Project Name:
[redacted]oject Number:
Location:
[redacted]tersection:
Weather:
[redacted]ate:
Surveyor:
[redacted]



[redacted] TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45					1	6	3	1
6:45-7:00	1	2			6	2	2	1
7:00-7:15					2	4	2	1
7:15-7:30	2	3			3	4	1	3
7:30-7:45	8	2			8	7	4	3
7:45-8:00	3	3			10	6	3	4
8:00-8:15	5	4			7	5	4	6
8:15-8:30	9	2			9	4	8	6
8:30-8:45	7	2			9	9	4	8
8:45-9:00	6	12			5	5	6	3
9:00-9:15	4	5			5	4	4	3
9:15-9:30	6	4			8	6	6	6
PM								
2:00-2:15	3	2	2	2				
2:15-2:30	2	6		5		2	5	1
2:30-2:45	5							
2:45-3:00	3	4		3			1	3
3:00-3:15				2				3
3:15-3:30				2			2	3
3:30-3:45	3					3	2	3
3:45-4:00	2			5			2	
4:00-4:15		2	1	2	3	4	1	2
4:15-4:30	1	3		2	1	3	1	
4:30-4:45				1			1	
4:45-5:00				4			2	
5:00-5:15	1	2		5			2	1
5:15-5:30	5				2		1	
5:30-5:45		3		1	3	7	1	
5:45-6:00			2		2	3	2	
6:00-6:15	1	2	1	1		2	1	
6:15-6:30	1				2	2		1
6:30-6:45	4	1		1				
6:45-7:00								

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Rosemount Center	DATE:	06/10/2003	SOUTHBOUND ROAD:	Rosemount Avenue	
W & A JOB NO.:	2002	DAY:	Tuesday	NORTHBOUND ROAD:	Rosemount Avenue	
INTERSECTION:	Rosemount Ave. & Rosemount Dr.	WEATHER:	nice	WESTBOUND ROAD:		
LOCATION:	Washington, DC	COUNTED BY:	Richard	EASTBOUND ROAD:	Rosemount Driveway	
		INPUTED BY:	D			

Time Period	Turning Movements: Southbound Rosemount Avenue				Westbound 0				Northbound Rosemount Avenue				Eastbound Rosemount Driveway				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
6:30-6:45	0	2	0	2	0	0	0	0	0	0	2	2	0	0	0	0	4	0	4		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	5	5	2	0	0	2	5	2	7		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	1	5	6	3	0	0	3	6	3	9		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	1	14	15	2	0	0	2	15	2	17		7:15-7:30
7:30-7:45	0	1	0	1	0	0	0	0	0	0	9	9	9	0	0	9	10	9	19		7:30-7:45
7:45-8:00	0	4	0	4	0	0	0	0	0	0	13	13	6	0	0	6	17	6	23		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	2	17	19	8	0	0	8	19	8	27		8:00-8:15
8:15-8:30	0	4	0	4	0	0	0	0	0	4	7	11	9	0	0	9	15	9	24		8:15-8:30
8:30-8:45	0	3	0	3	0	0	0	0	0	1	7	8	8	0	0	8	11	8	19		8:30-8:45
8:45-9:00	0	1	0	1	0	0	0	0	0	2	8	10	6	0	0	6	11	6	17		8:45-9:00
9:00-9:15	0	4	0	4	0	0	0	0	0	4	6	10	10	0	1	11	14	11	25		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		9:15-9:30
2:00-2:15	0	2	0	2	0	0	0	0	0	4	1	5	1	0	0	1	7	1	8		2:00-2:15
2:15-2:30	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	2	1	3		2:15-2:30
2:30-2:45	0	0	0	0	0	0	0	0	0	2	11	13	7	0	0	7	13	7	20		2:30-2:45
2:45-3:00	0	1	0	1	0	0	0	0	0	2	8	10	8	0	0	8	11	8	19		2:45-3:00
3:00-3:15	0	1	0	1	0	0	0	0	0	0	3	3	5	0	0	5	4	5	9		3:00-3:15
3:15-3:30	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	3	2	3	5		3:15-3:30
3:30-3:45	0	5	0	5	0	0	0	0	0	1	7	8	8	0	1	9	13	9	22		3:30-3:45
3:45-4:00	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	2	1	3		3:45-4:00
4:00-4:15	0	3	0	3	0	0	0	0	0	0	4	4	6	0	0	6	7	6	13		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	2	3	5	3	0	0	3	5	3	8		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	3	2	5	4	0	0	4	5	4	9		4:30-4:45
4:45-5:00	0	1	0	1	0	0	0	0	0	5	2	7	5	0	1	6	8	6	14		4:45-5:00
5:00-5:15	0	2	0	2	0	0	0	0	0	3	5	8	4	0	0	4	10	4	14		5:00-5:15
5:15-5:30	0	1	0	1	0	0	0	0	0	2	3	5	3	0	0	3	6	3	9		5:15-5:30
5:30-5:45	0	1	0	1	0	0	0	0	0	1	8	9	3	0	0	3	10	3	13		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	4	4	12	0	0	12	4	12	16		5:45-6:00
6:00-6:15	0	1	0	1	0	0	0	0	0	3	2	5	2	0	0	2	6	2	8		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	1	2		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	2	1	3		6:45-7:00
Totals	0	37	0	37	0	0	0	0	0	51	162	213	142	0	3	145	250	145	395		
1 Hour Totals																					
6:30-7:30	0	2	0	2	0	0	0	0	0	2	26	28	7	0	0	7	30	7	37	0.54	6:30-7:30
6:45-7:45	0	1	0	1	0	0	0	0	0	2	33	35	16	0	0	16	36	16	52	0.68	6:45-7:45
7:00-8:00	0	5	0	5	0	0	0	0	0	2	41	43	20	0	0	20	48	20	68	0.74	7:00-8:00
7:15-8:15	0	5	0	5	0	0	0	0	0	3	53	56	25	0	0	25	61	25	86	0.80	7:15-8:15
7:30-8:30	0	9	0	9	0	0	0	0	0	6	46	52	32	0	0	32	61	32	93	0.86	7:30-8:30
7:45-8:45	0	11	0	11	0	0	0	0	0	7	44	51	31	0	0	31	62	31	93	0.86	7:45-8:45
8:00-9:00	0	8	0	8	0	0	0	0	0	9	39	48	31	0	0	31	56	31	87	0.81	8:00-9:00
8:15-9:15	0	12	0	12	0	0	0	0	0	11	28	39	33	0	1	34	51	34	85	0.85	8:15-9:15
8:30-9:30	0	8	0	8	0	0	0	0	0	7	21	28	25	0	1	26	36	26	62	0.62	8:30-9:30
2:00-3:00	0	3	0	3	0	0	0	0	0	8	22	30	17	0	0	17	33	17	50	0.63	2:00-3:00
2:15-3:15	0	2	0	2	0	0	0	0	0	4	24	28	21	0	0	21	30	21	51	0.64	2:15-3:15
2:30-3:30	0	2	0	2	0	0	0	0	0	5	23	28	23	0	0	23	30	23	53	0.66	2:30-3:30
2:45-3:45	0	7	0	7	0	0	0	0	0	4	19	23	24	0	1	25	30	25	55	0.63	2:45-3:45
3:00-4:00	0	6	0	6	0	0	0	0	0	3	12	15	17	0	1	18	21	18	39	0.44	3:00-4:00
3:15-4:15	0	8	0	8	0	0	0	0	0	3	13	16	18	0	1	19	24	19	43	0.49	3:15-4:15
3:30-4:30	0	8	0	8	0	0	0	0	0	4	15	19	18	0	1	19	27	19	46	0.52	3:30-4:30
3:45-4:45	0	3	0	3	0	0	0	0	0	6	10	16	14	0	0	14	19	14	33	0.63	3:45-4:45
4:00-5:00	0	4	0	4	0	0	0	0	0	10	11	21	18	0	1	19	25	19	44	0.79	4:00-5:00
4:15-5:15	0	3	0	3	0	0	0	0	0	13	12	25	16	0	1	17	28	17	45	0.80	4:15-5:15
4:30-5:30	0	4	0	4	0	0	0	0	0	13	12	25	16	0	1	17	29	17	46	0.82	4:30-5:30
4:45-5:45	0	5	0	5	0	0	0	0	0	11	18	29	15	0	1	16	34	16	50	0.89	4:45-5:45
5:00-6:00	0	4	0	4	0	0	0	0	0	6	20	26	22	0	0	22	30	22	52	0.81	5:00-6:00
5:15-6:15	0	3	0	3	0	0	0	0	0	6	17	23	20	0	0	20	26	20	46	0.72	5:15-6:15
5:30-6:30	0	2	0	2	0	0	0	0	0	9	14	23	17	0	0	17	25	17	42	0.66	5:30-6:30
5:45-6:45	0	1	0	1	0	0	0	0	0	8	7	15	15	0	0	15	16	15	31	0.48	5:45-6:45
6:00-7:00	0	1	0	1	0	0	0	0	0	9	4	13	4	0	0	4	14	4	18	0.56	6:00-7:00
AM Peak 7:30-8:30	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**6**	**46**	**52**	**32**	**0**	**0**	**32**	**61**	**32**	**93**	**0.86**	**AM Peak 7:30-8:30**
Mid-Day Peak 2:45-3:45	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**19**	**23**	**24**	**0**	**1**	**25**	**30**	**25**	**55**	**0.63**	**Mid-Day Peak 2:45-3:45**
PM Peak 5:00-6:00	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**20**	**26**	**22**	**0**	**0**	**22**	**30**	**22**	**52**	**0.81**	**PM Peak 5:00-6:00**

[redacted] & Associates, LLC
[redacted]Lean, Virginia
Pedestrian Volume Survey

North

[redacted]

Project Name:

[redacted]ject Number:

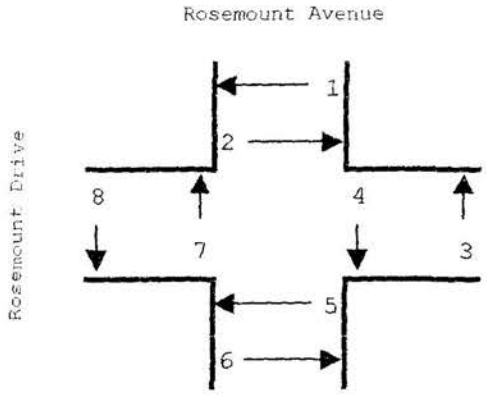
Location:

[redacted]tersection:

Weather:

[redacted]te:

Surveyor:



[redacted] TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
[redacted] 6:30-6:45								
6:45-7:00								
7:00-7:15								
[redacted] 7:15-7:30								
7:30-7:45								
7:45-8:00								
[redacted] 8:00-8:15								
8:15-8:30								
8:30-8:45								
[redacted] 8:45-9:00								
9:00-9:15								
9:15-9:30								
[redacted] PM								
2:00-2:15								
2:15-2:30								
[redacted] 2:30-2:45								
2:45-3:00								
3:00-3:15								
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4:30-4:45								
[redacted] 4:45-5:00								
5:00-5:15								
5:15-5:30								
5:30-5:45								
5:45-6:00								
6:00-6:15								
6:15-6:30								
6:30-6:45								
6:45-7:00								

Appendix C

Existing Levels of Service

SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		70	335	35	368		222		11			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	27	0	0				30		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		78	372		448		247	12				
Lane group cap.		932	771		1637		1287	579				
v/c ratio		0.08	0.48		0.27		0.19	0.02				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		10.4	13.2		11.6		16.8	15.7				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.2	2.2		0.4		0.3	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		10.6	15.3		12.0		17.2	15.8				
Lane group LOS		B	B		B		B	B				
Apprch. delay	14.5			12.0			17.1					
Approach LOS	B			B			B					
Intersec. delay	14.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		90	248	22	121		125		15			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	7	0	0				27		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 — Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		100	276		158		139	17				
Lane group cap.		932	786		1617		1287	579				
v/c ratio		0.11	0.35		0.10		0.11	0.03				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		10.6	12.1		10.5		16.3	15.8				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.2	1.2		0.1		0.2	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		10.8	13.4		10.6		16.5	15.9				
Lane group LOS		B	B		B		B	B				
Apprch. delay	12.7			10.6			16.4					
Approach LOS	B			B			B					
Intersec. delay	13.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		144	348	17	158		202		10			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	33	0	0				13		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		160	387		195		224	11				
Lane group cap.		932	766		1634		1287	579				
v/c ratio		0.17	0.51		0.12		0.17	0.02				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		10.9	13.4		10.6		16.7	15.7				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.4	2.4		0.1		0.3	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		11.3	15.8		10.8		17.0	15.8				
Lane group LOS		B	B		B		B	B				
Apprch. delay	14.5			10.8			17.0					
Approach LOS	B			B			B					
Intersec. delay	14.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			72				440	483			105	168
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	N	N	0	N
Parking/hr			20									
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			80				489	537			117	187
Lane group cap.			303				416	614			614	1018
v/c ratio			0.26				1.18	0.87			0.19	0.18
Green ratio			0.24				0.24	0.33			0.33	0.65
Unif. delay d1			26.5				32.5	26.8			20.4	6.0
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			2.1				101.5	15.9			0.7	0.4
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			28.6				134.0	42.8			21.1	6.4
Lane group LOS			C				F	D			C	A
Apprch. delay	28.6						86.3			12.1		
Approach LOS	C						F			B		
Intersec. delay	67.0			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	131		10				440	483			105	168
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	8						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		157					489	537			117	187
Lane group cap.		375					443	652			652	978
v/c ratio		0.42					1.10	0.82			0.18	0.19
Green ratio		0.21					0.25	0.35			0.35	0.63
Unif. delay d1		27.2					30.0	23.7			18.0	6.4
Delay factor k		0.50					0.50	0.50			0.50	0.50
Increm. delay d2		3.4					74.0	11.3			0.6	0.4
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		30.6					104.0	35.0+			18.6	6.8
Lane group LOS		C					F	D			B	A
Apprch. delay	30.6						67.9			11.4		
Approach LOS	C						E			B		
Intersec. delay	52.4			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	114		26				167	217			186	117
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	8						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	Y	N	0	Y
Parking/hr									10			10
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		156					186	241			207	130
Lane group cap.		371					443	554			652	831
v/c ratio		0.42					0.42	0.44			0.32	0.16
Green ratio		0.21					0.25	0.35			0.35	0.63
Unif. delay d1		27.2					25.1	19.9			19.0	6.2
Delay factor k		0.50					0.50	0.50			0.50	0.50
Increm. delay d2		3.5					2.9	2.5			1.3	0.4
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		30.7					28.0	22.4			20.3	6.6
Lane group LOS		C					C	C			C	A
Apprch. delay	30.7						24.9			15.0		
Approach LOS	C						C			B		
Intersec. delay	22.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			115				167	217			186	117
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	Y	N	0	Y
Parking/hr			10						10			10
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			128				186	241			207	130
Lane group cap.			322				416	521			614	865
v/c ratio			0.40				0.45	0.46			0.34	0.15
Green ratio			0.24				0.24	0.33			0.33	0.65
Unif. delay d1			27.4				27.8	22.5			21.5	5.9
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			3.6				3.5	2.9			1.5	0.4
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			31.1				31.2	25.5			23.0	6.2
Lane group LOS			C				C	C			C	A
Apprch. delay	31.1						28.0			16.5		
Approach LOS	C						C			B		
Intersec. delay	24.1			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	184		42				183	300			191	144
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	7						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 0	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 75.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	251						203	333			212	160
Lane group cap.	396						472	696			696	1043
v/c ratio	0.63						0.43	0.48			0.30	0.15
Green ratio	0.23						0.27	0.37			0.37	0.67
Unif. delay d1	26.2						22.8	17.9			16.6	4.6
Delay factor k	0.50						0.50	0.50			0.50	0.50
Increm. delay d2	7.5						2.8	2.3			1.1	0.3
PF factor	1.000						1.000	1.000			1.000	1.000
Control delay	33.7						25.6	20.3			17.7	5.0
Lane group LOS	C						C	C			B	A
Apprch. delay	33.7						22.3			12.2		
Approach LOS	C						C			B		
Intersec. delay	21.5			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2003 EXISTING

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			132				183	300			191	144
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	N	N	0	N
Parking/hr			20									
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 0	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			147				203	333			212	160
Lane group cap.			322				443	652			652	1081
v/c ratio			0.46				0.46	0.51			0.33	0.15
Green ratio			0.25				0.25	0.35			0.35	0.69
Unif. delay d1			25.4				25.4	20.6			19.1	4.3
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			4.6				3.4	2.8			1.3	0.3
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			30.0				28.8	23.4			20.4	4.6
Lane group LOS			C				C	C			C	A
Apprch. delay	30.0						25.5			13.6		
Approach LOS	C						C			B		
Intersec. delay	21.9			Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	AM PEAK

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2003 EXISTING

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - EXISTING)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	59	0	0	361	35
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	18	65	0	0	401	38
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	15	0	27
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	16	0	30
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			-2		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	18						46	
C (m) (vph)	1117						641	
v/c	0.02						0.07	
95% queue length	0.05						0.23	
Control Delay	8.3						11.0	
LOS	A						B	
Approach Delay	--	--					11.0	

Approach LOS	--	--		B

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	PM PEAK (CENTER)

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2003 EXISTING

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - EXISTING)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	94	0	0	138	18
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	12	104	0	0	153	20
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	17	0	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	18	0	15
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	12						33	
C (m) (vph)	1401						775	
v/c	0.01						0.04	
95% queue length	0.03						0.13	
Control Delay	7.6						9.9	
LOS	A						A	
Approach Delay	--	--					9.9	

Approach LOS	--	--		A

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	PM PEAK (STREET)

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2003 EXISTING

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - EXISTING)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	132	0	0	168	13
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	20	146	0	0	186	14
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	11	0	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	12	0	8
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	20						20	
C (m) (vph)	1370						690	
v/c	0.01						0.03	
95% queue length	0.04						0.09	
Control Delay	7.7						10.4	
LOS	A						B	
Approach Delay	--	--					10.4	

Approach LOS	--	--		B

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2003 EXISTING
Analysis Time Period	AM PEAK		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - EXISTING)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	44	7	0	0	11	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	48	7	0	0	12	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	31
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	0	0	34
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			-2		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	48						34	
C (m) (vph)	1607						1069	
v/c	0.03						0.03	
95% queue length	0.09						0.10	
Control Delay	7.3						8.5	
LOS	A						A	
Approach Delay	--	--				8.5		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2003 EXISTING
Analysis Time Period	PM PEAK (CENTER)		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - EXISTING)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	19	4	0	0	7	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	21	4	0	0	7	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	1	0	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	1	0	26
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			-2		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	21						27	
C (m) (vph)	1614						1069	
v/c	0.01						0.03	
95% queue length	0.04						0.08	
Control Delay	7.3						8.5	
LOS	A						A	
Approach Delay	--	--				8.5		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2003 EXISTING
Analysis Time Period	PM PEAK (STREET)		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - EXISTING)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	19	4	0	0	7	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	21	4	0	0	7	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	1	0	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	1	0	26
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	21						27	
C (m) (vph)	1614						1069	
v/c	0.01						0.03	
95% queue length	0.04						0.08	
Control Delay	7.3						8.5	
LOS	A						A	
Approach Delay	--	--				8.5		
Approach LOS	--	--				A		

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Appendix D

Background Future Levels of Service

SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2006 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		71	342	36	375		226		11			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	27	0	0				30		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		79	380		457		251	12				
Lane group cap.		932	771		1636		1287	579				
v/c ratio		0.08	0.49		0.28		0.20	0.02				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		10.4	13.3		11.6		16.9	15.7				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.2	2.2		0.4		0.3	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		10.6	15.5		12.0		17.2	15.8				
Lane group LOS		B	B		B		B	B				
Apprch. delay	14.7			12.0			17.1					
Approach LOS	B			B			B					
Intersec. delay	14.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		92	253	22	123		128		15			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	7	0	0				27		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 80.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		102	281		161		142	17				
Lane group cap.		932	786		1617		1287	579				
v/c ratio		0.11	0.36		0.10		0.11	0.03				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		10.6	12.2		10.5		16.3	15.8				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.2	1.3		0.1		0.2	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		10.8	13.4		10.6		16.5	15.9				
Lane group LOS		B	B		B		B	B				
Apprch. delay	12.7			10.6			16.4					
Approach LOS	B			B			B					
Intersec. delay	13.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/ADAMS MILL RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	2	0	0	0	0	0
Lane group		T	R		LT		L	LR				
Volume (vph)		147	392	17	168		206		10			
% Heavy veh		2	2	2	2		2		2			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Actuated (P/A)		P	P	P	P		P		P			
Startup lost time		2.0	2.0		2.0		2.0	2.0				
Ext. eff. green		2.0	2.0		2.0		2.0	2.0				
Arrival type		3	3		3		3	3				
Unit Extension		3.0	3.0		3.0		3.0	3.0				
Ped/Bike/RTOR Volume	33	0	0				13		0	0		
Lane Width		12.0	12.0		12.0		12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0		0		0	6				
Unit Extension		3.0	3.0		3.0		3.0	3.0				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 30.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 80.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		163	436		206		229	11				
Lane group cap.		932	766		1636		1287	579				
v/c ratio		0.17	0.57		0.13		0.18	0.02				
Green ratio		0.50	0.50		0.50		0.38	0.38				
Unif. delay d1		11.0	14.0		10.7		16.7	15.7				
Delay factor k		0.50	0.50		0.50		0.50	0.50				
Increm. delay d2		0.4	3.1		0.2		0.3	0.1				
PF factor		1.000	1.000		1.000		1.000	1.000				
Control delay		11.4	17.0		10.8		17.0	15.8				
Lane group LOS		B	B		B		B	B				
Apprch. delay	15.5			10.8			17.0					
Approach LOS	B			B			B					
Intersec. delay	14.9			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	AM PEAK

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2005 BACKGROUND

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - BACKGROUND)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	60	0	0	368	35
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	18	66	0	0	408	38
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	15	0	27
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	16	0	30
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	18						46	
C (m) (vph)	1111						636	
v/c	0.02						0.07	
95% queue length	0.05						0.23	
Control Delay	8.3						11.1	
LOS	A						B	
Approach Delay	--	--					11.1	

Approach LOS	--	--	B

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	PM PEAK (CENTER)

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2005 BACKGROUND

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - BACKGROUND)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	96	0	0	141	18
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	12	106	0	0	156	20
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	17	0	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	18	0	15
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	12						33	
C (m) (vph)	1398						771	
v/c	0.01						0.04	
95% queue length	0.03						0.13	
Control Delay	7.6						9.9	
LOS	A						A	
Approach Delay	--	--					9.9	

Approach LOS	--	--	A

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JLM
Agency/Co.	WELLS & ASSOCIATES
Date Performed	09/29/2003
Analysis Time Period	PM PEAK (STREET)

Site Information

Intersection	KLINGLE ROAD/ROSEMOUNT AVENUE
Jurisdiction	WASHINGTON DC
Analysis Year	2005 BACKGROUND

Project Description: JOB # 2162 (KLINGLE RD/ROSEMOUNT AVE - BACKGROUND)

East/West Street: KLINGLE ROAD | North/South Street: ROSEMOUNT AVENUE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	135	0	0	178	13
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	20	150	0	0	197	14
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	11	0	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	12	0	8
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			-2		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	20						20	
C (m) (vph)	1357						677	
v/c	0.01						0.03	
95% queue length	0.04						0.09	
Control Delay	7.7						10.5	
LOS	A						B	
Approach Delay	--	--					10.5	

Approach LOS	--	--		B

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			76				449	493			107	171
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	N	N	0	N
Parking/hr			20									
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			84				499	548			119	190
Lane group cap.			303				416	614			614	1018
v/c ratio			0.28				1.20	0.89			0.19	0.19
Green ratio			0.24				0.24	0.33			0.33	0.65
Unif. delay d1			26.6				32.5	27.1			20.4	6.0
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			2.3				110.9	17.8			0.7	0.4
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			28.9				143.4	44.9			21.1	6.4
Lane group LOS			C				F	D			C	A
Apprch. delay	28.9						91.8			12.1		
Approach LOS	C						F			B		
Intersec. delay	71.0			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	AM PEAK	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	134		10				449	493			107	171
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	8						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		160					499	548			119	190
Lane group cap.		375					443	652			652	978
v/c ratio		0.43					1.13	0.84			0.18	0.19
Green ratio		0.21					0.25	0.35			0.35	0.63
Unif. delay d1		27.3					30.0	23.9			18.1	6.4
Delay factor k		0.50					0.50	0.50			0.50	0.50
Increm. delay d2		3.5					82.0	12.4			0.6	0.4
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		30.8					112.0	36.3			18.7	6.8
Lane group LOS		C					F	D			B	A
Apprch. delay	30.8						72.4			11.4		
Approach LOS	C						E			B		
Intersec. delay	55.6			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			120				170	221			190	119
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	Y	N	0	Y
Parking/hr			10						10			10
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			133				189	246			211	132
Lane group cap.			322				416	521			614	865
v/c ratio			0.41				0.45	0.47			0.34	0.15
Green ratio			0.24				0.24	0.33			0.33	0.65
Unif. delay d1			27.5				27.8	22.6			21.6	5.9
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			3.9				3.6	3.1			1.5	0.4
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			31.4				31.4	25.7			23.1	6.2
Lane group LOS			C				C	C			C	A
Apprch. delay	31.4						28.2			16.6		
Approach LOS	C						C			B		
Intersec. delay	24.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (CENTER)	Analysis Year	2006 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	116		27				170	221			190	119
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	8						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	Y	N	0	Y
Parking/hr									10			10
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 80.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		159					189	246			211	132
Lane group cap.		371					443	554			652	831
v/c ratio		0.43					0.43	0.44			0.32	0.16
Green ratio		0.21					0.25	0.35			0.35	0.63
Unif. delay d1		27.3					25.2	20.0			19.1	6.2
Delay factor k		0.50					0.50	0.50			0.50	0.50
Increm. delay d2		3.6					3.0	2.6			1.3	0.4
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		30.9					28.2	22.6			20.4	6.7
Lane group LOS		C					C	C			C	A
Apprch. delay	30.9						25.0			15.1		
Approach LOS	C						C			B		
Intersec. delay	22.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	1	0	0	0	1	1	0	0	1	1
Lane group			R				L	T			T	R
Volume (vph)			142				184	306			195	147
% Heavy veh			2				2	2			2	2
PHF			0.90				0.90	0.90			0.90	0.90
Actuated (P/A)							P	P			P	P
Startup lost time			2.0				2.0	2.0			2.0	2.0
Ext. eff. green			2.0				2.0	2.0			2.0	2.0
Arrival type			3				3	3			3	3
Unit Extension			3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0							9	0	0
Lane Width			12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	Y	N		N	N	0	N	N	0	N
Parking/hr			20									
Bus stops/hr			0				0	0			0	0
Unit Extension			3.0				3.0	3.0			3.0	3.0

Phasing	01	02	03	04	NB Only	SB Only	Thru & RT	08
Timing	G =	G =	G =	G =	G = 20.0	G = 22.0	G = 28.0	G =
	Y =	Y =	Y =	Y =	Y = 0	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate			158				204	340			217	163
Lane group cap.			322				443	652			652	1081
v/c ratio			0.49				0.46	0.52			0.33	0.15
Green ratio			0.25				0.25	0.35			0.35	0.69
Unif. delay d1			25.6				25.4	20.7			19.1	4.4
Delay factor k			0.50				0.50	0.50			0.50	0.50
Increm. delay d2			5.3				3.4	3.0			1.4	0.3
PF factor			1.000				1.000	1.000			1.000	1.000
Control delay			30.9				28.8	23.6			20.5	4.7
Lane group LOS			C				C	C			C	A
Apprch. delay	30.9						25.6			13.7		
Approach LOS	C						C			B		
Intersec. delay	22.2			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	JLM	Intersection	KLINGLE RD/PARK RD
Agency or Co.	WELLS & ASSOCIATES	Area Type	All other areas
Date Performed	9/27/03	Jurisdiction	WASHINGTON DC
Time Period	PM PEAK (STREET)	Analysis Year	2005 BACKGROUND

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	1	1	0	0	1	1
Lane group		LR					L	T			T	R
Volume (vph)	188		43				184	306			195	147
% Heavy veh	2		2				2	2			2	2
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Actuated (P/A)	P		P				P	P			P	P
Startup lost time		2.0					2.0	2.0			2.0	2.0
Ext. eff. green		2.0					2.0	2.0			2.0	2.0
Arrival type		3					3	3			3	3
Unit Extension		3.0					3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	12		0	7						9	0	0
Lane Width		12.0					12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0					0	0			0	0
Unit Extension		3.0					3.0	3.0			3.0	3.0

Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08
Timing	G = 17.0	G =	G =	G =	G = 20.0	G = 28.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 0	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 75.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		257					204	340			217	163
Lane group cap.		396					472	696			696	1043
v/c ratio		0.65					0.43	0.49			0.31	0.16
Green ratio		0.23					0.27	0.37			0.37	0.67
Unif. delay d1		26.3					22.8	18.0			16.7	4.7
Delay factor k		0.50					0.50	0.50			0.50	0.50
Increm. delay d2		8.0					2.9	2.4			1.2	0.3
PF factor		1.000					1.000	1.000			1.000	1.000
Control delay		34.3					25.7	20.5			17.8	5.0
Lane group LOS		C					C	C			B	A
Apprch. delay	34.3						22.4			12.3		
Approach LOS	C						C			B		
Intersec. delay	21.7			Intersection LOS			C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2006 BACKGROUND
Analysis Time Period	AM PEAK		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - BACKGROUND)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	44	7	0	0	11	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	48	7	0	0	12	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	31
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	0	0	34
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	48						34	
C (m) (vph)	1607						1069	
v/c	0.03						0.03	
95% queue length	0.09						0.10	
Control Delay	7.3						8.5	
LOS	A						A	
Approach Delay	--	--					8.5	
Approach LOS	--	--					A	

>

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2006 BACKGROUND
Analysis Time Period	PM PEAK (CENTER)		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - BACKGROUND)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	19	4	0	0	7	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	21	4	0	0	7	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	1	0	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	1	0	26
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			-2	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	21						27	
C (m) (vph)	1614						1069	
v/c	0.01						0.03	
95% queue length	0.04						0.08	
Control Delay	7.3						8.5	
LOS	A						A	
Approach Delay	--	--				8.5		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JLM	Intersection	ROSEMOUNT AVE/CENTER DRIVEWAY
Agency/Co.	WELLS & ASSOCIATES	Jurisdiction	WASHINGTON DC
Date Performed	09/29/2003	Analysis Year	2003 BACKGROUND
Analysis Time Period	PM PEAK (STREET)		

Project Description	JOB # 2162 (ROSEMOUNT AVE/CENTER DRIVEWAY - BACKGROUND)
East/West Street:	CENTER DRVEWAY
North/South Street:	ROSEMOUNT AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	14	9	0	0	2	0
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90
Hourly Flow Rate, HFR	15	10	0	0	2	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	17
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90
Hourly Flow Rate, HFR	0	0	0	0	0	18
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			-2		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	15						18	
C (m) (vph)	1620						1082	
v/c	0.01						0.02	
95% queue length	0.03						0.05	
Control Delay	7.2						8.4	
LOS	A						A	
Approach Delay	--	--				8.4		
Approach LOS	--	--				A		

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