

6000 NEW HAMPSHIRE AVENUE WASHINGTON, DC PLANNED UNIT DEVELOPMENT

STATEMENT

OF THE APPLICANTS

TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR A CONSOLIDATED PLANNED UNIT DEVELOPMENT AND ZONING MAP AMENDMENT

September 12, 2005

HOLLAND & KNIGHT LLP 2099 Pennsylvania Avenue, N.W. Suite 100 Washington, D.C. 20006 (202) 955-3000 Norman M. Glasgow, Jr., Esq. Kyrus L. Freeman, Esq. Steven E. Sher, Director of Zoning and Land Use Services



PREFACE

This statement and attached documents are submitted by the WEST*GROUP Development Company LLC, and The Jarvis Company, LLC, the developers, on behalf of 6000 New Hampshire Avenue LLC, the owner of the subject property (collectively referred to herein as the "Applicants"), in support of their applications to the Zoning Commission of the District of Columbia for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment.

The property that is the subject of this application consists of Parcel 126/74, Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714, and Lot 858 in Square 3719 (the "Subject Property"). The Subject Property is located in the northeast quadrant of the District. Parcel 126/74 and Lot 858 in Square 3719 are bounded by Rittenhouse Street, New Hampshire Avenue, Peabody Street, Chillum Place and Sligo Mill Road. Lots 70, 71, 72, 73, 801, 824 and 826 in Square 3714 are bounded by Peabody Street, New Hampshire Avenue, a 15 foot public alley, and 1st Street. The Subject Property is currently zoned R-1-B, which permits a maximum height of forty feet and 3 stories. A maximum floor area ratio ("FAR") is not prescribed in the R-1-B District.

The Applicants are seeking consolidated PUD approval and rezoning of the Subject Property to the R-5-A District, and intend to construct to a residential development of 199 units containing approximately 417,802 square feet of gross floor area dedicated to residential uses, with approximately 27 detached single family dwellings, 111 townhomes and 61 condominium apartments, on the Subject

- i -

Property. The detached single family dwellings will have a height of approximately 35 feet above the first floor elevation. The townhomes will have a height of approximately 30 feet above the first floor elevation. The existing buildings to be converted into condominiums are approximately 40 feet in height above the first floor elevation. The project will have an overall floor area ratio ("FAR") of approximately 0.83 and will include approximately 381 off-street parking spaces.

As set forth below, this statement and the attachments meet the filing requirements for a PUD application under Chapter 24 of the District of Columbia Zoning Regulations.

DEVELOPMENT TEAM

Developer:	WEST*GROUP Development Company LLC 1600 Anderson Road McLean, VA 22102
Developer:	The Jarvis Company, LLC 2600 Virginia Avenue, N.W., Suite 701 Washington, DC 20037
Builder:	Linde Development Companies 711 8 th Street, SE Washington DC 20003
Master Planner:	Ferrell Madden Associates 19 14 th Street, SE Washington DC 20003
Architect:	Frank Lohsen McCrery Architects 1750 Pennsylvania Avenue, NW, Suite 810 Washington DC 20006
Architect:	Eric Colbert & Associates 717 5 th Street, NW Washington DC 20001
Civil Engineers:	Kimley-Horn and Associates, Inc. 13755 Sunrise Valley Drive, Suite 450 Herndon VA 20171
Traffic Consultant:	Kimley-Horn and Associates, Inc. 13755 Sunrise Valley Drive, Suite 450 Herndon VA 20171
Land Use Counsel:	Holland & Knight LLP 2099 Pennsylvania Avenue, N.W., Suite 100 Washington, D.C. 20006

TABLE OF CONTENTS

PRI	EFACE	SI		
DE	VELOI	<u>PMENT TEAM</u> III		
TAI	BLE O	F CONTENTSIV		
LIS	T OF I	EXHIBITSVI		
I.	INTR	RODUCTION1		
	A.	SUMMARY OF PROJECT		
	В.	BACKGROUND INFORMATION REGARDING APPLICANTS		
II.	PROJ	JECT DESCRIPTION		
	A.	SITE LOCATION AND DESCRIPTION		
		1. Site Description		
		2. Description of Surrounding Area4		
	В.	PROJECT DESIGN		
	C.	MATTER OF RIGHT DEVELOPMENT UNDER EXISTING ZONING		
	D.	MATTER OF RIGHT DEVELOPMENT UNDER PROPOSED ZONING		
	E.	TABULATION OF DEVELOPMENT DATA		
	F.	FLEXIBILITY UNDER PUD GUIDELINES		
		1. Flexibility Pursuant to Sections 410 and 2516 of the Zoning Regulations		
		2. Flexibility from Yard Requirements10		
III.				
	A.			
	В.	. PUD REQUIREMENTS UNDER CHAPTER 24 OF THE ZONING REGULATIONS		
		1. Area Requirements under Section 2402.1(c)11		
		2. Height and FAR Requirements under Sections 2405.1 and 2405.2		
		3. Impacts of the Project under Section 2403.312		
		4. Not Inconsistent with Comprehensive Plan under Section 2403.4		

	С.	GOAL	s and Objectives of the Proposed PUD13	
	D.	PUBLIC BENEFITS AND PROJECT AMENITIES		
		1.	Overview13	
		2.	Housing and Affordable Housing (Section 2403.9(f))14	
		3.	Urban Design, Architecture, Landscaping and Open Space (Section 2403.9(a))	
		4.	First Source Employment Agreement and Local, Small and Disadvantaged Business Enterprises (Section 2403.9(j))16	
IV.	COMPLIANCE WITH THE COMPREHENSIVE PLAN			
	A.	Purp	OSES OF THE COMPREHENSIVE PLAN	
	В.	Gene	ERALIZED LAND USE MAP	
	C.	COMPLIANCE WITH MAJOR THEMES OF THE COMPREHENSIVE PLAN		
		1.	Stabilizing and Improving the District's Neighborhoods18	
		2.	Increasing the Quantity and Quality of Employment Opportunities in the District19	
		3.	Respecting and Improving the Physical Character of the District	
		4.	Reaffirming and Strengthening the District's Role as an Economic Hub	
D. COMPLIANCE WITH		Соми	PLIANCE WITH MAJOR ELEMENTS OF THE COMPREHENSIVE PLAN20	
		1.	Housing Element	
		2.	Urban Design Element21	
		3.	Land Use Element22	
			PLIANCE WITH WARD 4 ELEMENTS OF THE COMPREHENSIVE	
		1.	Ward 4 Housing Element22	
		2.	Ward 4 Transportation Element23	
		3.	Ward 4 Urban Design Element	
		4.	Ward 4 Land Use Element25	
V.	CONO	CONCLUSION		

LIST OF EXHIBITS

Exhibit	Description
Α	Architectural Plans and Drawings
В	Zoning Map
С	Sanborn Map
D	Building Plats
E	Generalized Land Use Map
F	Traffic Impact Study
G	Certificates of Notice, Notices of Intent, and Property Owner's List

I. INTRODUCTION

This statement and the attached documents support the applications of the WEST*GROUP Development Company LLC, and The Jarvis Company, LLC, the developers, on behalf of 6000 New Hampshire Avenue LLC, the owner of the subject property (collectively referred to herein as the "Applicants"), to the Zoning Commission for the District of Columbia ("Commission") for the consolidated review and one-step approval of a Planned Unit Development ("PUD") and related Zoning Map Amendment. The Applicants are seeking PUD approval and rezoning of the Subject Property to the R-5-A District.

The property that is the subject of this application consists of Parcel 126/74, Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714, and Lot 858 in Square 3719 (the "Subject Property"). The Subject Property is located in the northeast quadrant of the District. Parcel 126/74 and Lot 858 in Square 3719 are bounded by Rittenhouse Street, New Hampshire Avenue, Peabody Street, Chillum Place and Sligo Mill Road, N.E. Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714 are bounded by Peabody Street, New Hampshire Avenue, a 15 foot public alley, and 1st Street, N.E. The Subject Property is currently zoned R-1-B, which permits a maximum height of forty feet and three stories. A maximum floor area ratio ("FAR") is not prescribed in the R-1-B District. The Applicants are seeking consolidated PUD approval and rezoning of the Subject Property to the R-5-A District. The requested zoning change is fully consistent with the District of Columbia Comprehensive Plan

("Comprehensive Plan"), including the land use element which designates the Subject Property in the low density residential land use category.

A. <u>Summary of Project</u>

The Applicants propose to construct a residential development of 199 units containing approximately 417,802 square feet of gross floor area dedicated to residential uses, with approximately 27 detached single family dwellings, 111 townhomes and 61 condominium apartments, on the Subject Property. The detached single family dwellings will have a height of approximately 35 feet above the first floor elevation. The townhomes will have a height of approximately 30 feet above the first floor elevation. The existing buildings to be converted into condominiums are approximately 40 feet in height above the first floor elevation. The project will have an overall floor area ratio ("FAR") of approximately 0.83 and will include approximately 381 off-street parking spaces.

B. <u>Background Information Regarding Applicants</u>

The development team for this project includes the WEST*GROUP Development Company LLC and The Jarvis Company, LLC. WEST*GROUP is a full-service real estate development, construction, brokerage, and management organization with over four decades of experience in the D.C. metropolitan area. WEST*GROUP's experienced team of real estate professionals has developed more than 13 million square feet of quality office, retail, industrial and residential space. The firm specializes in distinctive

build-to-suit projects. WEST*GROUP maintains a strong commitment to innovation, integrity and an active involvement in the community.

The Jarvis Company, LLC, a District of Columbia limited liability company, is a certified local-small-disadvantaged business enterprise founded 1999 by fifth-generation Washingtonians and long-time, active in participants in the business, political, and local community life of the Washington, D.C. metropolitan area. The Jarvis Company, LLC currently provides development consulting and general advice, counsel and assistance to real estate projects and partners: government relations and community development work; and permit acquisition, zoning counsel and/or other development related work, on a project-by-project basis, on projects and opportunities in the District of Columbia, Maryland, Virginia, and nationwide. Currently, The Jarvis Company, LLC is a member of the respective development teams that are engaged in the redevelopment of the old Convention Center site and the historic Franklin School, and on the team that is developing the mixed-use project to construct Radio One's corporate headquarters in Shaw.

II. PROJECT DESCRIPTION

A. <u>Site Location and Description</u>

1. <u>Site Description</u>

The Subject Property consists of consists of Parcel 126/74, Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714, and Lot 858 in Square 3719. The Subject Property contains approximately 501,691 square feet of land

area.¹ The Subject Property is situated in Ward 4 near the District of Columbia and Maryland boundary line. The Generalized Land Use Map of the Comprehensive Plan designates the Subject Property in the low density residential land use category.

The Subject Property is currently improved with two vacant buildings that previously housed the Masonic and Eastern Star Nursing Home and Infirmary, but were most recently used as offices for Med-Star Health. The Applicants intend to convert these buildings into condominium apartment buildings. The use of these buildings as housing, as opposed to office uses, is more compatible with the surrounding residential uses and enhances the residential character of the neighborhood. The Applicants also propose to construct approximately 27 detached single family dwellings and 111 townhomes on the Subject Property.

2. <u>Description of Surrounding Area</u>

The Subject Property is located in the northeast quadrant of the District. The Subject Property is zoned R-1-B and is surrounded primarily by property also zoned R-1-B. The Comprehensive Plan designates the area to the north, east and south of the Subject Property in the low density

¹ The Applicants are discussing with two of the owners of single family dwellings adjacent to the larger parcel swapping land to even out the parcel. The plans submitted with the application, attached as <u>Exhibit A</u>, identify the locations of the areas to be exchanged. The Applicants will revise the plans to exclude those areas in the event that agreement cannot be reached with the two owners. If agreement is reached, those properties will be a part of the proposed development. For computational purposes, the land areas were adjusted to assume that the properties would be exchanged, which results in a slightly larger land area than is now included in the property.

residential land use category. The area to the west of the Subject Property is designated in the low density residential and production and technical employment land use categories.

B. <u>Project Design</u>

The proposed PUD reflects the careful consideration given by the Applicants and the architects to the unique location of the Subject Property. The proposed PUD and requested rezoning are consistent with the surrounding uses and intensity of uses.

Careful consideration was given to the planning of the site. The goal was to develop the site in keeping with the best traditions of the neighborhoods of the District of Columbia. This proposal for new development is in keeping with, and complementary to, the surrounding neighborhoods. Townhouses are clustered at the core of the site and detached single family residences located at the perimeter. In this way, the existing detached single family houses across the street will face similar detached single family houses.

Green space is used to complement the homes, in the form of street trees and planting strips and also as clear, usable Civic Greens. These areas offer opportunities for play, relaxation, and community interaction. They are also used as locations for underground storm water remediation, eliminating the need for unsightly storm water retention ponds.

The new private streets are laid out to connect to the surrounding street system while at the same time to minimize traffic through the site,

encouraging safe speeds and providing on-street parking. Alleys are provided behind all units, allowing rear loaded garages, trash collection, and utility connections behind the units, rather than on the front.

The development was planned to be an appropriate and fitting example of Washingtonian residential architecture. A purposeful mix of unit types is employed, including condominium units of varying sizes; townhomes; and detached single family residences. Buildings are to be brick on all four sides, reflecting the homes in the surrounding neighborhoods. When complete, the new structures should blend seamlessly not only with each other, but also with the residences found in the neighboring communities.

The units have been designed with flexible layouts, to suit a wide range of family needs and sale prices. Each unit is provided with parking, most of which is off-street in garages. Porches and front stoops are pedestrian in scale, helping to establish a healthy sense of community and promote interaction between neighbors. Most units are also provided with a rear deck or balcony, encouraging interaction along the alleys. The net result is more eyes on the street, which will increase not only the sense of community but also the physical security of the neighborhood.

This project contains an extensive landscaping program. Street trees are to be planted in relatively close proximity, lining the streets with their trunks, and shading the walks and fronts of the houses with their canopies. Elm trees, which have been devastated by disease, are to be re-introduced in

the form of new, disease resistant cultivars such as the Liberty Elm. Red Maple trees surround the public green spaces, accenting them as special places with their dramatic foliage. Evergreen trees are used as screening elements, to contain undesirable views and provide privacy where appropriate.

C. <u>Matter of Right Development under Existing Zoning</u>

The Subject Property is zoned R-1-B. The R-1 District is designed to protect quiet residential areas now developed with one-family detached dwellings and adjoining vacant areas likely to be developed for those purposes. 11 DCMR §200.1. The R-1 District is subdivided into R-1-A and R-1-B Districts, providing for districts of low and high density, respectively. 11 DCMR §200.3. The R-1-B District permits a maximum height of forty feet and three stories. 11 DCMR §400.1. Lots in the R-1-B District are required to have a minimum lot area of 5,000 square feet, and a minimum lot width of fifty feet. 11 DCMR §401.3 A maximum FAR is not prescribed in the R-1-B District. 11 DCMR §402.4 One-family detached dwellings are permitted in the R-1-B District pursuant to Section 201.1(b). 11 DCMR § 201.1(b). Parking is required at a rate of one parking space for each dwelling unit. 11 DCMR §2101.1. Under the PUD guidelines for the R-1-B District, the maximum permitted height for a residential use is forty feet, and the maximum FAR is 0.4. 11 DCMR §§ 2405.1, 2405.2.

D. <u>Matter of Right Development under Proposed Zoning</u>

Under the proposed PUD, the zoning of the Subject Property would become R-5-A. The R-5 Districts are General Residence Districts designed to permit flexibility of design by permitting in a single district all types of urban residential development if they conform to the established height, density, and area requirements. 11 DCMR §350.1. The R-5-A District is designed to permit low height and density developments. 11 DCMR §350.2. The R-5-A District permits a maximum height of forty feet, with no limitation on the number of stories, and a maximum FAR of 0.9 for all structures. 11 DCMR §§400.1, 402.4. Parking in the R-5-A District is required at a rate of one space for each dwelling unit. 11 DCMR § 2101.1. Under the PUD standards for the R-5-A District, the maximum permissible height is sixty feet. 11 DCMR § 2405.1. The PUD standards for the R-5-A District permit a maximum FAR of 1.0 for residential uses. 11 DCMR § 2405.2.

E. <u>Tabulation of Development Data</u>

See tabulation of development data on Sheets D01 and T01 of the Architectural Plans and Drawings attached hereto as <u>Exhibit A</u>.

F. Flexibility under PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than may otherwise be possible under conventional zoning procedures. Thus, the Applicants seek flexibility from several provisions of the Zoning Regulations. As permitted under section 2405.8, the Commission may grant such flexibility without the need for special exception approval

from the Board of Zoning Adjustment or compliance with the special exception standards that might otherwise apply.

1. <u>Flexibility Pursuant to Sections 410 and 2516 of the</u> <u>Zoning Regulations</u>

Section 410.1 of the Zoning Regulations provides that in an R-5 District, if approved by the Board of Zoning Adjustment as a special exception, a group of one-family dwellings, flats, or apartment houses, or a combination of these buildings, with division walls erected from the ground up or from the lowest floor up, may be erected and deemed a single building for the purpose of the Zoning Regulations. 11 DCMR §410.1. Section 2516 of the Regulations allows multiple buildings on a single subdivided record lot, which is useful where as here, there are large deep lots having a smaller amount of street frontage.

As shown on the proposed site plan labeled as Sheet S01 of the Architectural Plans and Drawings attached hereto as <u>Exhibit A</u>, the Applicants propose to erect the townhomes in groups of buildings. All buildings in the group of buildings will be erected simultaneously, and all front entrances of the group will abut either a street, front yard or front court. However, since the Subject Property has a large land area compared to the amount of street frontage, the Applicants propose that the Zoning Commission treat each grouping of townhomes as a single building for the purpose of the Zoning Regulations so that each individual dwelling need not satisfy all the area and bulk provisions.

2. <u>Flexibility from Yard Requirements</u>

Pursuant to Section 405.9 of the Zoning Regulations, side yards provided in the R-5-A District must have a minimum width of not less eight feet. A rear yard with a minimum width of twenty feet is also required 11 DCMR §404.1. For lots having no street frontage, a front yard equal to the minimum required rear yard is also required by §2516.5(b). The Applicants request flexibility from these requirements because a number of the yards provided are less than the required width. As shown on the Architectural Plans and Drawings attached hereto as Exhibit A, including the computations on Sheet T01, the Applicants have designed the layout of the proposed development to meet as many of the applicable zoning requirements as possible. However, due to design and massing features of the project, and the clustering of units to ensure open space, a number of the units do not have complying yards. However, the project includes a significant amount of open space, as the overall lot occupancy is approximately 29.4%, and approximately 34.9% of the Subject Property is devoted to open, green space.

III. <u>THE PROJECT MEETS THE STANDARDS OF THE</u> ZONING REGULATIONS AND PUD REQUIREMENTS

A. <u>PUD Process is Appropriate Mechanism for the Project</u>

The PUD process is the appropriate mechanism for guiding the development of the PUD Site. It allows the project to be developed within the purview of the Zoning Commission while at the same time providing opportunities for input from various agencies and parties. Through the PUD

process, the Office of Planning and other District agencies will have the opportunity for greater participation in the fulfillment of the District's planning objectives for this area. Similarly, the adjacent property owners and area residents will have the opportunity to express their views about the proposed development. Accordingly, the use of the PUD process gives the community and District agencies an opportunity to work with the Applicants to ensure a well-planned development.

B. <u>PUD Requirements under Chapter 24 of the Zoning</u> <u>Regulations</u>

1. Area Requirements under Section 2402.1(c)

The PUD Site area is approximately 501,691 square feet (approximately 11.5 acres) in land area, which exceeds the minimum area requirement of two acres for a PUD in the R-5-A District. 11 DCMR §2401.1(b).

2. <u>Height and FAR Requirements under Sections 2405.1 and</u> 2405.2

The proposed development has been evaluated under the PUD guidelines for the R-5-A District. As noted above, under the PUD guidelines for the R-5-A District, the maximum height of the project is limited to 60 feet. 11 DCMR §2405.1. The maximum FAR for a PUD in the R-5-A District is 1.0 for residential uses. 11 DCMR § 2405.2. The detached single family dwellings will have a height of approximately 35 feet above the first floor elevation. The townhomes will have a height of approximately 30 feet above the first floor elevation. The existing buildings to the converted into condominiums are approximately 40 feet in height above the first floor elevation. These heights are less than the permissible height. Moreover, the project will have a residential FAR of 0.83, or 417,802 square feet of gross floor area, which is less than the maximum permitted as a matter-of-right or under the PUD guidelines.

3. Impacts of the Project under Section 2403.3

The proposed PUD will have a positive impact on the surrounding area. Overall, the proposed development will significantly improve the existing area by virtue of the exceptional architectural design, as well as by providing development to a currently underdeveloped site. The proposed PUD's design carefully considers the nearby residences and accordingly, will have a minimal impact on that area.

The proposed PUD will have no unacceptable impact on traffic. As indicated in the traffic impact study, attached hereto as <u>Exhibit F</u>, the proposed development will have no effect on the intersection levels of service and they will continue to operate at levels of service A and B. The traffic impact study also indicates that the area is well served by transit and that pedestrian connections in the area will be enhanced by the development. The traffic impact analysis also concludes that the amount of proposed parking spaces satisfies both the Zoning Requirements and the practical requirements of the development, and as a result, there will be no spillover parking into the surrounding community.

4. <u>Not Inconsistent with Comprehensive Plan under Section</u> 2403.4

As discussed at length below, the PUD project is not inconsistent with the Comprehensive Plan, as discussed at length below.

C. Goals and Objectives of the Proposed PUD

The proposed PUD is designed to achieve several important goals and objectives, as discussed below.

D. <u>Public Benefits and Project Amenities</u>

1. <u>Overview</u>

The PUD guidelines require the evaluation of specific public benefits and project amenities for a proposed project. Public benefits are defined as "superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from the development of the site under the matter of right provisions...." 11 DCMR 2403.6. A project amenity is further defined as "one type of public benefit, specifically a functional or aesthetic feature of the proposed development, that adds attractiveness, convenience or comfort of the project for occupants and immediate neighbors." 11 DCMR 2403.7. Additionally, when deliberating the merits of a PUD application, the Zoning Commission is required to "judge, balance and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case." 11 DCMR 2403.8. Public benefits and project amenities may be exhibited in a variety of ways and may overlap with furthering the policies and goals of the Comprehensive Plan.

2. Housing and Affordable Housing (Section 2403.9(f))

The single greatest benefit to the area, and the city as a whole, is the creation of new housing consistent with the goals of the Zoning Regulations, the Comprehensive Plan and the Mayor's housing initiative. The proposed PUD will contain approximately 417,802 square feet of gross floor area dedicated to residential uses. The Applicants intend to convert the two vacant buildings on the Subject Property that previously housed the Masonic and Eastern Star Nursing Home and Infirmary, but were most recently used as offices for Med-Star Health, into condominium buildings. The use of these buildings as housing, as opposed to office uses, is more compatible with the surrounding residential uses and enhances the residential character of the neighborhood. Moreover, the Applicants are committed to ensuring that people with low and moderate incomes share the homes and benefits to be provided by the proposed PUD. Therefore, the project will include 10 units offered as affordable housing units. Five of the affordable units will be townhomes and five will be condominium units. The affordable units will be integrated throughout the development. Eligible purchasers will be families and individuals whose annual incomes are no more than 80% of the area median income.

The West condominium building will also be restricted to residency by persons aged fifty-five and older. This will offer the possibility that senior

citizens residing in the community could remain in the community in a smaller, more maintenance friendly home. This building will be designed to be handicapped accessible and will contain additional features to facilitate an independent lifestyle for the residents.

3. <u>Urban Design, Architecture, Landscaping and Open</u> <u>Space (Section 2403.9(a))</u>

The high quality of architectural design in the proposed development exceeds that of most matter of right projects. The Applicants have commissioned the exceptional architectural design firms of Ferrell Madden Associates, Frank Lohsen McCrery Architects and Eric Colbert & Associates to create buildings that will further the goals of urban design and enhance the streetscape and surrounding neighborhood.

The project has an overall lot occupancy of 29.4%. This is 10.6 % less than the matter-of-right lot occupancy of 40% in both the R-1-B and R-5-A Districts. The open spaces are distributed throughout the site, and include Civic Greens that serve as common open focal space.

As noted earlier, this project contains an extensive landscaping program. Street trees are to be planted in relatively close proximity, lining the streets with their trunks, and shading the walks and fronts of the houses with their canopies. Elm trees, which have been devastated by disease, are to be re-introduced in the form of new, disease resistant cultivars such as the Liberty Elm. Red Maple trees surround the public green spaces, accenting them as special places with their dramatic foliage. Evergreen trees are used

as screening elements, to contain undesirable views and provide privacy where appropriate.

> 4. First Source Employment Agreement and Local, Small and Disadvantaged Business Enterprises (Section 2403.9(j))

Expanding employment opportunities for residents and local businesses is a priority of the Applicants. Indeed, The Jarvis Company, LLC, is a certified LSDBE and has substantial experience in outreach to disadvantaged businesses and a proven track record in working with communities to maximize economic and employment opportunities during development. Moreover, the Applicants will be entering a First Source Employment Agreement with the Department of Employment Services. The Applicants will also be entering a Local, Small, and Disadvantaged Business Enterprises (LSDBE) Memorandum of Understanding with the District's Office of Local Business Development.

IV. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD advances the purposes of the Comprehensive Plan, is consistent with the Generalized Land Use Map, and furthers and complies with the major themes and elements for the District and Ward 4 in the Comprehensive Plan.

A. <u>Purposes of the Comprehensive Plan</u>

The purposes of the Comprehensive Plan are six-fold:

(1) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in conservation, improvement stabilization. and of each neighborhood and community in the District.

D.C. Code §1-245(b).

The PUD project significantly advances these purposes by promoting the social, physical and economic development of the District through the provision of a quality residential development that is affordable to a range of incomes; and the replacement of a primarily unimproved property with development that will enhance the built environment.

B. <u>Generalized Land Use Map</u>

The proposed rezoning is consistent with the Generalized Land Use Map, which designates the Subject Property in the low density residential land use category. The project will have an overall FAR of approximately 0.83, which is below the effective density of 1.2 FAR (40% lot occupancy times three stories) permitted in the R-1-B District. The number of units proposed is approximately seventeen units per acre. The R-1-B, District permits approximately 8.5 units per acre, the R-2 District permits approximately

fourteen units per acre and the R-3 District permits approximately twentytwo units per acre. The proposed development is therefore within the limits of the range of single-family zones.

Further, the overall density of the broad swath designated for low density residential along the northeastern boundary of the District would remain essentially unchanged. Since the Generalized Land Use Map does not drill down to establish the density permitted on each site, the Zoning Commission can appropriately increase the density on a particular site as long as the overall character and density are maintained. The Subject Property is the only large underdeveloped residential site in this area. Allowing the density proposed with the clustered site plan will result in a variety of housing types to hit different segments of the local housing market, consistent with other policies of the Comprehensive Plan discussed below.

C. <u>Compliance with Major Themes of the Comprehensive</u> <u>Plan</u>

The Project is consistent with many of the Comprehensive Plan's major themes as follows:

1. <u>Stabilizing and Improving the District's Neighborhoods</u>

The proposed PUD will significantly increase the availability and variety of housing in the District. Moreover, the proposed residential use will create a stable and vibrant neighborhood. Finally, the inclusion of a number of affordable housing units will increase housing opportunities in Ward 4 and the District.

2. <u>Increasing the Quantity and Quality of Employment</u> <u>Opportunities in the District</u>

The Applicants are committed to expanding employment opportunities for residents, and will be entering both a First Source Employment Agreement with the Department of Employment Services and a Local, Small, and Disadvantaged Business Enterprises (LSDBE) Memorandum of Understanding with the District's Office of Local Business Development.

3. <u>Respecting and Improving the Physical Character of the</u> <u>District</u>

The Applicants' proposal respects and improves the physical character of the District through the construction of a well-planned and carefully designed development that provides a mix of housing types and includes affordable housing units.

4. <u>Reaffirming and Strengthening the District's Role as an</u> <u>Economic Hub</u>

The Comprehensive Plan encourages maximum use of the District's location for both private and public growth to promote economic development. Housing construction for all income levels is paramount to the success of the economic goals of the District. This mixed-income, mixed-housing type project furthers this theme by incorporating residential development to promote the economic health and well-being of the region.

D. <u>Compliance with Major Elements of the Comprehensive</u> <u>Plan</u>

The proposed PUD furthers the objectives and policies of many of the Comprehensive Plan's major elements as follows:

1. <u>Housing Element</u>

According to the Housing element of the Comprehensive Plan, housing in the District is viewed as a key part of a total urban living system that includes access to transportation and shopping centers, the availability of employment and training for suitable employment, neighborhood schools, libraries, recreational facilities, playgrounds, and other public amenities. *See* 10 DCMR § 300.4. Also as stated in the Housing element of the Comprehensive Plan, the District recognizes its obligation to facilitate the availability of adequate, affordable housing to meet the needs of current and future residents. The District strives to stimulate a wider range of housing choices and strategies through the production of new units for a variety of household types. A priority under the District's housing element of the Comprehensive Plan is to maintain and upgrade the District's affordable rental stock, a goal that is supported by the proposed PUD. *See* 10 DCMR §§ 300.1 - 300.3.

The proposed PUD meets this goal by providing a total of approximately 417,802 square feet of gross floor area dedicated to residential uses. Moreover, the Applicants are committed to ensuring that people with low and moderate incomes share the homes and benefits to be provided by

the proposed PUD. Therefore, the project will include 10 units offered as affordable housing units. Five of the affordable units will be townhomes and five will be condominium units. The affordable units will be integrated throughout the development. Eligible purchasers will be families and individuals whose annual incomes are no more than 80% of the area median income.

2. <u>Urban Design Element</u>

The Urban Design element states that it is the District's goal to promote the protection, enhancement and enjoyment of the natural environs and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient. See 10 DCMR § 701.1.

The Urban Design element also has an objective of encouraging new construction or renovation/rehabilitation of older buildings in areas with vacant or underused land or structures in order to create a strong, positive physical identity. *See* 10 DCMR § 712.1.

The proposed PUD has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the surrounding development. See 10 DCMR § 708.2.

The streetscape objective of this element is to establish a clear classification of streets and sidewalks that is functionally efficient and visually coherent, enhances the pedestrian environment, and provides for the

orderly movement of goods and services. See 10 DCMR § 709.1. The new private streets are laid out to minimize traffic through the site, encouraging safe speeds and providing on-street parking. Alleys are provided behind all units, allowing rear loaded garages, trash collection, and utility connections behind the units, rather than on the front.

3. Land Use Element

The Land Use element encourages a substantial amount of new housing in order for the District to perform its role as the region's urban center providing the greatest density of jobs and housing. 10 DCMR § 1100.2. Policies designed to support residential neighborhoods include promoting the enhancement and revitalization of District neighborhoods for housing and related uses; ensuring a broad range of residential neighborhood options, and providing wide-ranging assistance for neighborhoods for relatively poor quality by joint public and private action and concentrated governmental attention and resources. 10 DCMR §§ 1104.1 (a), (c), and (e), and 1118.6. The proposed PUD responds to these goals with the development of a highquality residential project that includes housing opportunities for a range of incomes.

E. <u>Compliance with Ward 4 Elements of the Comprehensive</u> <u>Plan</u>

1. Ward 4 Housing Element

A primary objective for housing in Ward 4 is to provide for the housing needs of low- and moderate-income households, and the Ward 4 housing

element calls for stimulating new and rehabilitated housing to meets all levels of need and demand. 10 DCMR §§1508.1(a), 1509.1(a). The proposed PUD will contain a total of approximately 417,802 square feet of gross floor area dedicated to residential uses. Moreover, the Applicants are committed to ensuring that people with low and moderate incomes share the homes and benefits to be provided by the proposed PUD. Therefore, the project will include 10 units offered as affordable housing units. Five of the affordable units will be townhomes and five will be condominium units. The affordable units will be integrated throughout the development. Eligible purchasers will be families and individuals whose annual incomes are no more than 80% of the area median income.

2. <u>Ward 4 Transportation Element</u>

An objective for transportation in Ward 4 is to support the living environment and commerce of the ward and the District and to support development objectives for expanded housing opportunities for ward residents. 10 DCMR § 1514.1(a). Moreover, one of the policies in support of transportation is to continue to require developers to provide appropriate traffic studies and mitigation measures prior to major development. 10 DCMR § 1515.1(a), (2), (D).

The Applicants have submitted a Traffic Impact Study, which is attached hereto as <u>Exhibit F</u>, in connection with this application. As indicated in the study, the proposed development will have no effect on the intersection levels of service and they will continue to operate at levels of

service A and B. The traffic impact study also indicates that the area is well served by transit and that pedestrian connections in the area will be enhanced by the development. The traffic impact analysis also concludes that the amount of proposed parking spaces satisfies both the Zoning Requirements and the practical requirements of the development, and as a result, there will be no spillover parking into the surrounding community.

3. Ward 4 Urban Design Element

The objectives for urban design in Ward 4 include preserving and enhancing the physical qualities and character of the ward's neighborhoods through preservation and enhancement of its built environment, and encouraging well-designed developments in areas that are vacant, underused or deteriorated. 10 DCMR §§ 1520.1(a), (b). The Applicants has commissioned the architectural design firms of Ferrell Madden Associates, Frank Lohsen McCrery Architects and Eric Colbert & Associates to create impressive buildings that will further the goals of urban design and enhance the streetscape and surrounding neighborhood. The development was planned to be an appropriate and fitting example of Washingtonian residential architecture. A purposeful mix of unit types is employed, including condominium units of varying sizes; townhomes; and detached single family residences. All are to be brick on all four sides, reflecting the homes in the surrounding neighborhoods. When complete, the new structures should blend seamlessly not only with each other, but also with the residences found in the neighboring communities.

4. Ward 4 Land Use Element

A key land use concern in Ward 4 is preserving, protecting, and stabilizing the ward's residential neighborhoods. §§ 1528.11(a), 1529.1(a). The proposed PUD responds to these goals with the development of a highquality project that includes housing opportunities for a range of incomes.

V. CONCLUSION

For the reasons stated above, the Applicants submit that the PUD and related map amendment meet the standards of Chapter 24 of the Zoning Regulations and are consistent with the purposes and intent of the Zoning Regulations and Zoning Map. Accordingly, the Applicants request that the Zoning Commission determine that the applications have merit and that a public hearing on the applications should be scheduled.

Respectfully submitted:

HOLLAND & KNIGHT LLP

Norman M. Glasgow, Jr. By: _

By:

Steven E. Sher, Director of Zoning and Land Use Services

Bÿ:

Kyrus L. Freeman

2099 Pennsylvania Ave., N.W. Suite 100 Washington, D.C. 20006 (202) 955-3000

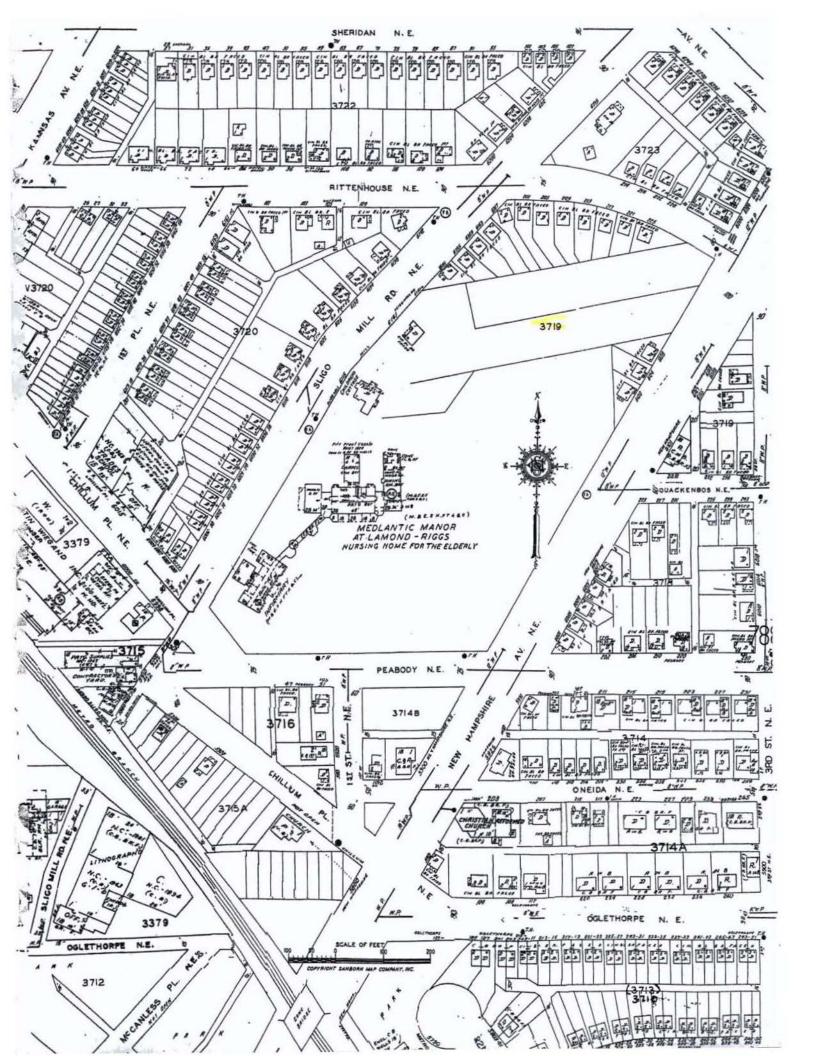
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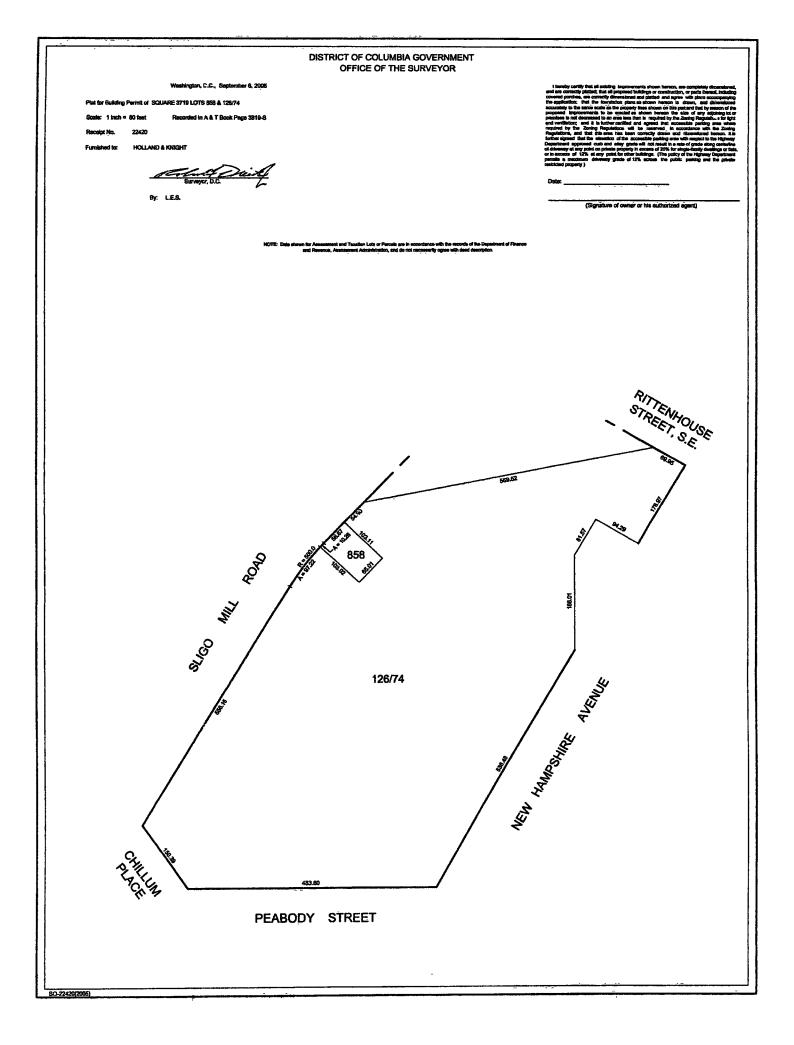
Exhibit A

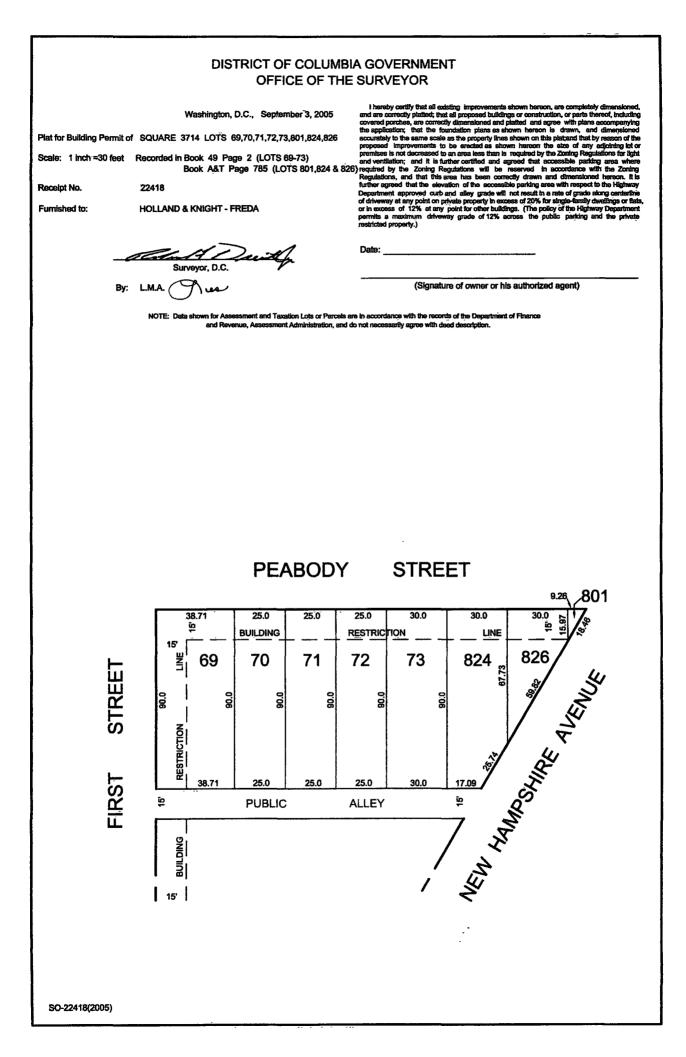
Architectural Plans and Drawings

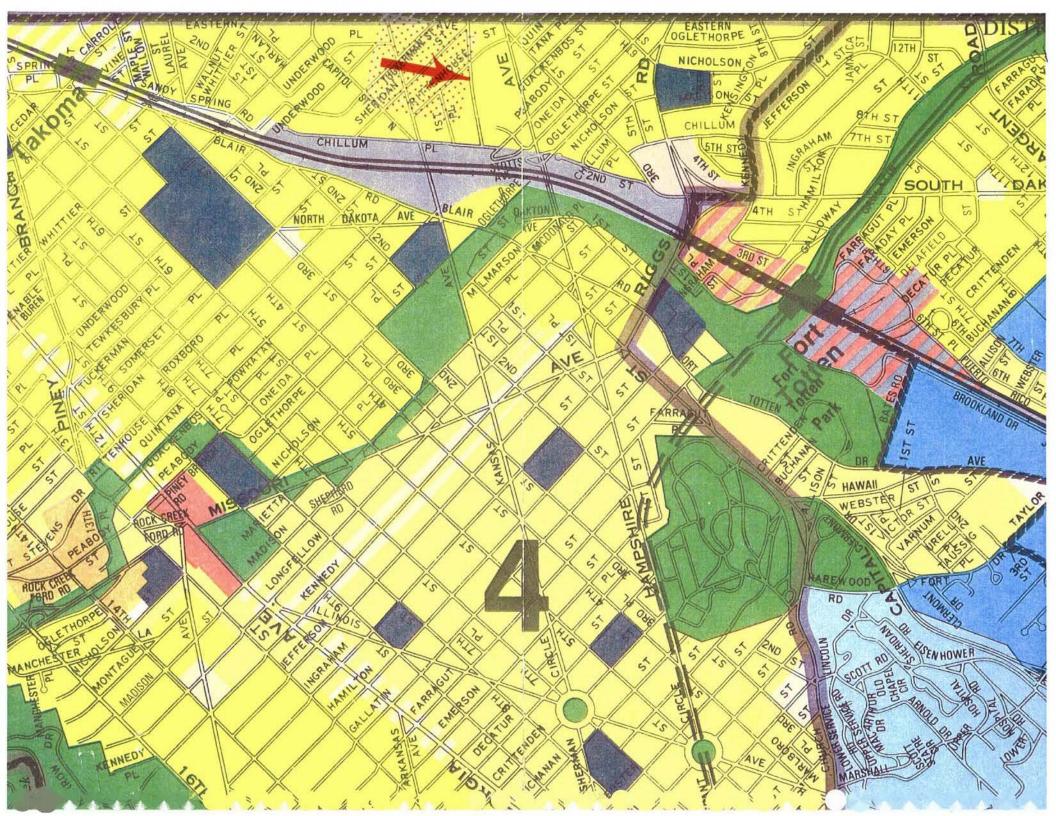
Submitted as Separate Attachments











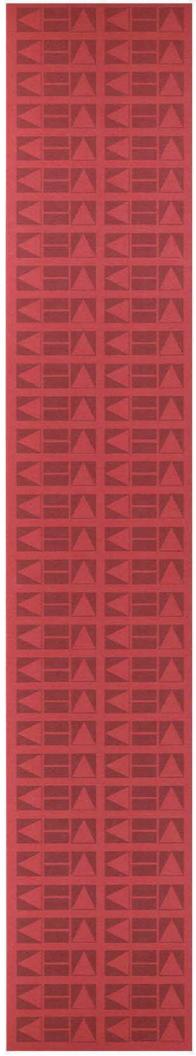
Traffic Impact Study

6000 New Hampshire Avenue PUD Washington, D.C.

Prepared for: 6000 New Hampshire Avenue, LLC

August 2005 ©Kimley-Horn and Associates, Inc.





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TABLE OF CONTENTS

	1
AREA TRANSPORTATION SYSTEM	
Existing Area Streets	3
Existing Area Transit Service	4
Future Transportation Improvements	4
DESCRIPTION OF PROPOSED DEVELOPMENT	5
TRAFFIC VOLUMES	7
Existing Traffic Volumes	7
Background Traffic Volumes	11
Site Generated Traffic Volumes	11
Total Future Traffic Volumes	13
ASSESSMENT OF TRAFFIC CONDITIONS	16
Intersection Capacity Analyses	16
Pedestrian Impact	17
CONCLUSIONS	18

APPENDIX

LIST OF FIGURES

Figure 1: Site Location	2
Figure 2: Existing and Proposed Site Access Locations	6
Figure 3: Existing Lane Designations	9
Figure 4: Existing Peak Hour Traffic Volumes	10
Figure 5: 2009 Background Peak Hour Traffic Volumes	12
Figure 6: Site Generated Peak Hour Traffic Volumes	14
Figure 7: Total Futre Peak Hour Traffic Volumes	15

LIST OF TABLES

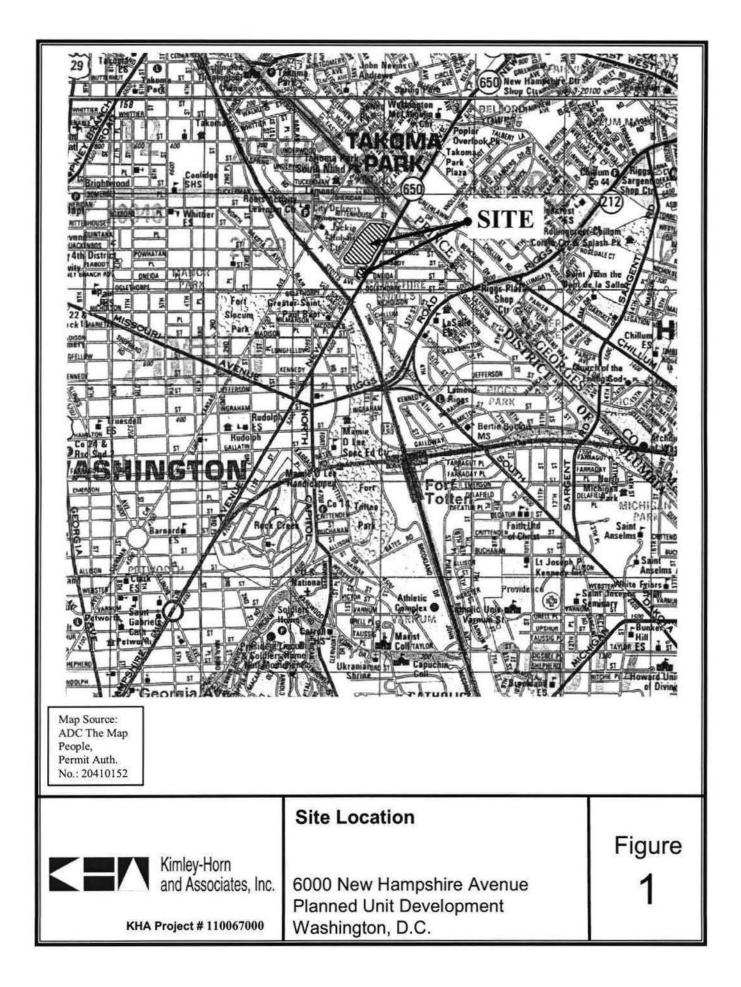
Table 1: Site Generated Traffic Volumes	11
Table 2: Distribution of Site Generated Traffic	13
Table 3: Level of Service Summary	16
Table 4: Level of Service Summary at Site Driveways	17

INTRODUCTION

This report presents the results of a traffic impact study for the proposed 6000 New Hampshire Avenue development in northeast Washington, D.C. The site is located along the west side of New Hampshire Avenue between Peabody Street and Rittenhouse Street. It is bordered by New Hampshire Avenue to the east, Sligo Mill Road to the west, Peabody Street to the south, and Rittenhouse Street to the north. Included in this site is also a parcel in between New Hampshire Avenue and First Street, south of Peabody Street. The total site location is shown on Figure 1. The proposed development includes approximately 199 residential units, involving a mix of single family detached houses, townhouses, and condominiums. The site currently contains offices for Medstar Health and a vacant nursing home facility.

The following traffic study was prepared to satisfy the traffic requirements associated with the Planned Unit Development (PUD) application and in accordance with the direction provided by the District of Columbia Department of Transportation (DDOT).

The following sections of this report describe the area transportation system, existing traffic volumes, the calculation of background traffic volumes, and the impact of the proposed development.



AREA TRANSPORTATION SYSTEM

Existing Area Streets

Streets considered in this study included New Hampshire Avenue, a key arterial, which traverses the immediate site area, as well as other collector and neighborhood streets. A brief description of the area street system follows:

New Hampshire Avenue – This major north-south arterial serves as a major commuter route between Maryland and Washington, D.C. In the vicinity of the site, New Hampshire Avenue has a four-lane cross-section with sidewalks on both the east and west sides. It forms the eastern boundary of the property. The study intersections of New Hampshire Avenue with Rittenhouse Street and Peabody Street are signalized. The study intersection of New Hampshire Avenue and Quackenbos Street is unsignalized, with the Quackenbos Street approach being stop controlled.

Rittenhouse Street – This local east-west street, which forms the northern boundary of the study area, has a two-lane cross section with on-street parking and sidewalks on both the north and south sides in the vicinity of the site. To the west of Sligo Mill Road, Rittenhouse Street operates one-way westbound only and has a one-lane cross section. The study intersection of Rittenhouse Street and Sligo Mill Road is unsignalized, with all approaches being stop controlled.

Sligo Mill Road – This local north-south street extends northward from Chillum Place. In the vicinity of the site, Sligo Mill Road has a two-lane cross section with on-street parking and a sidewalk on the west side. It forms the western boundary of the study area. The study intersection of Sligo Mill Road with Chillum Place is unsignalized, with the Sligo Mill Road approach being stop controlled

Chillum Place – This local east-west street begins at Peabody Street and provides access to locations northwest of the study area. In the vicinity of the site, Chillum Place has a two-lane cross-section.

Peabody Street – This local east-west street extends eastward from Chillum Place. In the vicinity of the site, Peabody Street has a two-lane cross section. A sidewalk is provided along the north side in between the existing driveway serving the property and New Hampshire Avenue. Peabody Street and Chillum Place form the southern boundary of the study area. The study

3

intersection of Peabody Street with First Street is unsignalized, with the First Street approach being stop controlled. The study intersection of Peabody Street with New Hampshire Avenue is signalized.

First Street – This local east-west street intersects with Peabody Street at the location of the existing driveway that serves the property. First Street has a two lane cross section, and its intersection with Peabody Street is unsignalized, with the First Street approach being stop controlled.

Quackenbos Street- This local east-west roadway begins at New Hampshire Avenue and provides access to communities east of New Hampshire Avenue. It has a two lane cross section in the vicinity of the site and has sidewalks on both the north and south sides.

Existing Area Transit Service

Existing transit service in the study area includes the nearby Fort Totten Metrorail station on the Red Line and Green Line, as well as Metrobus service.

Metrobus service in the vicinity of the study area is provided along New Hampshire Avenue by the New Hampshire Avenue-Maryland Line (Route K6). The New Hampshire Avenue-Maryland Line serves the White Oak, Northwest Park, Langley Park, Chillum, and Fort Totten Metrorail Station areas. The buses on this route travel north and south along New Hampshire Avenue on weekdays, weekends, and holidays.

There are six bus stops along New Hampshire Avenue in the study area, with three each on the northbound and southbound sides. Two of the southbound bus stops have bus shelters. One shelter is located near the intersection of New Hampshire Avenue and Rittenhouse Street, and the other is located near the intersection of New Hampshire Avenue and Peabody Street.

Future Transportation Improvements

There are no programmed transportation improvements that were considered for this study.

DESCRIPTION OF PROPOSED DEVELOPMENT

Location

The proposed 6000 New Hampshire Avenue residential development is bordered by New Hampshire Avenue to the east, Sligo Mill Road to the west, Rittenhouse Street to the north, and Peabody Street to the south. Included in this site is also a parcel in between New Hampshire Avenue and First Street, south of Peabody Street. The proposed development consists of 199 residential units, including 27 single family detached homes and 172 multifamily units (townhouses and condominiums). The site currently contains offices for Medstar Health and a vacated nursing home. The property currently has seven vehicle access driveways, including one along Peabody Street opposite First Street, four along Sligo Mill Road, one along New Hampshire Avenue, and one on First Street.

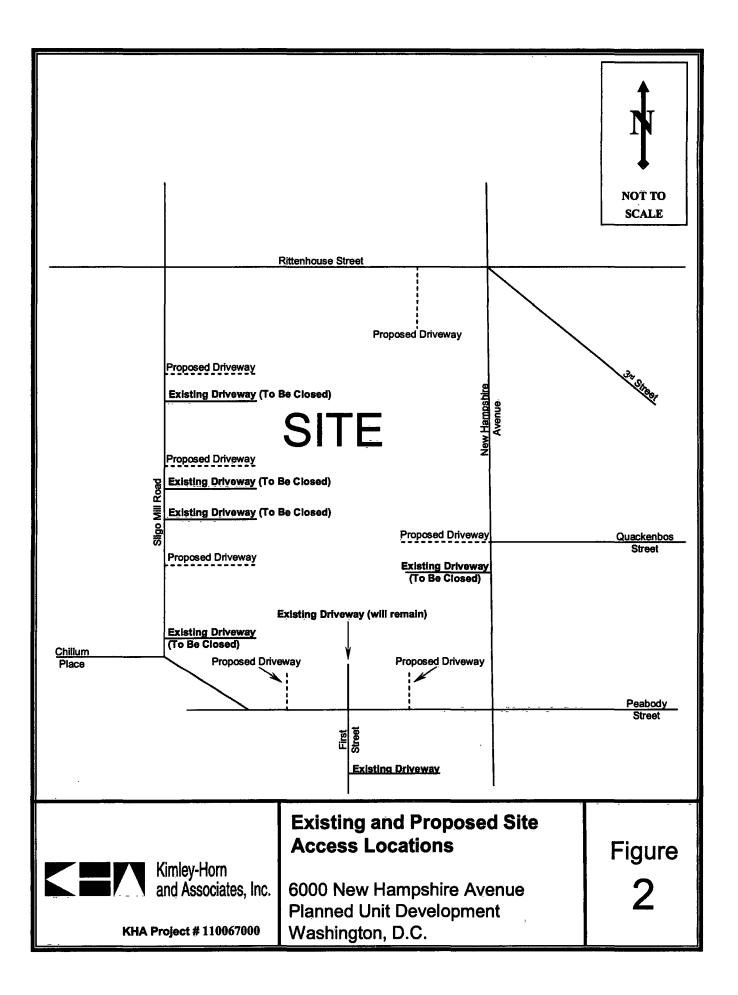
Vehicle Access

Vehicle access is planned to be provided along New Hampshire Avenue opposite Quackenbos Street, at three locations along Peabody Street including the existing driveway opposite First Street, at three driveways along Sligo Mill Road, and at one driveway along Rittenhouse Street. The presence of eight access points to serve 6000 New Hampshire Avenue will result in an effective dispersal of site traffic and the realignment of the existing driveway on New Hampshire Avenue will consolidate two intersections into one. The locations of the existing and proposed driveways are shown on Figure 2.

Parking

The proposed site will include a total of 381 parking spaces. Of these, 280 spaces are provided specifically for the single family detached homes and multifamily units. This exceeds the zoning requirement of 199 parking spaces (1 space per residential unit). These spaces are strategically located to satisfy the needs of the individual residential units. In addition to these 280 spaces, an additional 101 private street parking spaces are also included within the property. The resulting 381 parking spaces will be more than sufficient to satisfy the parking needs for the 199 residential units with no resulting spillover of parking into the surrounding community.

5



TRAFFIC VOLUMES

Traffic volumes used in this study include existing traffic volumes, the projection of traffic volumes to obtain background traffic volumes, and traffic generated by the proposed development to obtain total future traffic volumes. The District of Columbia transportation staff directed that the weekday AM and PM commuter peak hours be studied. Intersections identified for study by District of Columbia Department of Transportation staff are as follows:

- Sligo Mill Road and Rittenhouse Street
- Sligo Mill Road and Chillum Place
- First Street and Peabody Street
- New Hampshire Avenue and Peabody Street
- New Hampshire Avenue and Quackenbos Street
- New Hampshire Avenue and Rittenhouse Street and 3rd Street

Figure 3 shows the lane designations at the study area intersections. The following sections describe the traffic volumes used in this study.

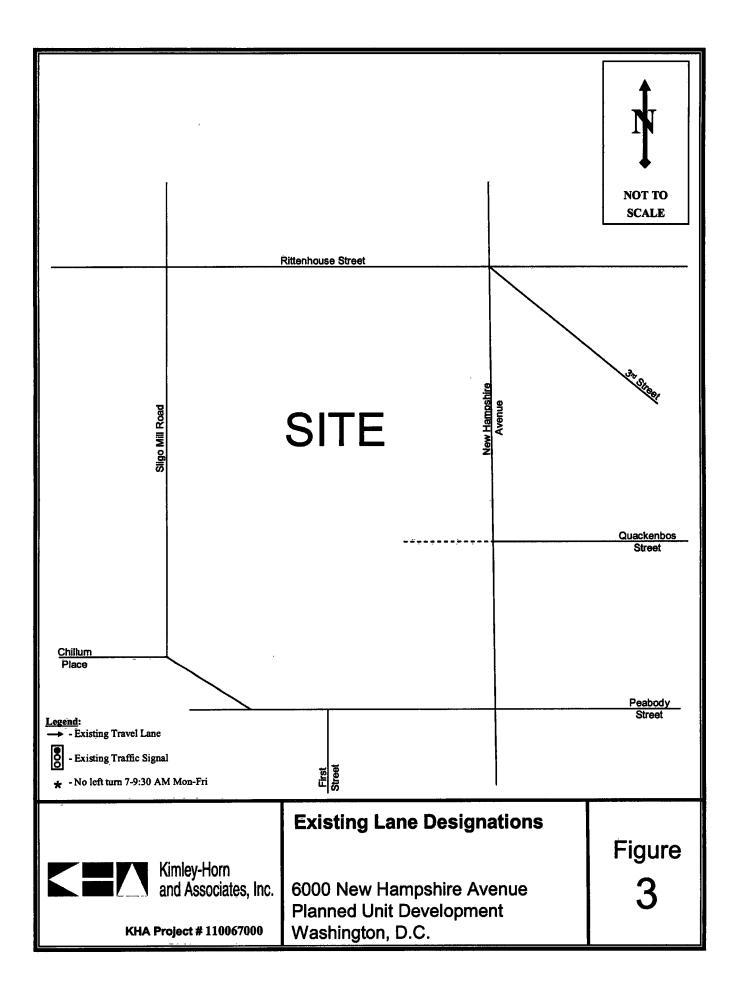
Existing Traffic Volumes

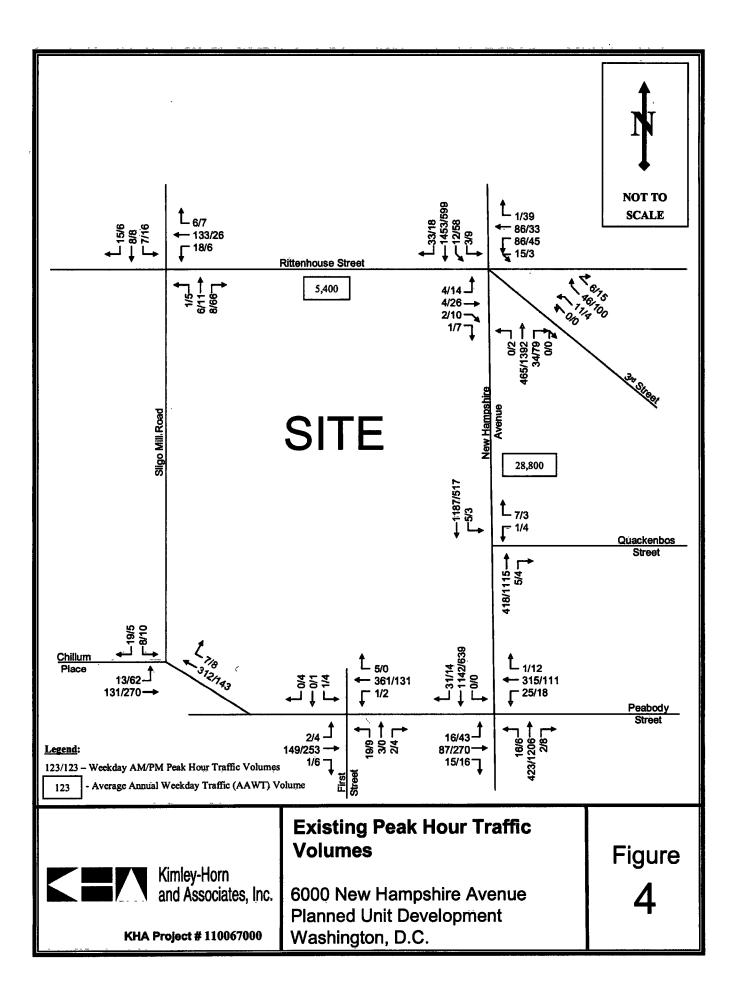
Traffic counts were conducted at the study area intersections before schools closed in May 2005 between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. These counts were used to establish current peak hour traffic conditions. The peak hours at each intersection were established by identifying the peak 60 minutes of traffic during the AM and PM peak hours. From these traffic counts, the peak study hours were identified for each intersection as follows:

- Sligo Mill Road and Rittenhouse Street 7:30 to 8:30 AM, 5:00 to 6:00 PM
- Sligo Mill Road and Chillum Place 7:45 to 8:45 AM, 4:30 to 5:30 PM
- First Street and Peabody Street 7:15 to 8:15 AM, 5:00 to 6:00 PM
- New Hampshire Avenue and Peabody Street 7:15 to 8:15 AM, 4:15 to 5:15 PM
- New Hampshire Avenue and Quackenbos Street 7:00 to 8:00 AM, 5:00 to 6:00 PM
- New Hampshire Avenue and Rittenhouse Street and 3rd Street- 7:15 to 8:15 AM, 5:00 to 6:00 PM

The existing peak hour traffic volumes at the study intersections are shown on Figure 4. The appendix of this report contains the traffic count and pedestrian count summaries. In addition to peak hour volumes, available average annual weekday traffic (AAWT) volumes for streets within

the study area were obtained from the District of Columbia Department of Transportation. These counts were taken by the District along Rittenhouse Street and New Hampshire Avenue. For these streets, AAWT volumes are 5,400 and 28,800 vehicles, respectively, and are shown on Figure 4.





Background Traffic Volumes

Background traffic volumes represent future traffic that would travel through the area intersections without the proposed 6000 New Hampshire Avenue development. In order to represent the growth of traffic resulting from development activity outside the study area, traffic volumes for each of the movements at the study intersections were increased by 1% per year to the horizon year of 2009, as directed by DDOT. These volumes are referred to as 2009 Background Traffic Volumes and are shown at the study intersections on Figure 5.

Site Generated Traffic Volumes

Peak hour traffic volumes generated by the proposed residential development were calculated using the *ITE Trip Generation Report* based on trip equations for Land Use Codes 210 (single-family detached housing) and 204 (residential condominium/townhouse). A summary of the trip figures is shown in Table 1.

	6000 New I Site Genera	The state of the s				
	Al	M Peak Ho	PI	M Peak Ho	ur	
Land Use	In	Out	Total	In	Out	Total
172 Condo/Townhome Residential Units	14	66	80	63	31	94
27 Detached Single-Family Homes	7	21	28	21	12	33
Total	21	87	108	83	43	126

The AM and PM peak hour trips were assigned to the area streets based upon existing traffic volume patterns in the study area as well as the location of the site access points serving the proposed development along New Hampshire Avenue, Peabody Street, and Sligo Mill Road. The resulting percent distributions of site generated trips onto the key streets are listed below in Table 2. Trips were assigned to the site driveways based on two assumptions: (1) vehicles will tend to use the most convenient driveway, and (2) vehicles will tend to avoid using driveways at intersections with relatively high traffic volumes.

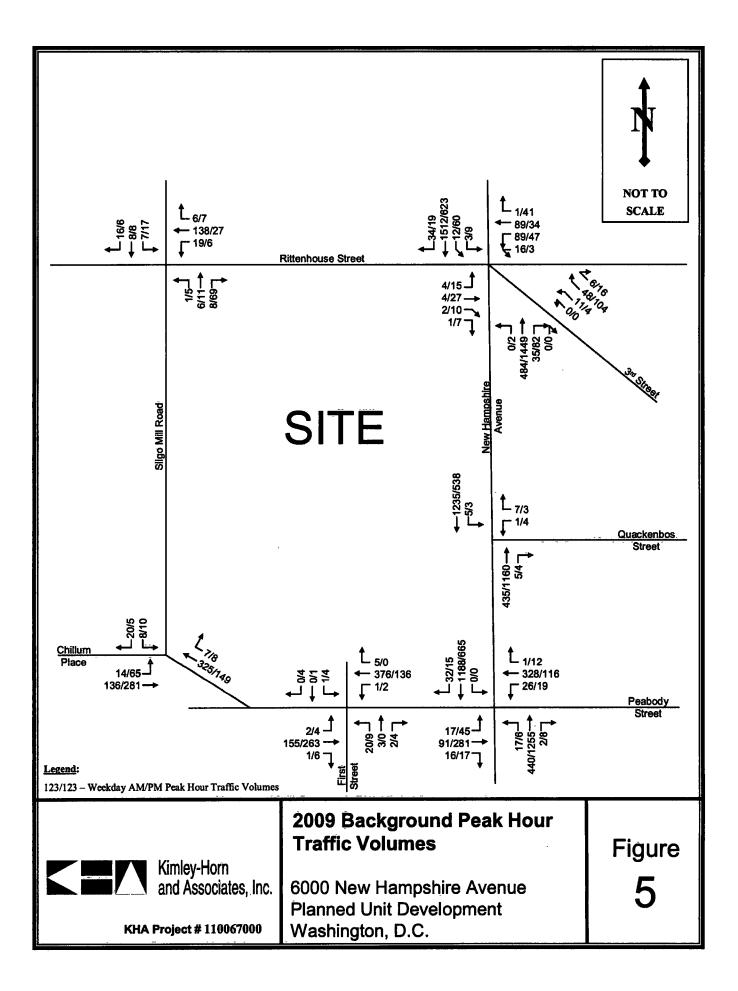


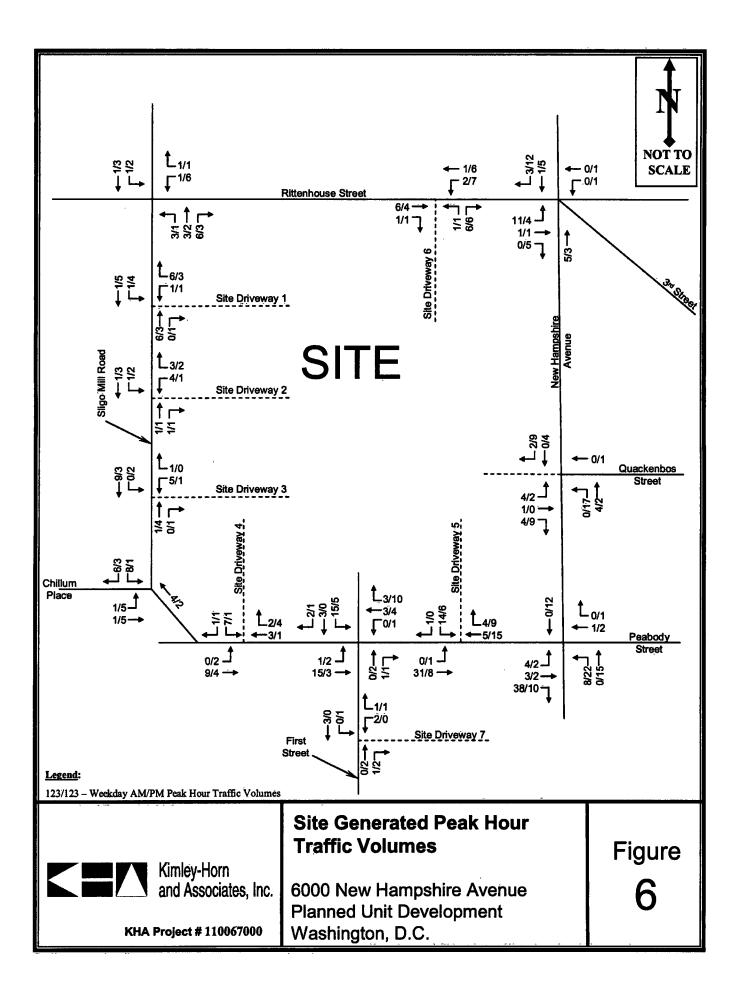
Table 2 Distribution of Site Generated Traffic										
Direction To/From	Residential Development									
To/From North on New Hampshire Avenue	25%									
To/From South on New Hampshire Avenue	50%									
To/From West on Chillum Place	12%									
To/From East on Peabody Street	4%									
To/From West on Rittenhouse Street	3%									
To/From East on Rittenhouse Street	2%									
To/From East on Quackenbos Street	1%									
To/From South on First Street	1%									
To/From South on 3rd Street	2%									

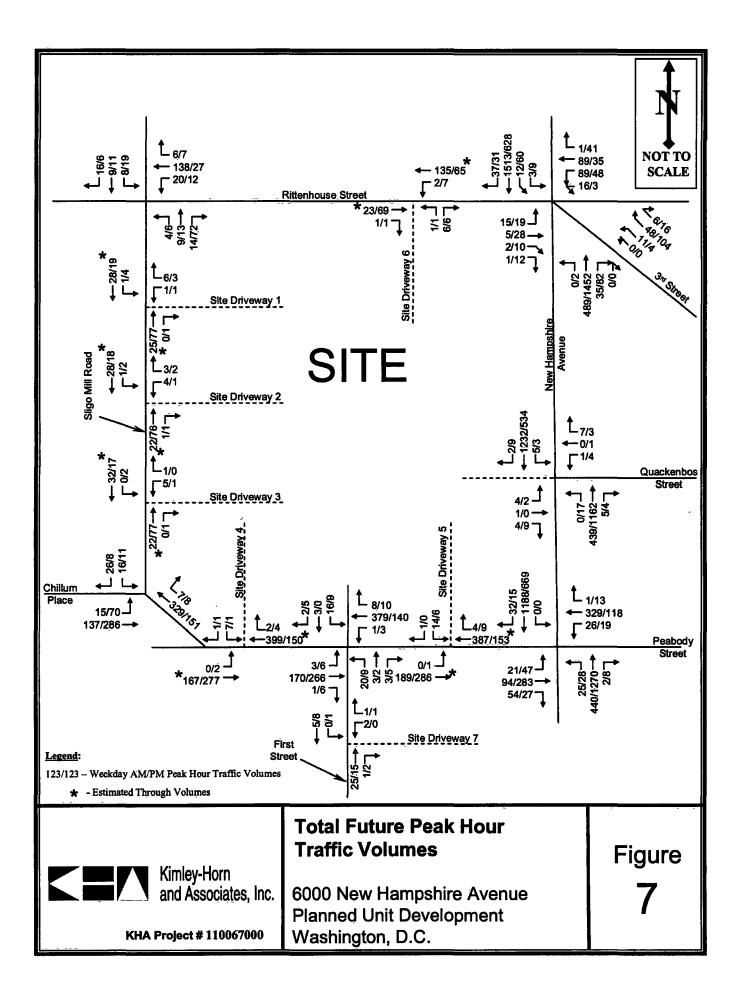
The assignment of site generated trips is shown on Figure 6.

Total Future Traffic Volumes

Total future traffic volumes represent future traffic volumes with the proposed 6000 New Hampshire Avenue development in place. These volumes were calculated by adding the site generated trips (shown on Figure 6) to the background traffic volumes. The resulting total future peak hour traffic volumes are shown on Figure 7.

Total traffic volumes at site driveways were calculated using the traffic generated by the proposed 6000 New Hampshire Avenue residential development. The resulting driveway volumes are also shown on Figure 7. It should be noted that the existing trips to the Medstar offices were conservatively not subtracted from the site generated trips.





ASSESSMENT OF TRAFFIC CONDITIONS

The following is a discussion of the assessment of traffic conditions.

Intersection Capacity Analyses

Intersection capacity analyses were conducted for existing, background, and total future traffic volumes. The capacity analyses were conducted using Synchro Software Package, which utilizes methodologies in the Highway Capacity Manual (2000 Edition) for signalized and unsignalized intersections. The analyses of existing, background, and total future traffic volumes were based on the existing lane uses and operations at the study area intersections.

The results of the capacity analyses are summarized in Tables 3 and 4 for the study area intersections and proposed driveways, respectively. Analysis results show overall level of service and delay information for each intersection for the existing, background, and total future traffic volumes. The Synchro analysis worksheets are contained in the Appendix.

INTERSECTION		ng 2005 litions		ckground litions	and the second	al Future litions
	AM	PM	AM	PM	AM	PM
Sligo Mill Road and Rittenhouse Street (Unsignalized)	A (7.9)	A(7.1)	A (8.0)	A (7.1)	A (8.0)	A (7.2)
Sligo Mill Road and Chillum Place (Unsignalized)	A (0.9)	A (1.6)	A (0.9)	A (1.6)	A (1.2)	A (1.7)
First Street and Peabody Street (Unsignalized)	A (0.7)	A (0.8)	A (0.7)	A (0.8)	A (1.1)	A (1.0)
New Hampshire Avenue and Peabody Street (Signalized)	B (14.0)	B (15.5)	B (14.4)	B (16.1)	B (15.0)	B (17.2)
New Hampshire Avenue and Quackenbos Street (Unsignalized)	A (0.1)	A (0.1)	A (0.1)	A (0.2)	A (0.5)	A (0.5)
New Hampshire Avenue and Rittenhouse Street and 3rd Street (Signalized)	B (13.2)	B (15.9)	B (13.9)	B (16.7)	B (17.5)*	B (16.3)*

A (7.9) - Level of Service (Seconds of Delay per Vehicle)

*Results at the New Hampshire Avenue and Rittenhouse Street and 3rd Street are based on optimizing signal timings in order to reduce delay along the eastbound and westbound approaches.

INTERSECTION	2009 Total Fut	ure Conditions
	AM	PM
Sligo Mill Road and Site Driveway 1 (Unsignalized)	A (1.1)	A (0.6)
Sligo Mill Road and Site Driveway 2 (Unsignalized)	A (1.2)	A (0.4)
Sligo Mill Road and Site Driveway 3 (Unsignalized)	A (0.9)	A (0.2)
Peabody Street and Site Driveway 4 (Unsignalized)	A (0.2)	A (0.1)
Peabody Street and Site Driveway 5 (Unsignalized)	A (0.3)	A (0.2)
Rittenhouse Street and Site Driveway 6 (Unsignalized)	A (0.5)	A (0.8)
First Street and Site Driveway 7 (Unsignalized)	A (0.8)	A (0.6)

A (1.7) - Level of Service (Seconds of Delay per Vehicle)

These results show that with existing and background traffic volumes, the study area intersections operate at a high level of service A and B.

The addition of the 6000 New Hampshire Avenue traffic will result in no change in the levels of service at the area intersections. The proposed development will result in marginal increases in vehicle delay. The increases in vehicle delay will range from 0.1 to 4.3 seconds per vehicle. While the traffic effects of the 6000 New Hampshire Avenue development will be measurable, they will not be perceptible.

These results show the benefits of the dispersal of site traffic resulting from the multiple access locations serving this site.

Pedestrian Impact

There are existing sidewalks along all of the adjacent streets. The proposed 6000 New Hampshire Avenue development will provide sidewalk connections to these adjacent streets.

CONCLUSIONS

As a result of this study, it is concluded that the area intersections will all operate at acceptable conditions with the 6000 New Hampshire Avenue residential development in place. The proposed development will have no effect on the intersection levels of service and they will continue to operate at levels of service A and B. The increases in vehicle delay will be marginal. The proposed development will have no perceptible effect on the area intersections.

The site access drives will operate at levels of service A. The multiple driveways will provide the opportunity for the dispersal of site traffic and the realignment of the existing driveway on New Hampshire Avenue with Quackenbros Street will consolidate two intersections into one. As a result, the site access drives and vehicle circulation system will operate in a safe and efficient manner.

The area is well served by transit including Metrorail and Metrobus. Pedestrian connections in the area will be enhanced by this development.

A total of 381 on-site parking spaces will be provided to serve the 199 residential units. This number of spaces satisfies the zoning requirements and the practical requirements of the development. As a result, there will be no spillover of parking into the surrounding community.

APPENDIX

						8	Sligo N	AIÙ Ro	na bạc	nd Ritt	enho	use Si	treet								
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Start Time 7:00 AM	b Left	Thru F	tight P	<u>eαs</u> 1	2	Left 1	Thru 24	<u>i ragni</u> 1	Peds 0	Total 26	Left	Thru 2	Right 1	Peds 1	Total 3	Left 0	Thrú 0	1 Right	Peds 0	Total 0	-
7:15 AM	2	4		0	8	4	19	ŏ	0	23	ö	0 0	2	0	2	ő	0	ő	0	0	
7:30 AM	1	3		0	8	3	31	ō	ō	34	ō	ō	2	1	2	ŏ	ā	ō	1	ŏ	
7:45 AM	<u>.</u> 3	2	2	0	7	7	38	3	2.	48	0	3	2	0	5	0	Q	0	0	0	
8:00 AM	2	3		0	11	2	38	3	Q	43	1	Q	0	0	1	0	0	0	1	0	T
8:15 AM	1	0	-	0	4	6	26	0	Q	32	0	3	4	1	7	0	0	0	1	0	1
8:30 AM	0	5		0	7	2	22 	0	0	24	0	2	4	1	6	0	0	0	1	0	13
8:45 AM 9:00 AM		3		0	4	4	150	2	<u> </u>	21	0 O	1	1		2	0	0	0	1		1
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7:00 AM 7:15 AM 7:30 AM	6 8 7	10 12 8	14 15	1 0 0	25 34 30	15 16 18	112 126 133	4 6 6	2 2 2	131 148 157	0 1 1	5 3 6	7 6 8	2 1 2	12 10 15	0 0 0	0 0 0	0 0	1 2 3	0 0 0	1 1 2
7:45 AM	6	10		0	29	17	124	6	2	147	1	8	10	2	19	0	0	0	3	0	1
8:00 AM	4	11		0	26	14	101	5	0	120	1	6	9	2	16	0	0	0	4	0	1
8:15 AM	2	8	-	0	15	12	63 97	2	0	77	0	6	9	2	15	0	0	0	3	0	1
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Sligo Mill Road + Chillum Place

Date Cour	nted: 26-May-05
	eek: Thursday
Wea	ther: Sunny, warm

Jurisdiction: Washington, D.C. Counted by: MV

		iouthbo						ound on					orthbou				Eastbo	und on			Véh
Start Time	Left			Peds		Left	Thru		Peds	Total	Left	Thru	Right			Left	Thru	Right	Peds	Total	Tota
7:00 AM	2	0	2	1	4	0	56	1	0	57	0	0	0	0	0	1	13	0	0	14	75
7:15 AM	1	0	5	2	6	0	76	2	0	78	0	0	0	0	0	3	16	0	0	19	103
7:30 AM	1	0	6	1	7	0	77	0	0	π	0	0	0	0	0	3	23	0	1	26	110
7:45 AM	2	0	4	5	6	0	96	2	1	98	0	0	0	0	0	6	34	0	0	40	144
8:00 AM	2	0	5	3	7	0	77	1	2	78	0	0	0	0	0	0	31	0	0	31	116
8:15 AM 8:30 AM	3	0	2	2	5	0	72	1	0	73	0	0	0	0	0	2	37	0	0	39	117
8:30 AM 8:45 AM	1	0	8	8 9	9	0	67	3	0	70	0	0	0	0	0	5	29	0	0	34	113
9:00 AM	4	0	<u></u>		8	0	<u>66</u> 0	3	0	69	0		0	0	0		46	0	0	47	122
9:15 AM	0	0	0 0	0 0	0	ő	0	0	0	0 0	0	0 Q	0	0 0	0 0	0	0 0	0	0	0 0	0
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7:15 AM	6	0	20	t1	26	0	326	5	3	331	0	0	0	0	0	12	104	0	1	116	473
7:30 AM	8	0	17	11	25	0	322	4	3	326	0	0	0	0	0	11	125	0	1	136	487
7:45 AM	8	0	19	18	27	0	312	7	3	319	0	0	0	0	0	13	131	0	0	144	490
8:00 AM	10	0	17	22	27	0	282	8	2	290	0	0	0	0	0	8	143	0	0	151	468
8:15 AM	8	0	12	19	20	0	205	7	0	212	0	0	0	0	0	8	112	0	0	120	352
8:30 AM	5	0	10	17	15	0	133	6	0	139	0	٥	0	0	0	6	75	0	0	81	23,5
8:45 AM	4	0	2	9	6	0	66	3	0	69	0	0	0	0	0	1	46	0	0	47	122
9:00 AM		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
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4:00 PM	4	0	1	1	5	0	38	3	0	41	0	0	0	0	0	10	72	0	0	82	128
4:15 PM	1	0	1	2	2	0	35	3	0	38	0	0	0	0	0	8	69	0	0	77	117
4:30 PM	3	0	2	1	5	0	37	3	0	40	0	0	0	0	0	15	70	0	0	85	130
4:45 PM	_2	0	1	2	3	0	29	1	Q	30	0	0	0	0	0	13	69	0	0	82	115
5:00 PM	2	0	1	2	3	0	35	3	0	38	0	0	0	0	Ó	14	75	0	0	89	130
5:15 PM	3	0	1	1	4	0	42	1	0	43	0	0	0	0	0	20	56	0	O	76	123
5:30 PM	0	0	1	1	1	0	40	3	0	43	0	0	O	0	0	19	66	0	0	85	129
5:45 PM	5	0	2	0	7	0	25	6	0	31	0	0	0	0	0	15	52	0	0	67	105
6:00 PM	0	0	0	0	0	0	0	0	0	0	Q	0	0	0	0	0	0	0	0	0	0
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			t	Interse	ection	: Nev	v Hamj	pshire	e Aven	iue +	Ritter	house	Stree	ət + 3r	d. Str	reet										
				Date Co	ounted:	24-Ma	w-05								Juris	diction:	Washi	ngton, C	20							
				Day of	Week:	Tuesd	ay									nted by:										
				W	eather:	sunny	, warm																			
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	South	bound	N. Han	pshire /	Ave to	We	stbound	Rittent	nouse S	t. to	North	bound !	I. Hamp	shire A	ve. to	Eas	tbound	Rittenh	NOUSE S	t. to	Nor	thweath	bound 3	rd. Stree	nt to	
	EB		SB N.	wв			SB N.	wв	NB N.		wв	NB N.	EB			NB N.	EB	SB N.			SB N.	WB	NB N	EB		
Start Time	Ritten	SEB 3rd St	Hamp		Total	SEB 3rd St	Hamp Ave.	Ritten- house	Hamp Ave.	Total	Ritten house	Hamp Ave.		SEB 3rd St.	Total	Hamp Ave.	Ritten	Hamp	SEB 3rd. St	Total	Hamip Ave,	Ritten	Hamp . Ave	Ritten-	Total	Veh. Total
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7:15 AM	1	3	368	4	376	5	24	11	0	40	0	105	10	0	115	0	1	1	0	2	Ó	3	10	1	- 14	647
7:30 AM 7:45 AM	2	6	371 399	8 13	387 413	3	28 13	31 24	0	62 41	0	117 119	7 11	0	124 130	2	0	0	0	2	0	1	11 15	2 2	14 21	589 610
8.00 AM	0	1	316	8	325	4	21	20	<u>.</u>	45	ő	124	6	0	130	ô	2	0	0	2	ő	3	10	1	14	516
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8:30 AM 8:45 AM	0	1 .2	342 280	6 10	349 292	2 5	17	18 13	0	37 27	0	113 98	14 4	0	127 102	0	1	1	0	2 0	0	2	10 11	2	14 19	629 440
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Peak Hour	(Start]	<u>[ime)</u> 	1453	33 .	1501	15	88	88	1	188	0	465	34	0	499	4	4	1	2	-11	0	11	46	6	63	2262
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	3	.12		33 . npshire /			88 stbound						34 1. Hamp	0	499			1 Rittenh	2	-11	0			6 3rd St.		2262
	South	.12	N. Ham	npshire /			stbound	Rittent	nouse S			bound !		0	499			Rittenh	2	-11	0					2262
. 7:15 AM	South EB Ritten	bound SEB	N. Ham SB N. Hamp	WB Ritten-	Ave to	We SEB	SB N. Hamp	Rittenh WB Ritten	NB N. Hamp	L to	North WB Ritten	NB N. Hamp	I. Hamp EB Ritten-	o shire A SEB	499 We. to	Eas NB N. Hamp	EB Ritten-	Rittenh SB N. Hamp	2 TOUSE S	-11 1. to	0 No SB N. Hamp	WB Ritten	ibound NB N Hamp	3rd St. EB Ritten-	to	Veh.
Start Time	South EB Ritten house	bound SEB 3rd St.	N. Ham SB N. Hamp Ave.	we	Ave to Tatel	We SEB 3rd St	SB N. Hamp Ave.	Rittenh WB Ritten-	NB N. Hamp Ave.	L to Total	North WB Ritten house	NB N. Hamp Ave.	EB Ritten- house	0 Ishire A SEB 3rd St.	499 weito	Eas NB N. Hamp Ave.	EB Ritten- house	Rittenh SB N. Hamp Ave.	2 TOUSE S	11 I. to Tatal	0 SB N. Hamp Ave.	WB Ritten house	NB N Hamp . Ave	3rd St.	to Totel	Veh. Total
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<u>Start Time</u> 4:00 PM 4:15 PM 4:30 PM	South EB Ritten house 2 1 5	12 SEB 3rd St. 19 9 20	N. Ham SB N. Hamp Ave. 143 105 144	WB Ritten house 4 0 2	Ave to Total 168 115 171	We SEB 3rd St 1 2 2	SB N. Hamp Ave. 24 10 9	Rittent WB Ritten house 13 12 6	NB N. Hamp Ave. 10 18 11	L to Total 48 40 27	North WB Ritten house 2 0	NB N. Hamp Ave. 329 331	EB Ritten- house 21 25 24	0 SEB 3rd St. 3 0 0	499 WB. to Total 346 355	Eas NB N. Hamp Ave. 5 2 5	EB Ritten- house 7 11 12	Rittenh SB N. Hamp Ave. 0 1 0	2 rouse S SEB 3rd. St 1 2 1.	11 t. to Total 13 16 18	0 SB N. Hamp Ave. 0 0	WB Ritten house	NB N Hamp . Ave 18 19 20	3rd St. EB Ritten- house 4 6 0	10 Total 25 28 23	Veh. Total 600 582 594
7:15 AM Start Time 4:00 PM 4:15 PM	South EB Ritten house 2 1	tiound SEB 3rd St. 19 9	N. Ham SB N. Hamp Ave. 143 105	WB Ritten- house 4 0 2 6	Ave to Totel 168 115	We SEB 3rd St 1 2	SB N. Hamp Ave. 24 10	Rittent WB Ritten house 13 12	NB N. Hamp Ave. 10	L to Total 48 40	North WB Ritten house 2 0	NB N. Hamp Ave. 320 329	EB Ritten house 21 25	0 sehire A SEB 3rd St. 3 0	499 WB. to Total 346 355	Eas NB N. Hamp Ave. 5 2	EB Ritten- house 7	Rittenh SB N. Hamp Ave. 0 1	2 rouse S SEB 3rd. St 1 2	11 t. to Total 13 16	0 SB N. Hamp Ave. 0	WB Ritten house 3	NB N Hamp . Ave 18 19	3rd St. EB Ritten- house 4 6	to Total 25 28	Veh. Total 600 582
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New Hampshire Avenue + Rittenhouse Street

Date Counted: May 24, 2005 (AM) and May 25, 2005 (PM) Day of Week: Tuesday/Wednesday Weather: Rainy, warm/Sunny, warm Jurisdiction: Washington, D.C. Counted by: TJ, MV, RD

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New Hampshire Avenue + Peabody Street

Date Counted: 24-May-05 / 25-May-05 Day of Week: Tuesday/Wednesday Weather: Rainy, warm / Sunny, warm Jurisdiction: Washington, D.C. Counted by: AR, MV, RD

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7:00 AM	0	1197	27	4	1224	25	272	2	0	299	20	406	2	1	. 428	8	66	14	3	88	Ź
7:15 AM	0	1142	31	4	1173	25	315	1	1	341	16	400	2	7	441	16	87	15	4	118	20
7:30 AM	0	1142	27	4	1085	19	319	1	1	339	10	434	2	7	441	18	89 89	18	2	133	20
7:45 AM	0	992	27	0	1085	18	319	4	1	339	9	434	1	7	446	18 23	99 104	10	2	133	19
7:45 AM 8:00 AM	-			1	983	18 15	318 290			340	9	428		7		23		11 6	2		
8:00 AM 8:15 AM	0 0	967 719	16 9	1	983 728	15	290 193	3 3	3 2	308 207	9	400	1	7 Ö	410 313	26 18	120 88	5	1 0	152 109	11
	-											303 196	1								4
8:30 AM	0	491	7	1	498 267	6	123 50	3	2	132 52	6		0	0	203	11 5	63 33	2	0	76	1 9
8:45 AM	0	265	2	1	26/	2	50 0	0 0	2 0	52 0	4	93 0	0	0 0	97 0	0	33	1	0	39	14
9:00 AM	0 (Start T	0 Ime)	0	0				U			<u>v</u>					u	<u> </u>		<u> </u>	0.	Ļ
7:15 AM	0	1142	31	4	1173	25	315	1	1	341	16	423	2.	7	441	16	67	15	4	118	20
																1.	•,		· · · · ·		
		bound							Peabod			hbound					Eastbol				Ve
Start Time	Left			Peds	Total	Left	Thru	Right		Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	To
4:00 PM	0	125	13	0 1	138 178	3 5	28 23	1	0	32 29	0	283	4	0 1	287 294	18 12	59 58	5 6	0 0	82 76	5
4:15 PM 4:30 PM	-	173	5 1	0	162	5	23	1 2	0	29 29	1 2	209	1	0	294 278	10	58	6	1	74	5
	0	161	5	0	161	5	33	4	1	42	ĺ	310	o.	1	310	10	74	1	1	85	5
4:45 PM		156			_		33				3	332	3	- <u>-</u> +	338	10	<u>- /4</u> 80	3	0		
5:00 PM	0	149	3	0	152	3	33	5	0 0	41	0	332 298	3	т 10	299	7	50 69	3	1	94	5
5:15 PM	1	139	6	0	146	4		1		35			2					•	0	77	+ -
5:30 PM	0	128	3	0 0-	131	2	25 33	0 2	0	27 36	2	292	1	0	296	15 . 11	60 54	2	0.	77	5
5:45 PM	_	119			120						_				246		_	_		65	4
6:00 PM	0	0	0 -	0	0	0	0	0	0	Ø	0	0	0	0	0	0	0	0	0	Ø	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ø	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ø	0	Ø	0	0	0	0	<u>ا</u>
6:45 PM	0	٥	0	0	0	0	0	0	0	0	.0			0.	. 0	0	.0	0	0	0	
•	ls (Star	t Time)				•			_	75											
Hourty Total		615	24	1	639	18	108	8	1	132	3	1157	9	2	1169	50	249	18	2	317	22
Hourty Total 4:00 PM	0	639	14	1	653	18	111	12	1	141	6	1206	8	3	1220	43	270	16	2	329	23
	0	605	15	0	621	17	118	12	1	147	5	1215	5	2	1225	38	281	11	3	330	23
4:00 PM	-		17	0	590	14	121	10	1	145	5	1232	6	2	1243	43	283	7	2	333	23
4:00 PM 4:15 PM	0	572	12	0	549	10	121	8	0	139	7	1166	7	2	1179	44	263	6	1	313	21
4:00 PM 4:15 PM 4:30 PM	0	572 535		-			88	3	0	98	4	833	4	1	841	33	183	3	1	040	18
4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 1 1		9	õ	397	7														219	
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 1 1 2	535	9 3	-	397 251	3	58	2	0	63	4	535	3	1	542	26	114	2	ò	142	
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 1 1 2 2	535 386		0			58 33	2 2	0 0	63 36	4	535 243	3 1	1	542 246	, 26 11	114 54	2 0			
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	0 1 1 2 2 1	535 386 247	3	0	251	3		-	-					•		,		-	o	142	8: 4
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	0 1 2 2 1 1 0	535 386 247 119 0	3 0	0 0	251 120	3 1	33	2	Ō	36	2	243	1	1	246	11	54	0	0	142 65	8: 4
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 1 2 2 1 1 0	535 386 247 119 0	3 0	0 0	251 120	3 1	33	2	Ō	36	2	243	1	1	246	11	54	0	0	142 65	

	Kimley-Hom and Associates, Inc.
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Oneida Street and Peabody Street

Date Counted:	25-May-05
Day of Week:	Wednesday
Weather:	Sunny, warm

Jürisdiction: Washington, D.C. Counted by: MO

			uthbou						Peabod				pound o					und on f			Ve
Start Time	Left	Thru	Right	Peds	Total	Left	Thru		Peds	Total	Left	Thru	_	Peds	Total	Left		Right	Peds	Total	To
6:30 AM	0	0	0	0	0	0	68	2	0	70	11	0	1	ິ 1	12	0	32	2	0	34	11
6:45 AM	0	0	0	0	0	0	80	0	0	80	10	0	0	1	10	0	32	1	0	33	12
7:00 AM	0	0	0	3	0	0	86	1	0	87	8	2	0	4	10	0	28	3	0	31	12
7:15 AM	0	0	0	7	0	0	101	1	0	102	4	1	0	1	5	٥	33	1	1.	34	. 14
7:30 AM	0	0	0	0	0	1	79	2	0	82	5	1	1	0	7	1	31	O	0	32	12
7:45 AM	1	0	ō	2	1	l ó	91	2	ō	93	6	ò	ò	ō	6	1	43	0	1	44	14
8:00 AM	0	ō	ō	ō	0	0	90	0	ő	90	4	1	1	ō	6	0	42	ō	ò	42	1
	-	-			-	-				••								· ·	-		
8:15 AM	0	0	0	0	0	0	84	0	0	84	3	2	0	0	5	0	37	0	0	37	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	٥	0	0	0	0	, o	0	0	0	Ø	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0 .	0	0	0	0	0	D	0	0	(
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	1.
Hourly Tota	ils (Star	t Time)																			
6:30 AM	0	0	0	10	0	0	335	4	0	339	33	3	1	7	37	Ő	125	7	1	132	5
	-				-		346				27	4			32	-	123	5		132	5
6:45 AM	0	0	0	10	0	1		4	0	351		•	1	6		1			1		
7:00 AM	1	0	0	12	1	1	357	6	0	364	23	4	1	5	28	2	135	4	2.	141	5
7:15 AM	1	0	0	9	1	1	361	5	0	367	19	3	2	1	24	2	149	1	2	152	5
7:30 AM	1	0	0	2	1	1	344	4	0	349	18	4	2	0	24	2	153	0	1	165	5
7:45 AM	1	0	0	2	1	0	265	2	0	267	13	3	1	0	17	1	122	0	1	123	4
8:00 AM	0	0	0	0	0	0	174	0	0	174	7	3	1	0	11	0	79	0	0	79	2
8:15 AM	٥	0	0	0	0	0	84	0	0	84	3	2	0	0	5	0	37	Ð	Ð	37	1 1
8:30 AM	0	ō	ō	Ó	٥	0	0	D	٥	0	0	٥	` 0	٥	0	0	0.	. 0	0	0.	1
Peak Hour	(Start T	ĩme)	0	9	C	1	361	6	a	357	19	3	2	.1	24	.2	149		2	152	5
	_	-			-	·															÷
Start Time 4:00 PM	Left 1	Thru	uthbour Right		Total 1	Left 0			Peabod Peds	Total 37	Left 2		ound c Right 0	Peds 1	Total 2	Left 0		Ind on F Right			Ve To
4:15 PM	0	0	٥	0	0	0	28	0	0	28	1	0	0	1	1	0	57	4	0	61	9
4:30 PM	1	ò	Q	0	1	0	38	1	0	39	1	0	2	0	3	1	53	2	0	56	1.
4:45 PM	0	ō	ō	5	0	0	30	0	0	30	1	0	1	0	2	0	.59	. 1	Ο.	60	1 8
5:00 PM	1	Ŏ	1	2	2	Ó	16	0	0	16	1	0	1	0	2	1	62	1	0	64	8
5:15 PM	1	1	1	ō	3	ō	32	ŏ	õ	32	1	õ	ì	ō	2	1	59	ō	ō	60	
5:30 PM				-	-	-	52	-	ŏ	53	1	ŏ	ò	-	1	1	76	3	ŏ	80	
	0	0	0	0	0 4		31	0	2			0	2	1 0		1.		2	0		
5:45 PM	2	0	2	_				0		32	6				8.		56			. 59	.1
6:00 PM	O	0	O	Q	0	0	0	0	0	0	0	0	Ó	Ó	0	0	0 [°]	0	0	⁻ 0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	<u>0</u>	0	0	0	. 0	0	.0	<u> 0. </u>	. 0.	0	0	0	0	0	
Hourly Tota	ls (Star	t Time)								<u> </u>											
4:00 PM	2	0	0	5	2	0	133	1 1	0	134	5	0	3	2	8	1	248	18	0	267	4
4:15 PM	2	ō	1	7	3	0	112	1	ō	113	4	ō	4	1	8	2	231	8	ō	241	3
4:30 PM	3	1	2	7	6	0	116	i	ŏ	117	4	ō	5	ò	9	3	233	4	ō	240	5
4:45 PM	2	1	2	7	5		130	ò	õ	131	4	ŏ	3	1	7	3	256	5	ō	264	4
	-	•			-			-	-		9	0	4			4	253	5 6	0		
5:00 PM	4	1	4	4	9	2	131	0	2	133			-	1	13					263	4
5:15 PM	3	1	3	2	7	2	115	0	2	117	8	0	3	1	11	3	191	5	0	199	3
5:30 PM	2	0	2	2	4	2	83	0	2	85	7	0	2	1	9	2	132	5	· 0	139	2
5:45 PM	2	0	2	2	4	1	31	0	2	32	6	0	2	0	8	1	56	2	0	59	1 10
6:00 PM	0	O	0	O .	0	.0	0	0	. 0	.0	.0	0	0	0	0	0	0	0	0	0	1 0
eak Hour	(Start T	ime)																			
5:00 PM	4	1	4	4	9	2	131	0	2	133	9	0	4		13	4	253	6_	0	263	40

HCM Signalized Intersection Capacity Analysis 1: Peabody Street & New Hampshire Avenue

07/07/2005

	۶	→	7	1	+-	*	1	1	1	5	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	- 1997 - 18	1.1	41	Self and		4Þ	1.38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	0.422		4.0	二月十	4	4.0		6	4.0	1.
Lane Util. Factor		1.00			1.00	- ANT		0.95		1.2.3	0.95	The second
Frpb, ped/bikes		1.00			1.00	T 40 - 15	15.2	1.00		<u>()</u>	1.00	1. B. 1.
Flpb, ped/bikes		1.00			1.00			1.00			1.00	A. Sant
Frt		0.98			1.00	Bar of C	e V.	1.00	1	40) 	1.00	1.10
Flt Protected		0.99			1.00			1.00			1.00	S. States
Satd. Flow (prot)		1814	4		1854	1. 1. 1	1 = e	3530			3522	The second s
Flt Permitted		0.92			0.97			0.90			1.00	
Satd. Flow (perm)		1682	. 8a	41 	1810	in the second		3177	1.5		3522	1 - A
Volume (vph)	16	87	15	25	315	1	16	423	2	0	1142	31
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	90	15	26	325	1	16	436	2	0	1177	32
Lane Group Flow (vph)	0	121	0	0	352	0	0	454	0	0	1209	0
Confl. Peds. (#/hr)	4	The state	7	7		4	4	123	1	1	Ke	4
Turn Type	Perm		1.5	Perm	50	and the	Perm			Perm		
Protected Phases	1000	4		31/2=3	8		Contraction of the second	2	1, 40, -2	1-15-181	6	1.40
Permitted Phases	4		1	8		9 13	2			6	5,2197	15 11
Actuated Green, G (s)	III III III IIII	25.0			25.0		San 14	65.0	1		65.0	1. 24
Effective Green, g (s)		26.0	V ² a	1	26.0		a	66.0			66.0	hade in
Actuated g/C Ratio	1	0.26	and the		0.26	1000	23.00	0.66	1225110 109	, TEL CLA	0.66	200 11225
Clearance Time (s)		5.0	Sec.	10202	5.0	- 54 e.	10.000	5.0		14 B	5.0	a
Lane Grp Cap (vph)	1	437			471			2097			2325	5 - 2 - 1
v/s Ratio Prot						18 1			× .		c0.34	
v/s Ratio Perm		0.07	-		c0.19	C 10 11		0.14	1.5.3	1.5.5.5		
v/c Ratio		0.28	-		0.75	2		0.22			0.52	
Uniform Delay, d1	Sand	29.5			34.0		19.20	6.7	Sec. 1		8.8	
Progression Factor		1.00	S.		1.00	Sa		1.00			0.61	-
Incremental Delay, d2	100 8	1.6	Sec. 1		10.4			0.2			0.7	
Delay (s)		31.1	20		44.3		1.0	7.0			6.0	20,0
Level of Service	10 1 1 00 L	С			D			А			Α	
Approach Delay (s)		31.1	100	10.0	44.3		Tos et	7.0			6.0	S
Approach LOS		С		10000	D			А		17. 6	Α	
Intersection Summary		10.30%		NE HOR	2.2.2.4	Contraction of the	-	Cardial .			MAR IN	
HCM Average Control D			14.0		HCM Le	vel of Se	ervice	111.5	В		1 - 1 - 1 M	A TIME
HCM Volume to Capaci	ty ratio	22	0.58		1	A L	10.	S.C.				
Cycle Length (s)		Yes all	100.0			ost time			8.0	5		Share -
Intersection Capacity Ut	tilization		65.5%	1	CU Leve	el of Ser	vice		В		_	1
c Critical Lane Group	15-6-16				CONTRACT OF				1 - A - A	199	HALL B	

kimleylvl7-ff51

HCM Signalized Intersection Capacity Analysis 2: Rittenhouse Street & New Hampshire Avenue

07/07/2005

an a	٦	-	~	7	5	*	+	*	t	1	1	L
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBT	NBR	SBL2	SBL
Lane Configurations	10,000	\$	Pola -				4	1	412		1.	-
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	W	4.0		187	4.0
Lane Util. Factor	5	1.00		1 1 1 1			1.00		0.95	and the second	and and	1.00
Frpb, ped/bikes		0.98					1.00		1.00		1.18	1.00
Flpb, ped/bikes		1.00	1				0.97	200	1.00		20. 12 14	1.00
Frt		0.96	1.0			<u>1</u>	1.00		0.99	15		1.00
Flt Protected		0.98					0.97		1.00		Internet in the	0.95
Satd. Flow (prot)		1724				19	1759		3493			1770
Flt Permitted		0.92					0.83		1.00		and the second second	0.95
Satd. Flow (perm)		1615	_				1492		3493		and and	1770
Volume (vph)	4	4	2	1	15	86	86	1	465	34	3	12
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	4	2	1	16	92	92	1	500	37	3	13
Lane Group Flow (vph)	0	11	0	0	0	0	201	0	537	0	0	16
Confl. Peds. (#/hr)	10	18 % 4	13	13	13	13	1000	10		14	14	14
Turn Type	Perm			2	Perm	Perm	7.			2	Prot	Prot
Protected Phases		4		a - 68 -	1 Start	100-0	8	2 -	1700	S. C. C.	14	14
Permitted Phases	4				8	8			2	a 1	19	Angen has
Actuated Green, G (s)		15.0	0 -				15.0	- 23	60.0	1925	11.11	10.0
Effective Green, g (s)		16.0	8			4	16.0		61.0		8	11.0
Actuated g/C Ratio		0.16					0.16		0.61		1. 1. 1.	0.11
Clearance Time (s)		5.0	246				5.0	1	5.0		r_{1}^{k}	5.0
Lane Grp Cap (vph)		258					239		2131			195
v/s Ratio Prot							(K		10701-201		18440	0.01
v/s Ratio Perm		0.01					c0.13		0.15			
v/c Ratio		0.04					0.84		0.25			0.08
Uniform Delay, d1		35.5					40.8		9.0			40.0
Progression Factor		1.00					1.00		0.86		7	1.00
Incremental Delay, d2		0.3					28.5		0.3		-	0.8
Delay (s)		35.8	1.1				69.3		8.0		×	40.8
Level of Service	-	D	3	1	1.	121 1	E	1.1	А		1, 1, 61	D
Approach Delay (s)		35.8				10	69.3		8.0			
Approach LOS	Ne la	D					E		А			
Intersection Summary	A ANALY									10000		
HCM Average Control E			13.2		HCM Le	vel of S	ervice		В	10.000000	Contra Decision	neiger.
HCM Volume to Capaci	ty ratio		0.64	-	19	will will					14	
Cycle Length (s)			100.0		Sum of I				8.0			1.1
Intersection Capacity Ut c Critical Lane Group	tilization		85.3%	1.1.5	CU Leve	el of Se	rvice	Stark.	D	1200		2 ⁶⁴ 74-8

HCM Signalized Intersection Capacity Analysis 2: Rittenhouse Street & New Hampshire Avenue

07/07/2005

	ŧ	1	*	*	4	141 582 - 141	
Movement	SBT	SBR	NWL	NWR	NWR2		Same Same
LanaConfigurations	↑ ₽		à		*	and a subsection	and the second
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		and the state of the
Total Lost time (s)	4.0	01/29/8978	4.0		4.0		
Lane Util. Factor	0.95		1.00		0.95	The state of the second second	The second
Frpb, ped/bikes	1.00		0.97		0.96		4 8
Flpb, ped/bikes	1.00		1.00		1.00		
Frt	1.00		0.88		0.85		10. A 10 A
Flt Protected	1.00		0.99		1.00		
Satd. Flow (prot)	3525		1566		1442		100 C
Flt Permitted	1.00		0.99		1.00		
Satd. Flow (perm)	3525		1566		1442		1
Volume (vph)	1453	33	11	46	6		STATE DEPARTMENT
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93		1. N. P
Adj. Flow (vph)	1562	35	12	49	6		
Lane Group Flow (vph)	1597	0	61	0	6	. · · · · · · · · · · · · · · · · · · ·	11.2 E & A & A & A & A & A & A & A & A & A &
Confl. Peds. (#/hr)		4	4	10	14		
Turn Type		0.0			custom		and the second
Protected Phases	and the second second	1000	an Ora		100		
Permitted Phases	6 14		10		2		2.21
Actuated Green, G (s)	75.0	-	10.0		60.0		and the second se
Effective Green, g (s)	76.0		11.0		61.0		
Actuated g/C Ratio	0.76		0.11		0.61		
Clearance Time (s)		1005	5.0	900 C 1000	5.0		
Lane Grp Cap (vph)	2679		172		880		
v/s Ratio Prot			25	2	10		1
v/s Ratio Perm	c0.45		0.04		0.00		
v/c Ratio	0.60		0.35		0.01	27 a 1	. Y 2008
Uniform Delay, d1	5.3		41.2		7.6		
Progression Factor	1.00		1.00		1.00	a	n da es
Incremental Delay, d2	1.0		5.6		0.0		
Delay (s)	6.3		46.9		7.7		jer -
Level of Service	А		D		A		
Approach Delay (s)	6.6		43.3	-	do. ⁶	5 G	
Approach LOS	А		D		THE REAL		
Intersection Summary		States a	S SALE	A CONTRACTOR	Called a Mo		
	and the second division of the				A REAL PROPERTY.		

HCM Unsignalized Intersection Capacity Analysis 5: Peabody Street & First Street

1,	٩	-	7	*	+	*	1	t	1	1	t.	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	-98- IV		4	2.5		4			4	artista.
Sign Control		Free			Free			Stop		-	Stop	and the second second
Grade		0%			0%	0		0%			0%	1
Volume (veh/h)	2	149	1	1	361	5	19	3	2	1	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (veh/h)	2	155	1	1	376	5	20	3	2	1	0	0
Pedestrians		2	64					1				1.0
Lane Width (ft)		12.0					a station	12.0		1000		IVE T
Walking Speed (ft/s)		4.0						4.0	100			4.8% p
Percent Blockage		0						0			-	
Right turn flare (veh)									100024		1	1.4 5.4
Median type		and the second second	1007	183	and the second se	8125	1 1 1	None	13110	1211	None	1.1
Median storage veh)											and the second s	1.44
Upstream signal (ft)					351	1.1.1.2			1	4.3	120610	and the
pX, platoon unblocked				1.1.1.1						1.1	1.1	1.1.1.1.
vC, conflicting volume	381			157			544	544	157	544	542	381
vC1, stage 1 conf vol								0.000			- 1. F	1 - 1
vC2, stage 2 conf vol		-									0.00	
vCu, unblocked vol	381			157			544	544	157	544	542	381
tC, single (s)	4.1	0.00		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			14	о <u>у</u>			÷				1. Sec.	14) ¹⁰ 44 ⁴ - 1
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	99	100	100	100	100
cM capacity (veh/h)	1177			1421	all and the		448	445	888	445	446	665
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			ACCESSION OF				Sn Handride	e attal
Volume Total	158	382	25	1	Fight S		(Propage)	2 PT - 5	AL TH	末で、 天市	1269.20	Regen
Volume Left	2	1	20	1	31						181	
Volume Right	1	5	2	0		1	Nan			1 100	1	
cSH	1177	1421	467	445	: Ex	Since Con						
Volume to Capacity	0.00	0.00	0.05	0.00		i su a como				- and the second		1
Queue Length (ft)	0	0	4	0	1							
Control Delay (s)	0.1	0.0	13.1	13.1	1. 377	1	3	39.00	HI CT			
Lane LOS	A	A	В	В	100	2						200
Approach Delay (s)	0.1	0.0	13.1	13.1	COLOMB COLOMB			later and				
Approach LOS			В	В			-	14			- 3	
Intersection Summary	NO-32			23.3	HILL	State Sta		100			2018	Tellow
Average Delay		William Street	0.7	- Tr 2		Cardina - Series	2	- COM		- Andrews	A)	dict state
Intersection Capacity Ut	ilization	ו	31.1%	10	CU Leve	el of Ser	vice		А	1000 miles		er.

HCM Unsignalized Intersection Capacity Analysis 7: Peabody Street &

	3	-	-	*	•	4				
Movement	EBL	EBT	WBT	WBR	SEL	SER				
Lane Configurations		र्भ	1	1 A STATE	¥	2.100		8027 - 7 G G	46 - 1	二 二 二 二 二 二
Sign Control		Free	Free		Stop					a second
Grade		0%	0%	Sec. 23.	0.01				42. 11.	
Volume (veh/h)	2	5	6	355	131	5			č	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	1.1			1
Hourly flow rate (veh/h)	2	5	7	386	142	5	×			
Pedestrians			k.	Ø 18				1.		9 - E. M. C. C. S.
Lane Width (ft)		2.27			1.5. 2.4.2.5		the local		In the second	
Walking Speed (ft/s)					1. 199	10 ⁴ (10)				1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
Percent Blockage					att.					
Right turn flare (veh)			2	+ 44 A.		1	14	107	1	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
Median type					None	an an Set			in t	
Median storage veh)	17		1.14			100		1.1	1.1.1	4.5
Upstream signal (ft)			569			2754 W 10				
pX, platoon unblocked			12	17 - P		and the second			1.4.8	
vC, conflicting volume	392	100			209	199	1000	2.000	3 - 21	STATES VER
vC1, stage 1 conf vol	1-030500									
vC2, stage 2 conf vol			199.00	1					1.1.2	
vCu, unblocked vol	392			1.1	209	199	1 0		220 R	1.62
tC, single (s)	4.1		12		6.4	6.2		A CONTRACTOR OF		
tC, 2 stage (s)			1	10	1.1.1.1.1.1.1.1	2.4	1.1		- 127 J	
tF (s)	2.2		-		3.5	3.3			2010	(10) (10) (10)
p0 queue free %	100		1	100	82	99			1.12.23	4
cM capacity (veh/h)	1166		1100		778	842	201 2 20	-		18.1.
e de la companya de l			1993 A 1994 A			active -				Luci shin
Direction, Lane #	EB 1	WB1	SE 1	8 0	In Stat					
Volume Total	8	392	148			in the second			12	1 () () () () () () () () () (
Volume Left	2	0	142						1973	1
Volume Right	0	386	5							
Contraction of the second seco	1166		780			10	i.			Č.
Volume to Capacity	0.00	0.23	0.19	100 mar	and the second	Aug. St.	in the			- line of the second
Queue Length (ft)	0	0	17	4100					1 S 10 -	A
Control Delay (s)	2.3	0.0	10.7							
Lane LOS	Α		В	ne Deserves		1.534		12V S	9 4	Ben V.A
Approach Delay (s)	2.3	0.0	10.7							
Approach LOS			В	div d'		01 				a de litera
Intersection Summary	E AL			California Science	10010-912-9	HEA STORE	ar. 61997. 1997. 1	in contraction of the		AUT OF ALL
Average Delay			2.9	erace States	100	3972.5	*arc1	1		3. 18 m 1.
Intersection Capacity Ut	ilization	1	39.1%		ICU Lev	el of Serv	vice	A	C V	

HCM Unsignalized Intersection Capacity Analysis 8: Rittenhouse Street & Sligo Mill Road

07/07/2005

	_	→	7	F	+	۲	3	*	1	4	*	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					\$			4			4	12741356
Sign Control		Stop		Contraction of the second	Stop	113102	14 164	Stop	-	194	Stop	ALL AND
Volume (veh/h)	0	0	0	18	133	6	1	6	8	7	8	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (veh/h)	0	0	0	21	158	7	1	7	10	8	10	18
Direction, Lane #	WB 1	NE 1	SW 1			11-200	1465 15	1		12012	12 99-11	
Volume Total (vph)	187	18	36								13	14 9.0-
Volume Left (vph)	21	1	8	FUX . F	100	- wan Bill				NWR S	E Pres	2158
Volume Right (vph)	7	10	18									100
Hadj (s)	0.0	-0.3	-0.2	1	N STA	Window W	1400	12-2-4-3	aligi SZA	Colat In	A PHOLES	21.25
Departure Headway (s)	4.0	4.0	4.1			Sec.	-					- 8 e-
Degree Utilization, x	0.21	0.02	0.04					- ALINA	PRESS		a Kee	A USE
Capacity (veh/h)	876	844	844						3-1			N A
Control Delay (s)	8.1	7.1	7.3	12 37	a fait	ALS ALS	1. 2. 16.	E STATE	1.1.1.1	-	4 LIPON	THE REAL
Approach Delay (s)	8.1	7.1	7.3		1	1. E						
Approach LOS	Α	Α	A	1 37		Change and				8 36 7 1	112	- ALLER
Intersection Summary		Sec file		- Series	STALLE.		AL UNIT	N NO P	CALLER N	SASSIE!		Sec.
Delay	the second	The state	7.9	a gur?	17-35	The Bal	H 876		N TAK			
HCM Level of Service			A		Y	100						1.1
Intersection Capacity Ut	ilization		24.6%	1	CU Leve	el of Ser	vice	STREET,	А	anter fil	and the second	1000

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HCM Unsignalized Intersection Capacity Analysis 10: Chillum Place & Sligo Mill Road

	_	-	-	۲	6	~			
Movement	EBL	EBT	WBT	WBR	SWL	SWR	and the second		
Lane Configurations	0.0	र्भ	ţ,		Y				
Sign Control	11	Free	Free		Stop				
Grade		0%	0%		0%				
Volume (veh/h)	13	131	312	7	8	19		West and the	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85			
Hourly flow rate (veh/h)	15	154	367	8	9	22			
Pedestrians		10000	10000		18	×.			
Lane Width (ft)					12.0			An of the local set	80
Walking Speed (ft/s)					4.0				
Percent Blockage			1.1		2		SALE WILLOS		
Right turn flare (veh)									
Median type	and the second	and the second		X	None			11 - 11 - 11	
Median storage veh)									
Upstream signal (ft)	are a second				1.5	The second second			
pX, platoon unblocked									
vC, conflicting volume	393				574	389			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol							ALL NOT		
vCu, unblocked vol	393				574	389			
tC, single (s)	4.1				6.4	6.2			
tC, 2 stage (s)									
tF (s)	2.2	1.000		1.0	3.5	3.3		007	STYL ME
p0 queue free %	99				98	97			
cM capacity (veh/h)	1148				467	649			Val Par
Direction, Lane #	EB 1	WB1	SW 1	Sec. 1		A STATES			
Volume Total	169	375	32	-				No. of Lot	1
Volume Left	15	0	9						
Volume Right	0	8	22				1		
cSH	1148	1700	582						
Volume to Capacity	0.01	0.22	0.05		3.5		gained and		The second second
Queue Length (ft)	1	0	4						
Control Delay (s)	0.8	0.0	11.5			and the second second			and the second second
Lane LOS	A		B				110 - 5	and the second second	
Approach Delay (s)	0.8	0.0	11.5	100	No.				
Approach LOS		0.0	В						
Intersection Summary	No. al la		1-5-50	- Ashe	RS STR		and the second second		Contraction of the second
Average Delay			0.9						
Intersection Capacity Ut	ilization	1	29.9%	ŀ	CU Leve	el of Service		A	

HCM Unsignalized Intersection Capacity Analysis 16: Quackenbos Street & New Hampshire Avenue

1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 -	1	*	1	*	1	Ļ						5 - 5 - 1 5	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	Contraction of	Contract of		19100		and the second	Hall
Lane Configurations	M	4	41		Acres	41	3.27.9		711	94	1	18473	1. 1
Sign Control	Stop		Free			Free							and the second
Grade	0%		0%	1		0%			~		1	- ei.	100
Volume (veh/h)	1	7	418	5	5	1187							
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81						14. S.S.	Sec. Pro-
Hourly flow rate (veh/h)	1	9	516	6	6	1465							
Pedestrians	1			10	· · · ·	1	. 5	÷		1		i.	43. S. S.
Lane Width (ft)	12.0	den den		- Harris		12.0							
Walking Speed (ft/s)	4.0			1	1. 24 H	4.0		7				18	a ser day
Percent Blockage	0			and a state	design of the line	0							alactication of a
Right turn flare (veh)						1.1	- At			2	2516	S. C.	Sec.
Median type	None	-			an an an Allan I a	in a second	-2. 0						
Median storage veh)			(7 ¹⁰)		19 3	130			1.	ati)	24	24.55	
Upstream signal (ft)	100		410		- And	598	1000						- (13) 14 (St 1988)
pX, platoon unblocked	0.81		1	al de la	24 C	4	4		2 1	100			14
vC, conflicting volume	1265	263			523	in the second		240					
vC1, stage 1 conf vol			1 P 2	4125.4	1.	1.00	14		1.00	1 I I	1.00		1.5255
vC2, stage 2 conf vol													
vCu, unblocked vol	1088	263		61. ¹	523	-	57 ₁₀ 1					T. Surk	No.
tC, single (s)	6.8	6.9			4.1		30. I.i						a talianta di .
tC, 2 stage (s)			h for the	18		1.Sec. in	14 miles				12	12.00%	1.014
tF (s)	3.5	3.3			2.2								A
p0 queue free %	99	99		÷ /	99	2.7.67	*** _{**}	2202	2.3	a (* 1		5.0	100
cM capacity (veh/h)	168	734			1039								the first
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	e r sineraa			i an Litt			-	
Volume Total	10	344	178	495	977	1.00	2000	2801	N 34		15 33		3 1 3 2
Volume Left	1	0	0	6	0	1.1		-			12	-	Sel.
Volume Right	9	0	6	Ő	0				-		eronden.	1000	2012
cSH	517	1700	1700	1039	1700		197 P		-		11	5 - 2	. A. 641
Volume to Capacity	0.02	0.20	0.10	0.01	0.57	-	dini-			1			- esti-
Queue Length (ft)	1	0	0	0	0			3	-			1	20
Control Delay (s)	12.1	0.0	0.0	0.2	0.0	and the basis							
Lane LOS	В		North Les	statement of the local division of			e s	10	8				2.12
Approach Delay (s)	12.1	0.0		0.1			in the second	-					
Approach LOS	В	0.0		12			1					12	1.0
	1- 	No. of Contraction	- Advintor	1.12.7 15		991	distance.	-	the state of the second	-	-	at	1.1.9.23.
Intersection Summary	N 11 100			191-19-19	and the second se		712 C			Contraction of the		100	NY THE
Average Delay		-	0.1	1.1.5M PO1511	0111	1 . (0	- A. C.	24			9		1.1
Intersection Capacity Ut	ilization		53.0%	I	CU Leve	el of Ser	vice		A	•			30.00

	٠	-	7	1	-	*	1	t	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	4		2	4	2		412	201 248		41	1.1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		8	4.0		÷.	4.0	194
Lane Util. Factor		1.00			1.00			0.95	_		0.95	
Frpb, ped/bikes		1.00	25		1.00	a		1.00			1.00	14 F
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99	1.03	<u>A</u> -	1.00			1.00	1.15
Fit Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1835	1.2	11.2	1826		21.4	3534		1. Pr.	3525	
Flt Permitted		0.95			0.92			0.95			1.00	
Satd. Flow (perm)		1748		18-174 - 5-1 - 18-18	1684	e manada Si		3366		n SRC Constantino (SRC Co	3525	Ø - 51
Volume (vph)	43	270	16	18	111	12	6	1206	8	0	639	14
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	287	17	19	118	13	6	1283	9	0	680	15
Lane Group Flow (vph)	0	350	0	0	150	0	0	1298	0	0	695	0
Confl. Peds. (#/hr)	4		7	7		4	4		1	1		4
Turn Type	Perm			Perm		whether is she	Perm	1990 - S.	1	Perm	1 33	
Protected Phases		4			8	1115		2	and the	Section of	6	Contraction of the
Permitted Phases	4	3.5		8	- Bernard	S Alm M	2	8 g		6.	198.14	14 13
Actuated Green, G (s)		25.0			25.0		Constanting of the	65.0			65.0	
Effective Green, g (s)		26.0		100	26.0	ka		66.0		der t	66.0	3
Actuated g/C Ratio		0.26			0.26	and the second sec		0.66	1.		0.66	A CONTRACTOR
Clearance Time (s)		5.0			5.0	States -		5.0	Sec. She	5°	5.0	
Lane Grp Cap (vph)		454		1.0	438	Content of	1.5	2222		1000	2327	
v/s Ratio Prot				16	11-22	at second		1	- 2000) is	-	0.20	1 1
v/s Ratio Perm		c0.20	outino en e	Contraction of the second	0.09	-	- Miles	c0.39		and the second second		
v/c Ratio	1	0.77	27 A _ 2	9	0.34	1. A.	1 () 928 -	0.58			0.30	
Uniform Delay, d1		34.2			30.1	Andrew Markers Mark		9.4			7.2	- and a state of the
Progression Factor		1.00	1		1.00	the standing of the standing o		1.00	2 2		0.77	100
Incremental Delay, d2	2549-20-20-20-20-20-20-20-20-20-20-20-20-20-	12.0			2.1			1.1			0.3	3 A A
Delay (s)		46.2		12.1	32.2	S. HASEN	17 - C	10.5			5.9	
Level of Service		D		11	С		-	В			A	
Approach Delay (s)		46.2		- 97 j	32.2	11-38-3	12.00	10.5		с. – с	5.9	200
Approach LOS		D			С			В			A	
Intersection Summary		and the second		- 4. 2	- weight		7.500				and a second	
HCM Average Control D)elay		15.5	H	ICM Le	vel of Se	ervice		В			
HCM Volume to Capaci		4	0.64		4		18/12/1			8		4
Cycle Length (s)			100.0			ost time			8.0			
Intersection Capacity Ut c Critical Lane Group	ilization	1	79.8%	1	CU Leve	el of Ser	vice		C			

	٢		~	7	5	1	+	*	1	t	1	
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2
Lane Configurations	18	4		1997 - 19			4		17 - 17 - 18 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	41	1. 244 PCF 98	Sugar Star
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	1.1	4.4	set à		4.0	1.1		4.0		1.242
Lane Util. Factor		1.00					1.00			0.95		
Frpb, ped/bikes		0.98	10.0		L. Am. R		0.99	5		1.00	· · · · · · · · · · · · · · · · · · ·	-1.1.25
Flpb, ped/bikes		1.00				a da ditada a ta	0.98	X M	1991	1.00		
Frt		0.96	16	- 9	Prince de	4	0.96	A. A.		0.99	- 20	- m - 100 - 4
Fit Protected		0.99	9 A 78				0.98	1.00		1.00		O''
Satd. Flow (prot)	S	1725			Sec. 18 M	1.200	1694		100	3503		
Flt Permitted		0.93	5.0	10	and the start of the second		0.87			0.86		
Satd. Flow (perm)	- 10 M	1631	1. C	24	1. J. C. P.		1511		1. A. W.	3021		10 184
Volume (vph)	14	26	10	7	3	45	33	39	2	1392	79	9
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	14	26	10	7	3	45	33	39	2	1406	80	9
Lane Group Flow (vph)	0	57	0	0	0	0	120	0	0	1488	0	0
Confl. Peds. (#/hr)	10		13	13	13	13		10	4		14	14
Turn Type	Perm		-		Perm	Perm	N. E. L	c	ustom	1 (F)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Prot
Protected Phases		4	and direct				8			-11.11-		14
Permitted Phases	4			1.5	8	8	1.		2	2		
Actuated Green, G (s)		15.0			- districted	in de la come	15.0	and the state	1-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	60.0	in the state	Norskirsjus
Effective Green, g (s)		16.0			,	8	16.0	1.1	that P los	61.0	100	24 "
Actuated g/C Ratio		0.16			and all an a	- Manimar	0.16			0.61	de the della	and the second
Clearance Time (s)		5.0	Sec.	10. 20 St.		S. le .	5.0	1 2.1	Second.	5.0	1 4 44	1.1
Lane Grp Cap (vph)		261		1.1	-		242	-		1843		
v/s Ratio Prot	1.1	1		8.00	4.0	e 1980 ja	1111			(R	525	195
v/s Ratio Perm		0.03				- 12 I P.C.	c0.08			c0.49	1.1.1	Constant and the
v/c Ratio		0.22					0.50	1 in 1997		0.81		Pi he
Uniform Delay, d1		36.6		1.1	1.5		38.3			15.0	L	No.
Progression Factor		1.00	5.11			1.1.1	1.00			0.66		a de M
Incremental Delay, d2		1.9					7.1	100	20	3.5	L. B. Star	101
Delay (s)	<u> </u>	38.5	·	1			45.4	1.1		13.4	4. 9.	
Level of Service	125	D	i				D		200	В	X U.G	Contraction of
Approach Delay (s)		38.5	, s., d	16. C	- 9	1	45.4		station	13.4	100	2 H V -
Approach LOS		D	int many				D			В		
Intersection Summary			Sales - P		ingen er ser	Description of the	19-25 - 25 - 25 - 25 - 25 - 25 - 25 - 25	er anna a		ar menne		100.00
HCM Average Control D	Delay		15.9		HCM Le	vel of S	ervice	1.15.0	В		-	1550
HCM Volume to Capaci		3	0.73	A Par		4		4	197	10 V.	. N	10
Cycle Length (s)			100.0	Call Marine	Sum of l	ost time	e (s)		12.0			51.1
Intersection Capacity Ut	tilization	7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	99.4%		CU Leve			100 - 50	. E	12.	22.2	100
c Critical Lane Group										11,		

07/07/2005	5
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	L.	1	1	*	*	4		5 98 ⁹		n
Movement	SBL	SBT	SBR	NWL	NWR	NWR2	in a spectrum to	an di san an sa	ALC: N	and the second
Lane Configurations	3	† Þ		à	a en en ser	1		the second second second		and the second second
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	C.1	100 C		
Total Lost time (s)	4.0	4.0	E.	4.0	5 9	4.0		00 A S	-1	1
Lane Util. Factor	1.00	0.95		1.00		0.95				1.6 2. 5.1
Frpb, ped/bikes	1.00	1.00		0.96	14.00	0.96	N			$(\sigma_{a}, \mathcal{L})^{p} = \{ x^{(p)} \}$
Flpb, ped/bikes	1.00	1.00		1.00		1.00				
Frt	1.00	1.00		0.86	-	0.85				46.5
Flt Protected	0.95	1.00		1.00		1.00				
Satd. Flow (prot)	1770	3520		1531	180	1442	N. A.		· · · · · · · · · · · · · · · · · · ·	and the second
Flt Permitted	0.95	1.00		1.00		1.00				
Satd. Flow (perm)	1770	3520	1	1531		1442		Like Star		2.005
Volume (vph)	58	599	18	4	100	15	28			
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99		2.12		
Adj. Flow (vph)	59	605	18	4	101	15				
Lane Group Flow (vph)	68	623	0	105	0	15	<i>1</i> 1			10 N. 18
Confl. Peds. (#/hr)	14		4	4	10	14				
Turn Type	Prot		s.,			custom	1	- 10 Aug (1	1960 1 1	ant where a
Protected Phases	14									
Permitted Phases		6 14		10		2	the second		11	The second second
Actuated Green, G (s)	10.0	75.0		10.0		60.0				
Effective Green, g (s)	11.0	76.0	454	11.0	ALC DE	61.0	4-1	「「「「「」	24	in the second
Actuated g/C Ratio	0.11	0.76		0.11		0.61				
Clearance Time (s)	5.0	the second	here al	5.0	A. Cart	5.0	T R. sti	and the second second	and the	
Lane Grp Cap (vph)	195	2675		168		880	W1			Sec. 1
v/s Ratio Prot	0.04		18 10 1		20			100 M.C.		A State
v/s Ratio Perm		0.18		c0.07		0.01				
v/c Ratio	0.35	0.23		0.62	₽~;;	0.02		a a lister of		8
Uniform Delay, d1	41.2	3.5		42.5		7.7				
Progression Factor	1.00	1.00		1.00	2.1.5	1.00				ing di la
Incremental Delay, d2	4.9	0.2		16.3		0.0			-	
Delay (s)	46.0	3.7		58.8	901 (De 1997)	7.7	4-9°			
Level of Service	D	А		E		А				
Approach Delay (s)	11	7.9		52.4	3.2.3		12		47	
Approach LOS		А		D			1			
Intersection Summary	A THE	10		AN LEL	and the second second	and the second	A shere		Contraction of the	
and the second s		1	and the second second	and the second	And in case of the local division of the loc	1.11			H706 - 149	AD BRACK BEADS

HCM Unsignalized Intersection Capacity Analysis 5: Peabody Street & First Street

(ew	٩	-	7		+	*	1	1	1	5	4.1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	ang sa sa		4	2.1		4			\$	
Sign Control		Free			Free			Stop			Stop	
Grade		0%		2.4	0%	122	199	0%	1. G		0%	
Volume (veh/h)	4	253	6	2	131	0	9	0	4	4	1	4
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (veh/h)	5	333	8	3	172	0	12	0	5	5	1	5
Pedestrians		2		· · · ·	34			1				1.
Lane Width (ft)		12.0			A			12.0				
Walking Speed (ft/s)		4.0			143 18			4.0				
Percent Blockage		0						0			N	
Right turn flare (veh)			Sec. 41	1974	- Carton	2	94 - C		in is	2.5	1.1	1.1.5.8
Median type		-		100				None		ti di si	None	
Median storage veh)				10.00	. Alert	(* ⁽¹⁾⁾	2.400.	11/////sepair/2/955/m	- S.	(Dec	102.50	12 ¹ 0 ²
Upstream signal (ft)			2		351							10.00
pX, platoon unblocked	a 11					1983 - L	100		1 4 2	(e) = (a)		12
vC, conflicting volume	172		120.00	342			534	526	338	530	530	174
vC1, stage 1 conf vol	A CONTRACT		5 2 8	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		19 2 1		200	1. 18.		1. 14 . 18	y 46
vC2, stage 2 conf vol		5		1. Der		ution a	1.00		1000			
vCu, unblocked vol	172		- 40 p. j.	342		41.84	534	526	338	530	530	174
tC, single (s)	4.1			4.1	-F	34 A. MIL	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)					13 - 18 M	1. S. S. S.		с			- 14 B	a na sa
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100	And States		97	100	99	99	100	99
cM capacity (veh/h)	1405			1216	-		450	454	704	454	451	868
Direction, Lane #	EB 1	WB 1	NB 1	SB 1				1. A. A. F.	-	and a second second		NTT 1 73
Volume Total	346	175	17	12	mittelett,	C.	1.4.4.1	137	29.94	<u>831) (81 (81)</u>	the state of the s	
		3	12	5		an Surge			1.200	-1	Contraction of the	
Volume Left	5	-	a de la compañía de la				-	14	A mereleven and the			4
Volume Right	8	0	5	5			-9709-01			_		
cSH	1405	1216	506	575 0.02	24	5		_		-		1997 B
Volume to Capacity	0.00	0.00	0.03		16	1		_	e			
Queue Length (ft)	0	0	. 3	2		the same	St		1		-2	-
Control Delay (s)	0.2	0.1	12.4	11.4		5			112.00			- 00000
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	0.1	12.4	11.4			10					1.000
Approach LOS		10. 2	B	В		a de	ator -				A. SAS	and a
Intersection Summary	2 STATE			States of the		and a second	日日期	President State		和研究	all the second	TO BE
Average Delay		200	0.8	34	2.5	and the star	44.9 2	Cabo non	1.00	5 39	14 S.	
Intersection Capacity Ut	ilizatio	n	30.4%	1	CU Lev	el of Se	rvice		A			

HCM Unsignalized Intersection Capacity Analysis 7: Peabody Street &

	3	-	+	*	*	\$			
Movement	EBL	EBT	WBT	WBR	SEL	SER		A Startes	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane Configurations		4	ţ,		Y				
Sign Control		Free	Free	Are Steran	Stop				
Grade		0%	0%		0%				
Volume (veh/h)	2	5	6	355	131	5		· · · · · · · · · · · · · · · · · · ·	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (veh/h)	2	5	7	386	142	5	-		
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage		di i					1		
Right turn flare (veh)									
Median type			1. 1. 2	See 1	None	Service and the service of the servi			
Median storage veh)									
Upstream signal (ft)	121		569	81. 18	212.0				
pX, platoon unblocked									
vC, conflicting volume	392			100	209	199			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
vC1, stage 1 conf vol									
vC2, stage 2 conf vol							1.0		
Cu, unblocked vol	392				209	199			
tC, single (s)	4.1				6.4	6.2			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	100				82	99			
cM capacity (veh/h)	1166				778	842			
Direction, Lane #	EB 1	WB 1	SE 1		at so in the		State Street	A State	
Volume Total	8	392	148			NATURA ST			and the second second second
Volume Left	2	0	142						
Volume Right	0	386	5	3					The second
cSH	1166	1700	780						
Volume to Capacity	0.00	0.23	0.19				11.013		
Queue Length (ft)	0	0	17						
Control Delay (s)	2.3	0.0	10.7		Internet internet		00 00		
Lane LOS	Α		В						
Approach Delay (s)	2.3	0.0	10.7				S and a	Carlor Increased	
Approach LOS		-04	В						
ntersection Summary	STRA PA		Corner &	S-1-2	al termine			- Hereit and the second	
Average Delay			2.9						
Intersection Capacity Uti	ilization	1	39.1%	ŀ	CU Leve	el of Service		A	

HCM Unsignalized Intersection Capacity Analysis 8: Rittenhouse Street & Sligo Mill Road

	_	-	7	F	+-	۲	1	*	1	6	*	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					4	- X-		4	21 414 1	10 M A	4	
Sign Control	A CONTRACT	Stop	-164078	No.	Stop	and the second	Cars Rit	Stop	E.S.S.	22.00	Stop	English -
Volume (veh/h)	0	0	0	6	26	7	5	11	66	16	8	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (veh/h)	0	0	0	6	28	7	5	12	70	17	9	6
Direction, Lane #	WB 1	NE 1	SW 1	1.281	and the second second			1945	A TALL			
Volume Total (vph)	41	87	32	1.1	7.72	A A A A A A A A A A A A A A A A A A A	5.8	2 X -			S. 3765	5 38 S.
Volume Left (vph)	6	5	17	a Pull	2100 MWN	The Second	CONSTRAINT.	11	S. S.	4. 唐月		
Volume Right (vph)	7	70	6	1	2 2.20	10 - R.	-				1.1	199
Hadj (s)	0.0	-0.4	0.0	12 21	and the second second	1.18167	al a st		Net al		the second	STREE S
Departure Headway (s)	4.1	3.6	4.1	1947 -	- 34	1. 1. 22			1. S. L. L.	1	1	3
Degree Utilization, x	0.05	0.09	0.04	-		11 Miles Mil	-Wasse	and the second	26.53	1		State of the second
Capacity (veh/h)	855	982	867	121	NYS -	12.0			-	S	10.00	
Control Delay (s)	7.3	6.9	7.2	-7.6		1. S.M.S.	149.31	Charles and		1223		1200
Approach Delay (s)	7.3	6.9	7.2		1922	1.942 37	50 - C		4.8		a di	23
Approach LOS	Α	Α	Α	Ten St			10.31		M. Sal		SE-	1.5.20
Intersection Summary	1 61 120		194 e 10		N. BERRY							
Delay		Contraction of the	7.1		Section Section	244 Lan			Cont of	- 3.50	2200	and the second
HCM Level of Service			Α	it it has			63		16		14	
Intersection Capacity Ut	ilization	and state	16.7%	1	CU Lev	el of Ser	vice	Sopi a	Α		AL MIRAN	and the

HCM Unsignalized Intersection Capacity Analysis 10: Chillum Place & Sligo Mill Road

		_	+	۲	6	1			
Manager	EDI	COT	WDT	WDD	014/1	OWD	And Designed to the other	CHICKNE ALCOHOLD	Strates.
Movement	EBL	EBT	WBT	WBR	SWL	SWR			
Lane Configurations	100	٩ ۴	4		Y	Concernance of the second	and the second		a second
Sign Control		Free	Free		Stop				11
Grade		0%	0%		0%	-	-		and the states
Volume (veh/h)	62	270	143	8	10	5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			1 A
Hourly flow rate (veh/h)	65	281	149	8	10	5			1
Pedestrians	100			3	18		Sa. 53.		
Lane Width (ft)					12.0				
Walking Speed (ft/s)				A. Second	4.0	8		12	1000
Percent Blockage					2				
Right turn flare (veh)			1	- 58 A	the the				
Median type				and the second	None				
Median storage veh)			8	1.11	1940 B. 18	4	12 C		and the second sec
Upstream signal (ft)									
pX, platoon unblocked				14.2				2 .	1
vC, conflicting volume	175	100	1.0		582	171		1	
vC1, stage 1 conf vol				1 × 1		Strendy.	N.	W state of	1.00
vC2, stage 2 conf vol				10 10					Contraction of the
vCu, unblocked vol	175		100	de la	582	171		1.	The second second
tC, single (s)	4.1	-			6.4	6.2			
tC, 2 stage (s)					and the second se	41. 1949			
tF (s)	2.2				3.5	3.3	1.15		and the state of t
p0 queue free %	95				98	99			172-
cM capacity (veh/h)	1380		and a	1.1.1	446	860	- 11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	1000	the second second
	101				440	000	1946 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -		
Direction, Lane #	EB 1	WB1	SW 1	1918	THE DESIGNATION				
Volume Total	346	157	16						1000123100
Volume Left	65	0	10		1.1	6			
Volume Right	0	8	5						
cSH	1380	1700	532	101	2. 7.	-		8	8. S.
Volume to Capacity	0.05	0.09	0.03		110-112-15				and the second
Queue Length (ft)	4	0	2			-			1000
Control Delay (s)	1.8	0.0	12.0				1.		and the second
Lane LOS	A		В						1.1
Approach Delay (s)	1.8	0.0	12.0						- F
Approach LOS	1.5		В		1.2	Nr and State		41 32	11.11.11.11.11.11.11.11.11.11.11.11.11.
		S.,	10-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1			Page - Are in			and the star
Intersection Summary	8.20	Sector Sector	NOLUMPIC	Man and a			14 A	E STORE SHERE	Pater and a second
Average Delay			1.6		A pla	411-	-877#.05		and the second se
Intersection Capacity Ut	ilization		42.4%	10	CU Lev	el of Servi	ce	A	

HCM Unsignalized Intersection Capacity Analysis 16: Quackenbos Street & New Hampshire Avenue

	1	*	1	1	1	Ļ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	Y	30-3%	† Þ			41	Contraction and the second sec	
Sign Control	Stop		Free		19.20	Free		
Grade	0%		0%			0%		20.201.2
Volume (veh/h)	4	3	1115	4	3	517		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		<u>بر المحمد ال</u>
Hourly flow rate (veh/h)	4	3	1253	4	3	581		128.5
Pedestrians	. 1					1		
Lane Width (ft)	12.0					12.0		
Walking Speed (ft/s)	4.0		18 m.			4.0		And a start of the second
Percent Blockage	0	and the	- Maria		1000 - 11	0		and a state of the
Right turn flare (veh)					6		11. St.	
Median type	None	100			2		1	1.12 AVE.
Median storage veh)								1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Upstream signal (ft)	100	1.25	410			598		100 A.
pX, platoon unblocked		2						1. 2. 4
vC, conflicting volume	1553	631			1258	1.000		
vC1, stage 1 conf vol						1.	- 845	
vC2, stage 2 conf vol		1721197	0.00		12.20	1 1 1 2	the second s	Tan and the second
vCu, unblocked vol	1553	631	4		1258		14	1. S. S. 2. 2.
tC, single (s)	6.8	6.9	-		4.1			
tC, 2 stage (s)							1 A 1	and the state
tF (s)	3.5	3.3	abs		2.2			Maria and a start of the
p0 queue free %	96	99			99			1 Same
cM capacity (veh/h)	103	423	2		548	-	a second second second	and the second
STATE ACTOR PORTS AND A STATE	1	ALL ALL		CD 4		82		ananan sarah
Direction, Lane #	WB1	NB 1	NB 2	SB 1	SB 2	A A A A A A A A A A A A A A A A A A A		
Volume Total	8	835	422	197	387			
Volume Left	4	0	0	3	0		- E	
Volume Right	3	0	4	0	0			
cSH	153	1700	1700	548	1700		A state of the sta	and the same
Volume to Capacity	0.05	0.49	0.25	0.01	0.23	an ora ê		12.5. The 1997
Queue Length (ft)	4	0	0	0	0			
Control Delay (s)	29.8	0.0	0.0	0.3	0.0		all a constant	
Lane LOS	D			A			×	
Approach Delay (s)	29.8	0.0		0.1				10
Approach LOS	D					to attac a	G	Sec. 1 Sec.
Intersection Summary	R.P.S.				I CARLE		And the second	
Average Delay	v 1985	2 08 3	0.2		1.2.3	4		이 이 이 나라가
Intersection Capacity Ut	ilization	í i	45.1%	10	CU Leve	el of Ser	vice A	

	٦	→	*	4	+	×	1	Ť	1	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100 - CO-	\$			\$			414			41	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes	deres 1	1.00	- 14 () 		1.00			1.00			1.00	
Frt		0.98			1.00			1.00			1.00	
Fit Protected		0.99			1.00			1.00	17 Jan		1.00	
Satd. Flow (prot)		1813			1854			3530			3522	
Flt Permitted		0.90			0.97			0.89	ala see		1.00	
Satd. Flow (perm)		1641			1809			3140			3522	14
Volume (vph)	17	91	16	26	328	1	17	440	2	0	1188	32
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	18	94	16	27	338	1	18	454	2	0	1225	33
Lane Group Flow (vph)	0	128	0	0	366	0	0	474	0	0	1258	0
Confl. Peds. (#/hr)	4		7	7		4	4		1	1		4
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			65.0			65.0	
Effective Green, g (s)		26.0			26.0			66.0			66.0	
Actuated g/C Ratio		0.26			0.26			0.66			0.66	
Clearance Time (s)		5.0		_	5.0	_	_	5.0		_	5.0	
Lane Grp Cap (vph)		427			470			2072			2325	
v/s Ratio Prot											c0.36	
v/s Ratio Perm		0.08			c0.20			0.15				
v/c Ratio		0.30			0.78			0.23			0.54	
Uniform Delay, d1		29.7			34.3			6.8			9.0	
Progression Factor		1.00			1.00			1.00			0.60	
Incremental Delay, d2		1.8	11	100	12.0	A Section	103 13	0.3	-	v din	0.7	See.
Delay (s)		31.5			46.4			7.1			6.1	
Level of Service		С			D			A		0.82.2.1	A	5. 50 T
Approach Delay (s)		31.5			46.4			7.1			6.1	
Approach LOS		С	1		D			А			А	12
Intersection Summary	- R - B			a little	1822		100 H 100		-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1			nere e
HCM Average Control D			14.4	H	ICM Le	vel of Se	ervice		В			
HCM Volume to Capacit	ty ratio		0.61							-		
Cycle Length (s)	-		100.0	1.7.0	Street with the Party of the	ost time	NUMBER OF STREET		8.0		24.8	
Intersection Capacity Ut	ilization		67.6%	H	CU Leve	el of Sei	vice		В	_		
c Critical Lane Group					2002							

	۶	-	~	7	5	4	+	*	1	1	1	L.
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBT	NBR	SBL2	SBL
Lane Configurations		\$					\$	toon-Whe-r	4î þ			à
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		4.0
Lane Util. Factor		1.00					1.00	um - 500-1010-	0.95		V-0.58	1.00
Frpb, ped/bikes		0.98				1002577	1.00		1.00			1.00
Flpb, ped/bikes		1.00					0.97		1.00			1.00
Frt		0.96					1.00		0.99			1.00
Flt Protected		0.98					0.97		1.00			0.95
Satd. Flow (prot)		1724					1759		3493			1770
Flt Permitted		0.92					0.83		1.00			0.95
Satd. Flow (perm)		1608				<i>.</i>	1492	_	3493	_		1770
Volume (vph)	4	4	2	1	16	89	89	1	484	35	3	12
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	4	2	1	17	96	96	1	520	38	3	13
Lane Group Flow (vph)	0	11	0	0	0	0	210	0	558	0	0	16
Confl. Peds. (#/hr)	10		13	13	13	13	and and a second	10		14	14	14
Turn Type	Perm				Perm	Perm					Prot	Prot
Protected Phases		4	200			1	8		and a		14	14
Permitted Phases	4				8	8			2			
Actuated Green, G (s)		15.0		100	15		15.0		60.0			10.0
Effective Green, g (s)		16.0					16.0		61.0			11.0
Actuated g/C Ratio		0.16				1.1	0.16		0.61		7.	0.11
Clearance Time (s)		5.0					5.0		5.0			5.0
Lane Grp Cap (vph)		257					239		2131	199	1999	195
v/s Ratio Prot										_		0.01
v/s Ratio Perm		0.01	1200	38.9		1	c0.14	- 211	0.16	1000	-1-1-1	1000
v/c Ratio		0.04					0.88		0.26			0.08
Uniform Delay, d1		35.5					41.1		9.1	100	1.24	40.0
Progression Factor		1.00					1.00		0.86			1.00
Incremental Delay, d2		0.3					33.7		0.3			0.8
Delay (s)		35.8					74.8		8.0			40.8
Level of Service		D					E	1	A			D
Approach Delay (s)		35.8					74.8		8.0			
Approach LOS		D					E		А		N. 19	100.00
Intersection Summary	States -	100	- Constant	1415 IN	in the second	STR. MAR		- 12 A *.	- Been		Shi wat	
HCM Average Control E			13.9	ł	HCM Le	vel of S	ervice		В			
HCM Volume to Capaci	ty ratio		0.67									
Cycle Length (s)			100.0		Sum of I				8.0			
Intersection Capacity Ut c Critical Lane Group	tilization	1. 1. R.L. 0	87.5%		CU Lev	el of Se	rvice		D			

	Į.	1	*	*	4	
Movement	SBT	SBR	NWL	NWR	NWR2	
LanaConfigurations	† ħ	er fan ser	à		1	A Construction of the second se
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	20	4.0	2 · · · · · · · · ·	4.0	
Lane Util. Factor	0.95		1.00		0.95	
Frpb, ped/bikes	1.00	10.10	0.97	SHE N	0.96	
Flpb, ped/bikes	1.00		1.00	- Him to	1.00	
Frt	1.00		0.88	n 8	0.85	··· ··· ···
Flt Protected	1.00		0.99		1.00	
Satd. Flow (prot)	3525		1564	365	1442	
Flt Permitted	1.00		0.99		1.00	
Satd. Flow (perm)	3525		1564	. Ť	1442	
Volume (vph)	1512	34	11	48	6	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	and the second
Adj. Flow (vph)	1626	37	12	52	6	
Lane Group Flow (vph)	1663	0	64	0	6	
Confl. Peds. (#/hr)		4	4	10	14	di d
Turn Type			10.6	c	ustom	
Protected Phases						
Permitted Phases	6 14		10	1	2	
Actuated Green, G (s)	75.0		10.0		60.0	
Effective Green, g (s)	76.0		11.0		61.0	
Actuated g/C Ratio	0.76		0.11		0.61	
Clearance Time (s)			5.0	M	5.0	
Lane Grp Cap (vph)	2679		172		880	
v/s Ratio Prot			-			
v/s Ratio Perm	c0.47	× *	0.04		0.00	
v/c Ratio	0.62		0.37		0.01	Construction of the second
Uniform Delay, d1	5.5		41.3		7.6	
Progression Factor	1.00	. 0° . 185	1.00	¥2	1.00	
Incremental Delay, d2	1.1		6.1		0.0	
Delay (s)	6.5		47.4	38 V.	7.7	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Level of Service	А		D		А	
Approach Delay (s)	6.9		44.0	59		(9) N K AD 170-77 TABE
Approach LOS	А		D			
Intersection Summary	11.5	8 L	CHE DAC	- entire -		
intersection ourinnary		Sec. 1		10 C		the second second second second second second

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HCM Unsignalized Intersection Capacity Analysis 5: Peabody Street & First Street

	٠	-	7	*	+	•	1	1	1	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11901	4	C		4		- 1 A - 1	4	atter 8		\$	10
Sign Control		Free			Free	and the second		Stop		1990	Stop	10 10 10 10 10 10 10 10 10 10 10 10 10 1
Grade	-	0%			0%			0%			0%	
Volume (veh/h)	2	155	1	1	376	5	20	3	2	1	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (veh/h)	2	161	1	1	392	5	21	3	2	1	0	0
Pedestrians		2						. 1			1.1	S. th
Lane Width (ft)	1111	12.0	1 1 1 1 1 1 1 1	The second		S.S. S.S.	2727	12.0	200		1 30	Cardina and
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0	a share the	Confindences	1		BICLER	0			1000	n all i
Right turn flare (veh)						8		1 1010				721
Median type			TR.S.	1000	and the second	1.00	1999	None	-	and the second second	None	NTPE 3
Median storage veh)								141150464020				A. 1. 2.
Upstream signal (ft)	1000			an-iv-	351	19201107239	o prices	-		1.0	- Marson and a state	- Warning
pX, platoon unblocked					10.010		1.14			2.1		5 F
vC, conflicting volume	397	DIA	1000	164	No. S.	1.1.1	566	566	163	566	564	396
vC1, stage 1 conf vol	100000		· · · ·	Constant of the second s					100.002		5	2 3 84
vC2, stage 2 conf vol	1000	11 34	and and	Station of	UND TH	A mark	1.0000	ST CALER	ne file	1000	741 198	
vCu, unblocked vol	397			164		×	566	566	163	566	564	396
tC, single (s)	4.1	- 11	der der 1	4.1	-	1. E	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							ά.Ē.			1 S.T.		-
tF (s)	2.2			2.2	S. 6. Fe	1	3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	2.00		100		. (ASA)	95	99	100	100	100	100
cM capacity (veh/h)	1162	100	Same Street	1414		Sec. Sec.	433	432	881	430	433	652
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	and the second				2. 1. 1. 1.	1 March 199	1.11	
Volume Total	165	398	26	1						1000	IX IEIO	NU 76 (2
Volume Left	2	1	21	1		1	-	11 ⁻¹		a second	100000	1000
Volume Right	1	5	2	0			in and in	the second				1000
cSH	1162	1414	451	430		-						
Volume to Capacity	0.00	0.00	0.06	0.00	2.000		1.000	· · · ·				
Queue Length (ft)	0.00	0.00	5	0.00	195		1.1	A server and	-			
Control Delay (s)	0.1	0.0	13.5	13.4			- diana	100			100	10100
Lane LOS	A	A	B	B		114		the second second		10.00	and the second second	
Approach Delay (s)	0.1	0.0	13.5	13.4		1.12	-		-	-		
Approach LOS	0.1	0.0	B	B		100000 22			1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		- 15 - 15 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	
Intersection Summary	35-568	and the		T BATH	-to-stal	an A share	SPARE			11116		1.1.5
Average Delay	5	C - 546	0.7			- 15 M	100 CO. 100				34	and the second second
Intersection Capacity Ut	ilization	1	31.9%	l	CU Leve	el of Ser	vice	No. No.	А		50 M.	and the second

HCM Unsignalized Intersection Capacity Analysis 7: Peabody Street &

	3	-	-	×	4	\$				
Movement	EBL	EBT	WBT	WBR	SEL	SER				AND
Lane Configurations		4	Ţ.	4.55	Y	19 4 1 - 1 - 1			10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	12-12
Sign Control		Free	Free		Stop					Man Chan
Grade		0%	0%		0%			-		9.37
Volume (veh/h)	2	5	6	355	131	5	V		1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		- E.		×
Hourly flow rate (veh/h)	2	5	7	386	142	5	1000		2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Pedestrians					1.15	100	12			
Lane Width (ft)	×	A STREET				1.1.1.1	and the		a the set of the	
Walking Speed (ft/s)					5	. K. 1			4.18	5. B
Percent Blockage	- 22	1000		2011	1000	- contrate an				1
Right turn flare (veh)		and the second second				2.97				1 30-0
Median type		200	320	10.000	None	and the second	E. L.		a far an	
Median storage veh)	5					1. S. M.		0) 11 22 22		
Upstream signal (ft)		and the second	569	100	100000		Constant of the			
X, platoon unblocked		0			1 E.		-			- State
vC, conflicting volume	392				209	199	- Marine	1 × 1 × 1		Statistics Statistics
vC1, stage 1 conf vol					Sec. 1	Sile 2				194.5
vC2, stage 2 conf vol					1 110 3		Y		1. A. A.	and all the second
vCu, unblocked vol	392		(inc)		209	199	284 E		R =12	
C, single (s)	4.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ALC: NO	10. 10	6.4	6.2	Ward and an	B BING		-
C, 2 stage (s)			, ¹				26		6	-
tF (s)	2.2	1000			3.5	3.3	1000			
0 queue free %	100	1			82	99				-
cM capacity (veh/h)	1166				778	842		and the second		
Direction, Lane #	EB 1	WB 1	SE 1	and the co	1.199.25	an Red Ma	State State	T CHER THE		
Volume Total	8	392	148		Rail and	N. 500 77 E	CON LA D	30 1417 315	Transfer Trains	1.3-71
Volume Left	2	0	142							1.
Volume Right	0	386	5	-			17 X X X			-
cSH	1166	1700	780	11 J 1		100		2		
Volume to Capacity	0.00	0.23	0.19	-						123
Queue Length (ft)	0.00	0.20	17				1.0	Sec	and the second sec	State of the local division of the local div
Control Delay (s)	2.3	0.0	10.7	-	10 30	- ALMERT - C	dintis di s			
Lane LOS	A	0.0	B	and and the		-	7.5		4	
Approach Delay (s)	2.3	0.0	10.7	the case of the local data	Distanting of		14 1 2			Store -
Approach LOS		0.0	B	3.1			-			
Intersection Summary	1916.42	VENTEN	Albert	N. N.	1984-19					24.
Average Delay		Page 200	2.9	Property in		55 5 Kg -				5.5556
Intersection Capacity Ut	ilization	1 1 1 1 1 1	39.1%		CILLAVA	of Serv	ice	A	1 25	old the second

HCM Unsignalized Intersection Capacity Analysis 8: Rittenhouse Street & Sligo Mill Road

٤ × 6 1 1 1 _ F 7 Movement EBL EBR WBL WBT WBR NEL NET NER SWT SWR EBT SWL Lane Configurations 4 4 4 Sign Control Stop Stop Stop Stop 8 7 16 Volume (veh/h) 0 0 19 138 6 1 8 0 6 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 Peak Hour Factor Hourly flow rate (veh/h) 0 0 0 23 164 7 1 7 10 8 10 19 Direction, Lane # WB1 NE 1 **SW 1** Volume Total (vph) 194 18 37 Volume Left (vph) 23 1 8 Volume Right (vph) 7 10 19 Hadj (s) 0.0 -0.3 -0.2 Departure Headway (s) 4.0 4.1 4.1 0.04 Degree Utilization, x 0.22 0.02 842 Capacity (veh/h) 875 840 Control Delay (s) 8.2 7.1 7.3 Approach Delay (s) 8.2 7.1 7.3 A Approach LOS A A Intersection Summary 8.0 Delay HCM Level of Service A 25.5% ICU Level of Service Intersection Capacity Utilization

HCM Unsignalized Intersection Capacity Analysis 10: Chillum Place & Sligo Mill Road

and a strength		-	+	٤	6	1			199. - S. 201
Movement	EBL	EBT	WBT	WBR	SWL	SWR	a charm	ALL CONTRACT	A 12.73
Lane Configurations	178	र्भ	4	- 71 AN	Y		Maria	a a construction of the second se	No. Sec.
Sign Control		Free	Free		Stop	damoio - al	interest in the second		
Grade	15	0%	0%		0%	1.00		- 11 ⁻¹	
Volume (veh/h)	14	136	325	7	8	20	Contraction of the second		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	9	5 . F.	1.000
Hourly flow rate (veh/h)	16	160	382	8	9	24			
Pedestrians	-		14		18	ind in the	1315	A. 1.	and the second
Lane Width (ft)	and the second	March March		and processing the	12.0		10.5	a construction and and and	and the second
Walking Speed (ft/s)	1.4	-			4.0	i star	1.1.1.1		*. · · · · · · · · · · · · · · · · · · ·
Percent Blockage					2		1		
Right turn flare (veh)						S. A.	3	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	1. 19.14
Median type	1000		10 m m	0.1	None		1		
Median storage veh)					1. A. A.		44	7.5	S.R.S.
Upstream signal (ft)		0.0	190						
pX, platoon unblocked				10	. All a	45	11 A. 1.	1. 1. 1. 1.	and the second second
vC, conflicting volume	409			and the second s	597	404			
vC1, stage 1 conf vol	N (SOR)			1.0	10.10	4	÷.		1. 19 A. D. A.
vC2, stage 2 conf vol									
vCu, unblocked vol	409		100	1 de la contra	597	404	8 ·		= -3
tC, single (s)	4.1				6.4	6.2	1.0		
tC, 2 stage (s)				1983	a sa d	1.1	1	1. A. I. S.	And And
tF (s)	2.2	-12-1			3.5	3.3			
p0 queue free %	99				98	96		1	
cM capacity (veh/h)	1133				452	637			
Direction, Lane #	EB 1	WB 1	SW 1						2000 ACA
Volume Total	176	391	33	-Codebort -		N			
Volume Left	16	0	9		2	.st., 14	12		and the second second
Volume Right	0	8	24	1.5		Sindina di	- in the second		1.287
cSH	1133	1700	570			N.95	G		THE R. B. CAR.
Volume to Capacity	0.01	0.23	0.06	and all the second		1 . E	to Get	and the second	-to
Queue Length (ft)	1	0.20	5	A Aller	Hard Martin	F . 4-1	1		
Control Delay (s)	0.9	0.0	11.7		a.là	1. A.	100 V		and the second second
Lane LOS	0.5 A	0.0	B	. 17	W GT 3	14 	1.1		¥
Approach Delay (s)	0.9	0.0	11.7	-	1.1	A. A.	-		
Approach LOS	0.5	0.0	B			ei er de			Maria
Intersection Summary	- Alerta		State of the		al and the			en e	
Average Delay	5. Sec. 20		0.9	1.13		1000	1995 N	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	A CONTRACTOR OF AN
Intersection Capacity Uti		-	30.7%		CU Lev			А	a contraction of the second

HCM Unsignalized Intersection Capacity Analysis 16: Quackenbos Street & New Hampshire Avenue

	*		t	1	1	ţ						1997 - 1997 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 1997 - 1997
Movement	WBL	WBR	NBT	NBR	SBL	SBT		-	1.1		3.9	Der 25
Lane Configurations	Y		† ‡		and the second	44	. Y ^C		e des lasses		2.5	
Sign Control	Stop	-	Free		1.	Free		and the second				Carlo
Grade	0%		0%	1.1		and the second second	181				10	143.12
Volume (veh/h)	1	7	435	5	5	1235				1.00		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	1.1				28 81 <u>1</u>	(main
Hourly flow rate (veh/h)		9	537	6	6	1525	51 (10,00m)		1.1		A	5.062.05
Pedestrians	1				the for	- Sec. 1	and the				<u>, a 197</u>	1000
Lane Width (ft)	12.0			2 89		12.0					and the second	
Walking Speed (ft/s)	4.0	-		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	In Sec. 9	4.0	NY NE		12.2.2		1.2.5	4 (d)
Percent Blockage	0				113 B.J. F	0		100				
Right turn flare (veh)				1	Sec.	1.10	1. 1				Ľ.	
Median type	None		and the second se	-	and the second		17		-	1000		
Median storage veh)				Same C.	NA Sandar	- 	W. Star		5.6			100
Upstream signal (ft)	(a) (a)		410	and the second second	- and Makin	598	1	dan <u>a</u> dan dis				
pX, platoon unblocked	0.79			5.5.5	12.000	1. 18° 80 Pt	-					i dra
vC, conflicting volume	1316	274		i maine an i	544			6				
vC1, stage 1 conf vol	26		100	S. G.			< 'n	1				14.2
vC2, stage 2 conf vol		a second	1614		A., 67.5 K		1				11000	
vCu, unblocked vol	1130	274		$\mathbf{s} = \nabla \mathbf{g}_{1}$	544	en aller	1000					ette
tC, single (s)	6.8	6.9		all a starting	4.1		3					1000
tC, 2 stage (s)			1.00	(1.11	W. S.	1.	1	12.92			97. A.
tF (s)	3.5	3.3			2.2	dis della		uis a starter		1	1	2.
p0 queue free %	99	99		12	99	· · · · ·				1.1	1 25	1.000
cM capacity (veh/h)	154	723	V:- 3.		1020		Charles and the second	A CONTRACTOR		1		- 22 - 2
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2				- 20 GBG	19.11		QA
Volume Total	10	358	185	514	1016			(TINGS OF THE OWNER		4000		1. T. T. L.
Volume Left	1	0.00	0	6	0	7	C	1.1	100	14	-	in the second second
Volume Right	9	0	6	0	Ő		American	- <u>-</u>	-	1. A.		i and
cSH	495	1700	1700	1020	1700	E. S				1.78	1.75.4	1 e 1
Volume to Capacity	0.02	0.21	0.11	0.01	0.60	and the second second				- 100.000	1. Poster	-
Queue Length (ft)	2	0.21	0	0.01	0.00					1.1	a a	
Control Delay (s)	12.4	0.0	0.0	0.2	0.0	191	A				- di	- 1-
Lane LOS	12.4 B	0.0	0.0	0.2 A	0.0	20	100					1.14
Approach Delay (s)	12.4	0.0		0.1	in and	c	in minister of				1	19.14
Approach LOS	12.4 B	0.0	Art	0.1			910 1				1.000	
State 1	La com	and the	San See and	e beste	La sul and an		AND ALL AND A		A.S. C.	10 82		6 marth
Intersection Summary	Haz Lan	A BE I	Size and	Stand Ball		A BUS				Sec. 1	1.51202	
Average Delay	1 1			ALCON P.	CONTRACTOR OF	A Strategy	A State of the	a ner g	a site		and and	the state
Intersection Capacity Ut	tilization		54.8%	1	CU Leve	el of Se	rvice		Α			

	٦	-	~	1	+-	*	1	1	1	1	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	_	\$			\$			412	9 574 - PG	11.7°	412	N.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes	- 645-36	1.00			1.00			1.00			1.00	
Frt		0.99			0.99			1.00			1.00	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1835			1827		_	3534			3525	
Flt Permitted		0.94			0.90			0.95			1.00	
Satd. Flow (perm)		1744			1661		_	3367	_		3525	
Volume (vph)	45	281	17	19	116	12	6	1255	8	0	665	15
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	299	18	20	123	13	6	1335	9	0	707	16
Lane Group Flow (vph)	0	365	0	0	156	0	0	1350	0	0	723	0
Confl. Peds. (#/hr)	4		7	7	1999	4	4		1	1		4
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	N. 8	4			8		17.00	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			65.0			65.0	
Effective Green, g (s)		26.0			26.0			66.0			66.0	
Actuated g/C Ratio		0.26			0.26			0.66			0.66	
Clearance Time (s)		5.0			5.0			5.0		_	5.0	
Lane Grp Cap (vph)		453		8	432		100	2222			2327	
v/s Ratio Prot											0.21	
v/s Ratio Perm	1. 2	c0.21			0.09			c0.40				
v/c Ratio		0.81			0.36			0.61			0.31	
Uniform Delay, d1		34.6			30.2			9.6			7.3	
Progression Factor		1.00			1.00			1.00			0.76	
Incremental Delay, d2		14.2		25	2.3			1.2	1 4 4 1		0.3	
Delay (s)		48.8			32.6			10.9			5.9	
Level of Service		D			С			В			A	
Approach Delay (s)		48.8			32.6			10.9			5.9	
Approach LOS		D			С			В			A	
Intersection Summary	1265		19.34	Carlos and	and the second	1 Sector			1 Jogan			the first
HCM Average Control D			16.1	H	ICM Le	vel of Se	ervice		В			00 8 P
HCM Volume to Capacit	ty ratio		0.66									
Cycle Length (s)			100.0			ost time			8.0		10	
Intersection Capacity Ut	ilization	1	82.1%	10	CU Leve	el of Ser	vice		D			
c Critical Lane Group	S 100. 8						- a alar			-		

	٠	-+	-*	7	5	1	+	*	1	1	1	5
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2
Lane Configurations		4		in the pro-	2. S.	- 4	4		1	41	· 5 %	1.15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.1	4.0	A. 13	1 (J. 1)	2	26	4.0	1987 J.		.4.0	S - 5	
Lane Util. Factor		1.00	11-24-5		11-0		1.00	are a contra a de	5.4774.4 <u>5.67</u>	0.95		And a state of the local division of the loc
Frpb, ped/bikes	1.	0.98			1900	A desi	0.99			1.00	1.1	-
Flpb, ped/bikes		1.00	1.0		in the second	e-tinetii)/inum	0.98			1.00		
Frt		0.96	35	12/13/2	1.1	1.4	0.96	2		0.99	1997 B	2121
Flt Protected		0.99	- Contraction			- data da	0.98			1.00		
Satd. Flow (prot)	18	1728		da -		1 - Car	1694	1998 (J. 1997)	12.	3503	1	4.14
Flt Permitted		0.93	and some		1	No. No.	0.88	and the second		0.86	hard a second	
Satd. Flow (perm)	1121	1629	1.1.1.1	12020				(3021		Colored P
Volume (vph)	15	27	10	7	3	47	34	41	2	1449	82	9
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	15	27	10	7	3	47	34	41	2	1464	83	9
Lane Group Flow (vph)	0	59	0	0	Ő	0	125	0	ō	1549		10
Confl. Peds. (#/hr)	10		13	13	13	13		10	4		14	14
Turn Type	Perm				7744	Perm	1.21	C	ustom		1.73	Prot
Protected Phases		4		1.00			8			0.000		14
Permitted Phases	4				8	8		1.1	2	2	1.53	
Actuated Green, G (s)	war the second	15.0	100000			13-y	15.0			60.0		
Effective Green, g (s)	2	16.0				1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	16.0		*	61.0		A ANT & A
Actuated g/C Ratio	0.0000000	0.16		www.co.cov	00011000	1.1.1	0.16	- Carton		0.61		
Clearance Time (s)		5.0			4	10. A		8 C. A	71.00	5.0	and search	
Lane Grp Cap (vph)		261		1.1.1.1		Cardina da C	242			1843	and the set	i.
v/s Ratio Prot						297			÷		- ÷	
v/s Ratio Perm		0.04	2				c0.08			c0.51		
v/c Ratio		0.23		and the second		40	0.52		15	0.84	5 1.	1
Uniform Delay, d1		36.6	-	and an article	in an air an		38.5			15.6		
Progression Factor		1.00	12	81 (B)		- <u>M</u>	1.00	- V		0.66	s	-
Incremental Delay, d2		2.0	Contraction of	and the state of the	- Hereiter		7.7			4.2	2.5	
Delay (s)		38.6	A har is	1. AL		and the	46.1	5 pc		14.5	1.1	
Level of Service		D			and the standard		D			В		State State
Approach Delay (s)		38.6	e. 281				46.1			14.5		
Approach LOS	1997	D	-1	1	N.	1	D	1		В		
Intersection Summary	Carlor Salar				200 - 200 141	100 A.C.	Pyrix Theor		1. 18 m		2.22.246	
HCM Average Control D	Delay		16.7		HCM Le	el of S	ervice		В			
HCM Volume to Capaci			0.76				6 U E		70		S. 81	1 7/
Cycle Length (s)		and south of	100.0		Sum of I	ost time	e (s)	1.125	12.0		-	
Intersection Capacity Ut	ilization	1	02.1%		CU Leve	CARGO CARLON	And the second second	1	F		18	S
c Critical Lane Group												

	Ļ	ţ	~	*	*	4	
Movement	SBL	SBT	SBR	NWL	NWR	NWR2	
Lane Configurations	à	↑ ₽		à		1	a second s
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0		4.0		4.0	1 A.
Lane Util. Factor	1.00	0.95		1.00		0.95	
Frpb, ped/bikes	1.00	1.00		0.96		0.96	
Flpb, ped/bikes	1.00	1.00		1.00		1.00	
Frt	1.00	1.00	32	0.86		0.85	-
Fit Protected	0.95	1.00	- 2	1.00		1.00	
Satd. Flow (prot)	1770	3520		1530		1442	
FIt Permitted	0.95	1.00	24	1.00	1.000	1.00	
Satd. Flow (perm)	1770	3520	Concerne 1	1530		1442	all
Volume (vph)	60	623	19	4	104	16	
Peak-hour factor, PHF	0.99	0.99	0.99	0.90	0.99	0.99	
Adj. Flow (vph)	61	629	19	4	105	16	
ane Group Flow (vph)	70	648	0	109	0	16	Long State
Confl. Peds. (#/hr)	14		4	4	10	14	
Turn Type	Prot		4		(custom	
Protected Phases	14						
Permitted Phases		6 14		10		2	9
Actuated Green, G (s)	10.0	75.0		10.0	19 26 19	60.0	
Effective Green, g (s)	11.0	76.0		11.0		61.0	κ
Actuated g/C Ratio	0.11	0.76	id.	0.11		0.61	
Clearance Time (s)	5.0			5.0	1 2	5.0	
Lane Grp Cap (vph)	195	2675		168		880	Ar
/s Ratio Prot	0.04	a voice			181	201	
//s Ratio Perm		0.18		c0.07		0.01	
//c Ratio	0.36	0.24		0.65		0.02	14
Uniform Delay, d1	41.2	3.5	_	42.6	1	7.7	
Progression Factor	1.00	1.00		1.00		1.00	
ncremental Delay, d2	5.1	0.2		17.8		0.0	and the second
Delay (s)	46.3	3.7		60.4		7.7	
evel of Service	D	A	E PER	E	S 10 14	А	and the second state of th
Approach Delay (s)		7.9		53.7	100	9	
Approach LOS		А		D			
ntersection Summary	and the second se			Contraction of the local division of the loc	1.		2014 A. (1997)

HCM Unsignalized Intersection Capacity Analysis 5: Peabody Street & First Street

	٨	->	7	•	-	*	1	1	1	1	ł	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1.1	4	······································	1	4	1	a second of	4	an a	5	4	त्र
Sign Control		Free			Free		Viet to be	Stop			Stop	ALCONDUCTION OF
Grade		0%	1 × 1		0%		811	0%	1		0%	the former
Volume (veh/h)	4	263	6	2	136	0	9	0	4	4	1	4
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (veh/h)	5	346	8	3	179	0	12	0	5	5	1	5
Pedestrians		2						1	18. C.			
Lane Width (ft)	1.2	12.0	10 10		10 J	1	2 48	12.0		Test Inte	R. 8.8	
Walking Speed (ft/s)		4.0						4.0				19
Percent Blockage		0				-	1.00	0			14 - 11 C	
Right turn flare (veh)								12.07				4.20
Median type							N	None			None	
Median storage veh)								0.00553.0050				-
Upstream signal (ft)					351				1.00			
pX, platoon unblocked			1.41	1	100734				1		(Sec. 2)	Mary
vC, conflicting volume	179			355		di sitte	554	546	351	550	550	181
vC1, stage 1 conf vol								50050		- 505 A	1. 14	
vC2, stage 2 conf vol							1000					
vCu, unblocked vol	179			355		-	554	546	351	550	550	181
tC, single (s)	4.1	1.00	21 121	4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			20.00				100		1	100001	100	1. 12
tF (s)	2.2	5		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	99	99	100	99
cM capacity (veh/h)	1397			1203		Y	436	442	692	440	440	860
Direction, Lane #	EB 1	WB1	NB 1	SB 1		- Contraction	and the	0,52		tion as a		little grand
Volume Total	359	182	17	12	CHEROLENES .	100000000000000000000000000000000000000	1000 C			1	Contra Co	
Volume Left	5	3	12	5					Street Br	-		1.1
Volume Right	8	0	5	5	1.15		-	100	N	in the second second	1	0.000
cSH	1397	1203	492	562						2.1		100 C
Volume to Capacity	0.00	0.00	0.03	0.02	1		14	- C - 25		ani e	(A)	-
Queue Length (ft)	0.00	0.00	3	2	-	e - Syrtine				111 - C	- month	
Control Delay (s)	0.1	0.1	12.6	11.5	and the second				<1			-
Lane LOS	A	A	12.0 B	B		5 - ¹ 1 - 1		_		and the second second	-	1
Approach Delay (s)	0.1	0.1	12.6	11.5	2 . S.	fata na fa	-	-		_		-
Approach LOS		0.1	12.0 B	11.5 B	e ge 1							
	09		0	5		dan da	Sec.				a.c	13
Intersection Summary		1979 - 19 A.	0.0	2222				England Have	C = mile	and had	a standard	States -
Average Delay			0.8		0111	Ar All		_		1004	19	4
Intersection Capacity Ut	lizatio	n	31.1%		CU Lev	el of Sei	vice		Α			

HCM Unsignalized Intersection Capacity Analysis 7: Peabody Street &

	3	+	+	×	~	4			
Movement	EBL	EBT	WBT	WBR	SEL	SER			1960 and 2
Lane Configurations	2	4	f.	and the second se		<i>h</i>	A. 1998.04-5		
Sign Control		Free	Free		Stop			C	
Grade		0%	0%	1517.44	0%		7 9. K		487 A.V.
Volume (veh/h)	2	5	6	355	131	5			.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			1 - 1 A.C.C.
Hourly flow rate (veh/h)	2	5	7	386	142	5			
Pedestrians			125		Acres .	1.6	and the party		
Lane Width (ft)		ti- ii						1000	
Walking Speed (ft/s)	- 62				27/27			5	2.92
Percent Blockage	1110			1993 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		State of the second		100 C	· · · · ·
Right turn flare (veh)				at at se	(8) T (1994	See.		-	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Median type					None				
Median storage veh)	- C		640	W AND READ			1. A A A A A A A A A A A A A A A A A A A	195	
Upstream signal (ft)			569	n die Kersky - 1982			and the second second	18 may	
pX, platoon unblocked			000		5.51	16. 4. 00	10 C		1.1.2
vC, conflicting volume	392		1		209	199			
vC1, stage 1 conf vol	002	and the second second		14.14	and the second s	- Frag		- 2 ×	
vC2, stage 2 conf vol	11				Sec. March	1	Contraction of the	and the second s	19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
vCu, unblocked vol	392		6 (1 ⁴⁴)		209	199	19. A.	<u>-</u>	1
tC, single (s)	4.1		in a	All the second	6.4	6.2			
tC, 2 stage (s)					1.10	Real Providence			En 15 martin
tF (s)	2.2		- A.		3.5	3.3			
p0 queue free %	100		100	er Stars	82	99	~		and a start
cM capacity (veh/h)	1166				778	842			
き。新た·特に加加するののない。	. C. M		6 34					12.5 18 - 516	
Direction, Lane #	EB 1	WB 1	SE 1					a - Pak	
Volume Total	8	392	148						
Volume Left	2	0			125			201	
Volume Right	0	386	5						
cSH	1166	1700	780	d				Signal II.	3. 19
Volume to Capacity	0.00	0.23	0.19						
Queue Length (ft)	0	0	17	5					*
Control Delay (s)	2.3	0.0	10.7						
Lane LOS	A	- 15	В	196	20.40 20		1 N 1 N 1 N 1	12. 18.	1 × 20 × 20
Approach Delay (s)	2.3	0.0	10.7						
Approach LOS		10	В	and a	10	1. 4. 1.	an de ma		1 N S 2 1
Intersection Summary	Salario T				an and a second		Aller and a		and a set the second as
Average Delay			2.9	at.28.~	12 M		The survey of the second		2.14
Intersection Capacity Ut	and the second		39.1%			of Service		A	and and there are

HCM Unsignalized Intersection Capacity Analysis 8: Rittenhouse Street & Sligo Mill Road

٤ 6 1 3 1 * * _# P Movement EBL EBT EBR WBL WBR NEL NET NER SWL WBT SWT SWR Lane Configurations 4 4 4 Sign Control Stop Stop Stop Stop Volume (veh/h) 0 0 27 7 5 17 0 6 11 69 8 6 Peak Hour Factor 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 Hourly flow rate (veh/h) 0 0 0 6 29 7 5 12 73 18 9 6 Direction, Lane # WB1 NE1 SW1 Volume Total (vph) 43 90 33 Volume Left (vph) 6 5 18 Volume Right (vph) 7 73 6 -0.4 0.0 0.0 Hadj (s) Departure Headway (s) 4.1 3.6 4.1 Degree Utilization, x 0.05 0.04 0.09 853 982 865 Capacity (veh/h) 7.2 Control Delay (s) 7.3 6.9 7.3 Approach Delay (s) 6.9 7.2 Approach LOS A A A Intersection Summary 7.1 Delay HCM Level of Service А ICU Level of Service Intersection Capacity Utilization 17.0% A

HCM Unsignalized Intersection Capacity Analysis 10: Chillum Place & Sligo Mill Road

	_#	-	+	٤	6	~			
Movement	EBL	EBT	WBT	WBR	SWL	SWR			() () () () () () () () () ()
Lane Configurations		र्भ	4	_	Y				an meana
Sign Control		Free	Free	1 Street	Stop			The sugar	. Sugar
Grade		0%	0%		0%				
Volume (veh/h)	65	281	149	8	10	5		. <u>N</u>	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Hourly flow rate (veh/h)	68	293	155	8	10	5			
Pedestrians					18				
Lane Width (ft)		8			12.0			o	200
Walking Speed (ft/s)	· · ·				4.0				
Percent Blockage		Sine set			2				0.00
Right turn flare (veh)		A CONTRACTOR			1000				
Median type		12 NO	1.21.2.1	120	None		1.20	6 N 1 1 1 1	
Median storage veh)									
Upstream signal (ft)				and services	100		1.01	1000	
pX, platoon unblocked	and the state of the				1000	and the party			
vC, conflicting volume	182		1.1		606	177		1100	
vC1, stage 1 conf vol	102								
vC2, stage 2 conf vol	Star and	All and the		- Year		1. 122112 4	12	1	100 1000
vCu, unblocked vol	182			1.000	606	177		1	
tC, single (s)	4.1				6.4	6.2			
tC, 2 stage (s)		10000			0.4	0.2			
tF (s)	2.2				3.5	3.3			
p0 queue free %	95				98	99			
cM capacity (veh/h)	1373	0			431	853		and the second	0. VK.
		1941 - 197 - 1	second be		401	000		-	
Direction, Lane #	EB 1	WB 1	SW 1	The second second	1. (1.14)	and the second	delighter and		
Volume Total	360	164	16						
Volume Left	68	0	10						
Volume Right	0	8	5	-					
cSH	1373	1700	516						
Volume to Capacity	0.05	0.10	0.03	31.250	1 32	Children .	FIX J	15 - 1	States Websel
Queue Length (ft)	4	0	2		1				
Control Delay (s)	1.8	0.0	12.2						
Lane LOS	A		В						11-1-11-
Approach Delay (s)	1.8	0.0	12.2	The second		the second s			
Approach LOS	20102	24652	В				- C.I C.M C.A.		
Intersection Summary			the state	No.			and the second		
Average Delay			1.6						
Intersection Capacity Ut	ilization	Ş. 11.	43.3%	1	CU Leve	el of Service		A	

HCM Unsignalized Intersection Capacity Analysis 16: Quackenbos Street & New Hampshire Avenue

07/07/2005

<u>n</u>	1	*	1	1	1	ţ			
Movement	WBL	WBR	NBT	NBR	SBL	SBT	2 10 200		
Lane Configurations	Y		4Þ	10 10 14	Ser Sanda	41			· · · · · · · · · · · · · · · · · · ·
Sign Control	Stop		Free		and so in the	Free			and the second second
Grade	0%		0%	and the second s	1	0%		S	State.
Volume (veh/h)	4	3	1160	4	3	538		Martin Martin	a set of the set of the set of the set
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		10.025	
Hourly flow rate (veh/h)	4	3	1303	4	3	604			an ann an tha ann ann a 1911 a tha dh
Pedestrians	1		9	1 1	$r_{f} \sim g^{*}$	1			Sec. Mark
Lane Width (ft)	12.0			-manimalistic	- Companition	12.0	lation management of the second	and the second second second	and a standard and a state
Walking Speed (ft/s)	4.0			1.1.1.1	1.4	4.0	2		Contract of
Percent Blockage	0			- Strengthere and	the state of the s	0		and the second second	and the second second second
Right turn flare (veh)	1.040			1997 R	1.20%	1. M. 6. S.	in the second		111
Median type	None				a dia sala da da	and the same of the		Stand State	
Median storage veh)					1 24	antiga in the		19 A 10	
Upstream signal (ft)			410		and the De-	598			
pX, platoon unblocked	1.00		1.16	Sec. 1	Same	N 201		1	
vC, conflicting volume	1616	656	i continue	- P. P. P. Marco	1309	and the second		and a low relation to	
vC1, stage 1 conf vol		1.1			Sec. 1			205	10.000
vC2, stage 2 conf vol				the state	a the second second	and the second second		and the second	an in a de la constitution d'a Martin d'An
vCu, unblocked vol	1615	656		Q.2	.1309	12		20	1 10 St. 1 1 St. 1
tC, single (s)	6.8	6.9	Cane Interime		4.1	and the second second	Concernance in the	and the second	i star star
tC, 2 stage (s)				100m		68 Jug	4	11.52	
tF (s)	3.5	3.3	and the second		2.2				and the second second
p0 queue free %	95	99	200	and the second	99	and the second	189 - C	100	. S. 198 1.
cM capacity (veh/h)	94	407			524	All Chains and			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	86 - 46- 1,99	and a start of the second		
Volume Total	8	869	439	205	403	122.07	1 1 8 5 T		
Volume Left	4	0	0	3	0			1. C.	1.1.1
Volume Right	3	õ	4	0	Ő	- n Kerrin			and a second second
cSH	140	1700	1700	524	1700				
Volume to Capacity	0.06	0.51	0.26	0.01	0.24	and the second second			The second second second
Queue Length (ft)	4	0	0	0	0	1967	·	1. P.	20. 10.22
Control Delay (s)	32.2	0.0	0.0	0.3	0.0	i constitució	and the second second		and the second se
Lane LOS	D	0.0	0.0	A	0.0	- 10		8	1. The second
Approach Delay (s)	32.2	0.0	1	0.1			and the second	1.1 m 1.2	a i mottat way i mestada
Approach LOS	D	0.0				L parts			
			······	14 Mar.	And the se	an a the de	Here a series	and the second second	and Service Management
Intersection Summary	SECT R	Report S	172 - 500 02 4 2						
Average Delay	5	1 C.	0.2		With the second second	and the state	Contraction of a contraction	2	
Intersection Capacity Ut	tilization	1	46.5%	1	CU Leve	el of Servie	ce	A	

	٨	+	*	4	+	•	1	1	*	1	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			41	4		41	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.00	4.0			4.0			4.0			4.0	10
Lane Util. Factor		1.00			1.00			0.95			0.95	P
Frpb, ped/bikes		0.99		1.1	1.00			1.00			1.00	20
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt	V	0.96			1.00			1.00	100		1.00	Ning-
Flt Protected		0.99		1	1.00			1.00			1.00	-
Satd. Flow (prot)		1755			1854			3527			3522	1 A
Flt Permitted		0.89			0.97		100	0.85			1.00	
Satd. Flow (perm)		1573	1.1	24	1802	1.1		3006			3522	Sec. 21
Volume (vph)	21	94	56	26	329	1	25	440	2	0	1188	32
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	22	97	58	27	339	1	26	454	2	0	1225	33
Lane Group Flow (vph)	0	177	0	0	367	0	0	482	0	0	1258	0
Confl. Peds. (#/hr)	4		7	7		4	4		1	1		4
Turn Type	Perm			Perm			Perm			Perm		1000
Protected Phases		4			8			2			6	
Permitted Phases	4			8		e	2			6		
Actuated Green, G (s)		25.0			25.0			65.0			65.0	
Effective Green, g (s)		26.0			26.0			66.0			66.0	1.1
Actuated g/C Ratio		0.26			0.26			0.66			0.66	1. 10 10
Clearance Time (s)		5.0			5.0	c 1 1	2. 1	5.0	100	2	5.0	201 21
Lane Grp Cap (vph)		409			469			1984	-		2325	112
v/s Ratio Prot											c0.36	1. B
v/s Ratio Perm		0.11			c0.20			0.16		×		
v/c Ratio		0.43		1.1	0.78			0.24		9	0.54	2.1
Uniform Delay, d1		30.9			34.4			6.9			9.0	1.1
Progression Factor		1.00			1.00	e		1.00			0.20	
Incremental Delay, d2		3.3			12.3			0.3			0.6	100
Delay (s)		34.2		S	46.6			7.2		1.1	2.4	
Level of Service		С			D			A			А	
Approach Delay (s)		34.2		_	46.6			7.2			2.4	1.00
Approach LOS		С			D			A			Α	
Intersection Summary		11-2-19	Illing and	-		Total and	Lange State	-	THE R. L.	Service.		
HCM Average Control D		С. П.	13.0	H	ICM Le	vel of S	ervice		В			State-
HCM Volume to Capaci			0.61		As mus	1					1949	the second
Cycle Length (s)			100.0	S	Sum of I	ost time	(s)		8.0			
Intersection Capacity Ut	tilization	6	74.0%	H	CU Leve	el of Se	rvice		С		a new st	100
c Critical Lane Group												

	٠	-	~	7	5	1	+	*	t	1	1	. 4
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBT	NBR	SBL2	SBL
Lane Configurations	11.	4	11.4				4	*	41	5 - S - S	1.23	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0				NEI CHERRING	4.0		4.0		1.1	4.0
Lane Util. Factor		1.00		12 (200)			1.00		0.95	0.02-02		1.00
Frpb, ped/bikes		0.99	New Y	1.1	1	1	1.00		1.00		41. 1	1.00
Flpb, ped/bikes		0.99	-		Contraction of the local distance of the loc	100 B	0.97		1.00			1.00
Frt		0.98			28	1.45	1.00		0.99			1.00
FIt Protected		0.97		1 × 1	0.00	1000	0.97	1000	1.00			0.95
Satd. Flow (prot)		1745	2	- 195	1.1.1		1760		3494		1000	1770
Flt Permitted		0.82		-	10 A	10.0	0.82		1.00		12	0.95
Satd. Flow (perm)		1473	10- 01- 0	s Marke	. Star		1487		3494		1	1770
Volume (vph)	15	5	2	1	16	89	89	1	489	35	3	12
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	16	5	2	1	17	96	96	1	526	38	3	13
Lane Group Flow (vph)	0	24	0	0	0	0	210	0	564	0	0	16
Confl. Peds. (#/hr)	10		13	13	13	13		10	N.	14	14	14
Turn Type	Perm				Perm	Perm					Prot	Prot
Protected Phases	.U	4				and the second	8	- Hore			14	14
Permitted Phases	4			8 C	8	8			2		1	1000
Actuated Green, G (s)		27.0				100	27.0		44.0			14.0
Effective Green, g (s)		28.0		1.00 8			28.0		45.0		-	15.0
Actuated g/C Ratio	1	0.28	1	and the second sec		-	0.28		0.45		the state	0.15
Clearance Time (s)		5.0		a di la		and the second	5.0		5.0		a and a	5.0
Lane Grp Cap (vph)		412				122	416	2.10	1572	1	Contraction of the local division of the loc	266
v/s Ratio Prot				-		5					in the second second	0.01
v/s Ratio Perm	1997	0.02			-		c0.14		0.16		1 12/11	
v/c Ratio		0.06				W. 9	0.50		0.36			0.06
Uniform Delay, d1		26.3		-		- this are	30.2	10	18.0		1.1	36.5
Progression Factor		1.00			10.00		1.00		0.89			1.00
Incremental Delay, d2	2	0.3	-				4.3		0.6			0.4
Delay (s)		26.6				÷.	34.5		16.6			36.9
Level of Service	171.81	С	1 10	S	10 10 10 10 10 10 10 10 10 10 10 10 10 1		С	1 2122	В	120	200	D
Approach Delay (s)		26.6			1. N.	·	34.5		16.6			and the second s
Approach LOS		С					С		В		S. (P. 3 8	
Intersection Summary	(1) AND THE REAL	R this	San antiger	and enter		And Street	and and	8 T. S			Station of the	
HCM Average Control D	Delay		17.5		HCM Le	vel of S	ervice	1. 1.2.1	В	101 1124		-10-
HCM Volume to Capaci			0.67		S	1			1.2			100
Cycle Length (s)			100.0		Sum of I	ost time	(s)	1.1	8.0		198.20	S. S. San
Intersection Capacity Ut	tilization		87.6%		ICU Lev				D			20.1
c Critical Lane Group						- 1008 - 1005					1042 E	

	+	1	*	*	4		
Movement	SBT	SBR	NWL	NWR	NWR2	the state of the s	A California da California California da California da
LandConfigurations	† Þ	18	ä		7		S. Start.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		
Total Lost time (s)	4.0		4.0		4.0		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Lane Util. Factor	0.95	and the second	1.00		0.95		1000
Frpb, ped/bikes	1.00		0.97	3.8.1	0.96		5 18
Flpb, ped/bikes	1.00		1.00		1.00		
Frt	1.00		0.88		0.85		5. 3.4
Flt Protected	1.00		0.99		1.00		
Satd. Flow (prot)	3524		1575		1442	84	200
Flt Permitted	1.00		0.99	S	1.00		
Satd. Flow (perm)	3524		1575		1442	engelse fan in de state of the second	Sec. War
Volume (vph)	1513	37	11	48	6		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93		5 8 5
Adj. Flow (vph)	1627	40	12	52	6		NOVE CONTRACTOR
Lane Group Flow (vph)	1667	0	64	0	6	11 · · · ·	15.1
Confl. Peds. (#/hr)		4	4	10	14		
Turn Type					custom		1 - 198°
Protected Phases				(T) P	and the second second		the states
Permitted Phases	6 14		10		2		A STATE OF A
Actuated Green, G (s)	63.0	1.2.5	14.0	11	44.0		and the second second
Effective Green, g (s)	64.0		15.0	2021	45.0		- 16 - 18 - 19
Actuated g/C Ratio	0.64		0.15		0.45		
Clearance Time (s)	10		5.0	1	5.0	A	Grand 1
Lane Grp Cap (vph)	2255	21	236	25	649		- 30
v/s Ratio Prot				14			19 N. 19
v/s Ratio Perm	c0.47	-	0.04		0.00		
v/c Ratio	0.74		0.27		0.01		12.5
Uniform Delay, d1	12.3	ALL STOR	37.7		15.2		
Progression Factor	1.00		1.00		1.00		5 2 2
Incremental Delay, d2	2.2	Not ret	2.8		0.0		
Delay (s)	14.5		40.5		15.2		10 Mar.
Level of Service	В		D	-	В		17.5
Approach Delay (s)	14.7		38.3	10		(deline)	20
Approach LOS	В		D	and Survey			and the second
Intersection Summary	1	and the second			e 180/20		na attroarti
and a second sec			No. of Concession, Name	-	C SHA	de la companya de la	

HCM Unsignalized Intersection Capacity Analysis 5: Peabody Street & First Street

	•	-	¥	•	+		1	t	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1. N. N.	4		- C - C	4	18	2	\$	2 02		4	E.A. Contraction
Sign Control		Free		-	Free			Stop			Stop	
Grade		0%		1	0%	S.	A	0%	236 a	10	0%	1. 12
Volume (veh/h)	3	170	1	1	379	8	20	3	3	16	3	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (veh/h)	3	177	1	1	395	8	21	3	3	17	3	2
Pedestrians		2	2	- 19g.	in the second	1 7450	÷.	1			100	6
Lane Width (ft)		12.0	A	1	112	- Carlo Million	-	12.0	-			-
Walking Speed (ft/s)		4.0	1.4	142 C 14	10.1	54 C 2	17.00	4.0	in V			· · · · · · · · · · · · · · · · · · ·
Percent Blockage		0			0.0		1000 C - 11	0				in the second
Right turn flare (veh)			023								- 100 A	
Median type	-			111	- ante		-	None	1 A 4 4	- and the second	None	and so the
Median storage veh)	1	1 - P	6 C	2. 8	NGP	12 V V S.	42	1				19.3
Upstream signal (ft)				-	312	11-1 - 14-14-1	- 634				a de	
pX, platoon unblocked		20	14 DE	1987 O.,		÷ Matri	10.00			-	10.15	1.2
vC, conflicting volume	403	- ALANKA	Suc	179		and the second	592	590	179	590	586	401
vC1, stage 1 conf vol					10 <u>1</u> 1997	158		1.1.1			12.24	5
vC2, stage 2 conf vol	1 10	310	A DECK	T. Mary	a state		1	- 67	1. 1. 1		Acres 14	1000
vCu, unblocked vol	403			179	(4) (SA)	and a start	592	590	179	590	586	401
tC, single (s)	4.1			4.1		9.00	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		_	- N.		19.1 ²	1. 1.1					2	1
tF (s)	2.2	1000	There	2.2	100	and the second	3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100		1. 1.	95	99	100	96	99	100
cM capacity (veh/h)	1156			1395			412	418	864	414	420	648
State of the second second second	1.000	531	1		100	9-1-27-28	, de			-	enumerica	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	H. M. L.	1.2.2.2	11 H/2 1	A DESCRIPTION		the lot of the	and and	
Volume Total	181	404	27	22			1			11. 5. 1	11	5 2 2 4
Volume Left	3	1	21	17				e. 8		1.12		12
Volume Right	1	8	3	2				500		8.1		100
cSH	1156	1395	439	430					2 i I			
Volume to Capacity	0.00	0.00	0.06	0.05		- 10×11	in the	in the second		V	All all and	
Queue Length (ft)	0	0	5	4		200						- R
Control Delay (s)	0.2	0.0	13.7	13.8								
Lane LOS	А	А	В	₩ B			19 (A.)		1.2		5	10
Approach Delay (s)	0.2	0.0	13.7	13.8		and a second						
Approach LOS			В	В		al the second						1.0
Intersection Summary		1210	A CARA		St unit	1		1.000	145 18	CALL ST	- 15 A	A started
Average Delay		1	1.1	教育 2000 - 100		a nit same	222.3			A (1)	1.326 1.1	2.16
Intersection Capacity Ut	ilization		32.3%	1	CU Lev	el of Sei	vice	2	А		N	
	and the second second			11	and the second second				and the second se			

HCM Unsignalized Intersection Capacity Analysis 7: Peabody Street &

07/07/2005

	3	-	-	*	\$	4				and a second
Movement	EBL	EBT	WBT	WBR	SEL	SER	100 000			
Lane Configurations	- 9.9°	đ	4	-m ⁻	Y		- A.			
Sign Control		Free	Free		Stop					der til att de Minister Production
Grade		0%	0%		0%	-2152				200
Volume (veh/h)	2	5	6	355	131	5		-vennos-ó		and the second states also
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				No the
Hourly flow rate (veh/h)	2	5	7	386	142	5	- 1 h	ALC: NO.	THE ST COL	
Pedestrians					14. J. 1985.	de la	18 j.		•	1. 1. 1. 1. 1.
Lane Width (ft)			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		and some		Contraction of the	and the second	de contrato da	and the second second
Walking Speed (ft/s)					- 11 - T	N. R.			the start of the	The second second
Percent Blockage		- Contraction of				and the second second	60	si sibes	a	
Right turn flare (veh)	V 2				1.1	1000	5167 U	1. H	10 × 1/	No.
Median type	12.0.0				None	and the second second		342	100 C	a state and the second
Median storage veh)	1.0.2	÷			JR.			1.1.2		10 AL 41
Upstream signal (ft)	1	Contraction of the	569	11.2	and the second	-	sedmen	and the second second	sine distance	1.17.11
pX, platoon unblocked		1. 1.				1.44	Sec. 1		86.6	
vC, conflicting volume	392				209	199	All Inc.			
vC1, stage 1 conf vol					tilles a		te.			S SAMA
vC2, stage 2 conf vol					-					S. Anna Sametaná
vCu, unblocked vol	392				209	199	1. an .			L. J. MARCH
tC, single (s)	4.1			A STORE AND A S	6.4	6.2	- civilizzation	verment music		
tC, 2 stage (s)	0210				1000	i de la composition	57			144.7
tF (s)	2.2		1000000000		3.5	3.3	- Aller	in the second second	Martin Martin	Card Weight Mining
p0 queue free %	100				82	99	2199 - C			1.2.3
cM capacity (veh/h)	1166				778	842		The contrast section	100 K	The second second
A PROPERTY AND A PROPERTY	- A.S	WB 1	SE 1	in the second	. Jost -	ga, si ve	1828 P		de la constante de la	
Direction, Lane #	EB 1	and the second second second	and the second second	134 NO.50	10 (SHE)	OWNER CONT				
Volume Total	8	392	148	10 miles	and the second	Section 191	april for the second		and the second	
Volume Left	2	0	142			1.11	in the second			Aller and the
Volume Right	0	386	5			11 12 - Mari				
cSH	1166	1700	780			100 C	<u>17 - 5 1</u>	1 B.C.	< 12 mm	
Volume to Capacity	0.00	0.23	0.19			104				
Queue Length (ft)	0	0	17		- G.	1000		and the	Sugar 1	6
Control Delay (s)	2.3	0.0	10.7							
Lane LOS	A		В		A.A.			Sec. Sec.		and the second of the
Approach Delay (s)	2.3	0.0	10.7			Marrie C				
Approach LOS			В		alt.	main Surger	Star P.		S	
Intersection Summary	STRUE S		alle dese		Contraction of the		AUDIE NO	Contraction of the		The second second second
Average Delay	「「「「「」」		2.9				Contract of the second second	1	(a) (6 -	
Intersection Capacity Ut	ilization	i l	39.1%	ŀ	CU Lev	el of Sei	rvice	and the second se	A	

kimleylvl7-ff51

HCM Unsignalized Intersection Capacity Analysis 8: Rittenhouse Street & Sligo Mill Road

٤ × 6 1 * / F _ -7 EBL EBR WBL WBT WBR NET NER Movement EBT NEL SWL SWT SWR Lane Configurations 4 4 4 Sign Control Stop Stop Stop Stop Volume (veh/h) 20 6 4 8 0 0 0 138 9 14 9 16 0.84 Peak Hour Factor 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 Hourly flow rate (veh/h) 24 164 10 0 0 0 7 5 11 17 11 19 Direction, Lane # WB 1 **SW 1** NE 1 Volume Total (vph) 195 32 39 24 Volume Left (vph) 5 10 Volume Right (vph) 7 17 19 0.0 -0.2 Hadj (s) -0.2 Departure Headway (s) 4.1 4.1 4.1 Degree Utilization, x 0.22 0.04 0.05 Capacity (veh/h) 865 834 833 Control Delay (s) 8.2 7.3 7.3 Approach Delay (s) 8.2 7.3 7.3 Approach LOS A A A Intersection Summary Delay 8.0 HCM Level of Service A Intersection Capacity Utilization 26.0% ICU Level of Service