Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	15	137	329	7	16	26
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (veh/h)	18	161	387	8	19	31
Pedestrians					18	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					2	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	413				606	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	413				606	409
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	95
cM capacity (veh/h)	1128				446	633

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	179	395	49
Volume Left	18	0	19
Volume Right	0	8	31
cSH	1128	1700	546
Volume to Capacity	0.02	0.23	0.09
Queue Length (ft)	1	0	7
Control Delay (s)	0.9	0.0	12.3
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	12.3
Approach LOS			B

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		30.9%	ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	1	4	1	0	7	0	439	5	5	1232	2
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (veh/h)	5	1	5	1	0	9	0	542	6	6	1521	2
Pedestrians					1						1	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					4.0						4.0	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								410			598	
pX, platoon unblocked	0.68	0.68	0.68	0.68	0.68		0.68					
vC, conflicting volume	1815	2084	762	1324	2082	276	1523			549		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1727	2124	171	1002	2121	276	1296			549		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	96	99	99	100	99	100			99		
cM capacity (veh/h)	38	33	571	127	33	720	359			1016		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	10	271	277	767	763
Volume Left	5	1	0	0	6	0
Volume Right	5	9	0	6	0	2
cSH	63	455	359	1700	1016	1700
Volume to Capacity	0.18	0.02	0.00	0.16	0.01	0.45
Queue Length (ft)	15	2	0	0	0	0
Control Delay (s)	74.0	13.1	0.0	0.0	0.2	0.0
Lane LOS	F	B			A	
Approach Delay (s)	74.0	13.1	0.0		0.1	
Approach LOS	F	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	6	25	0	1	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	1	7	28	0	1	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61	28			28	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61	28			28	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	945	1047			1586	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	8	28	32
Volume Left	1	0	1
Volume Right	7	0	0
cSH	1031	1700	1586
Volume to Capacity	0.01	0.02	0.00
Queue Length (ft)	1	0	0
Control Delay (s)	8.5	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	8.5	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	3	22	1	1	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	4	3	24	1	1	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	58	25			26	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	58	25			26	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	948	1051			1589	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	8	26	32
Volume Left	4	0	1
Volume Right	3	1	0
cSH	990	1700	1589
Volume to Capacity	0.01	0.02	0.00
Queue Length (ft)	1	0	0
Control Delay (s)	8.7	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	8.7	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		13.3%	ICU Level of Service A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	5	1	22	0	0	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	6	1	24	0	0	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60	24			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	24			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	947	1052			1590	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	7	24	36
Volume Left	6	0	0
Volume Right	1	0	0
cSH	963	1700	1590
Volume to Capacity	0.01	0.01	0.00
Queue Length (ft)	1	0	0
Control Delay (s)	8.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		13.3%	ICU Level of Service A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	189	387	4	14	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	0	205	421	4	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			157			
pX, platoon unblocked						
vC, conflicting volume	425				628	423
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	425				628	423
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				97	100
cM capacity (veh/h)	1134				447	631

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	205	425	16
Volume Left	0	0	15
Volume Right	0	4	1
cSH	1134	1700	455
Volume to Capacity	0.00	0.25	0.04
Queue Length (ft)	0	0	3
Control Delay (s)	0.0	0.0	13.2
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.2
Approach LOS			B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	167	399	2	7	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	0	182	434	2	8	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			465			
pX, platoon unblocked						
vC, conflicting volume	436				616	435
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436				616	435
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				98	100
cM capacity (veh/h)	1124				454	621

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	182	436	9
Volume Left	0	0	8
Volume Right	0	2	1
cSH	1124	1700	470
Volume to Capacity	0.00	0.26	0.02
Queue Length (ft)	0	0	1
Control Delay (s)	0.0	0.0	12.8
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.8
Approach LOS			B

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		33.0%	ICU Level of Service A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	23	1	2	135	1	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	25	1	2	147	1	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				239		
pX, platoon unblocked						
vC, conflicting volume			26		177	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			26		177	26
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1588		812	1050

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	26	149	8
Volume Left	0	2	1
Volume Right	1	0	7
cSH	1700	1588	1008
Volume to Capacity	0.02	0.00	0.01
Queue Length (ft)	0	0	1
Control Delay (s)	0.0	0.1	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	8.6
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	1	25	1	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	2	1	27	1	0	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	33	28			28	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	33	28			28	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	980	1048			1585	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	3	28	5
Volume Left	2	0	0
Volume Right	1	1	0
cSH	1002	1700	1585
Volume to Capacity	0.00	0.02	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		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)		1827			1826			3531			3525	
Flt Permitted		0.94			0.90			0.93			1.00	
Satd. Flow (perm)		1732			1649			3272			3525	
Volume (vph)	47	283	27	19	118	13	28	1270	8	0	669	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)	50	301	29	20	126	14	30	1351	9	0	712	16
Lane Group Flow (vph)	0	380	0	0	160	0	0	1390	0	0	728	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)		450			429			2160			2327	
v/s Ratio Prot											0.21	
v/s Ratio Perm		c0.22			0.10			c0.42				
v/c Ratio		0.84			0.37			0.64			0.31	
Uniform Delay, d1		35.1			30.3			10.0			7.3	
Progression Factor		1.00			1.00			1.00			0.77	
Incremental Delay, d2		17.4			2.5			1.5			0.3	
Delay (s)		52.5			32.8			11.5			6.0	
Level of Service		D			C			B			A	
Approach Delay (s)		52.5			32.8			11.5			6.0	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	E
c Critical Lane Group			

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2
Lane Configurations		↔					↔			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0			4.0		
Lane Util. Factor		1.00					1.00			0.95		
Frpb, ped/bikes		0.98					0.99			1.00		
Flpb, ped/bikes		1.00					0.98			1.00		
Frt		0.96					0.96			0.99		
Flt Protected		0.99					0.98			1.00		
Satd. Flow (prot)		1715					1696			3503		
Flt Permitted		0.91					0.87			0.86		
Satd. Flow (perm)		1580					1502			3021		
Volume (vph)	19	28	10	12	3	48	35	41	2	1452	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)	19	28	10	12	3	48	35	41	2	1467	83	9
Lane Group Flow (vph)	0	69	0	0	0	0	127	0	0	1552	0	0
Confl. Peds. (#/hr)	10		13	13	13	13		10	4		14	14
Turn Type	Perm				Perm	Perm			custom			Prot
Protected Phases		4					8					14
Permitted Phases	4				8	8			2	2		
Actuated Green, G (s)		14.0					14.0			60.0		
Effective Green, g (s)		15.0					15.0			61.0		
Actuated g/C Ratio		0.15					0.15			0.61		
Clearance Time (s)		5.0					5.0			5.0		
Lane Grp Cap (vph)		237					225			1843		
v/s Ratio Prot												
v/s Ratio Perm		0.04					c0.08			c0.51		
v/c Ratio		0.29					0.56			0.84		
Uniform Delay, d1		37.8					39.5			15.6		
Progression Factor		1.00					1.00			0.64		
Incremental Delay, d2		3.1					9.9			4.2		
Delay (s)		40.9					49.3			14.1		
Level of Service		D					D			B		
Approach Delay (s)		40.9					49.3			14.1		
Approach LOS		D					D			B		

Intersection Summary			
HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.8%	ICU Level of Service	F
c Critical Lane Group			

Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	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	0.99		0.86		0.85
Flt Protected	0.95	1.00		1.00		1.00
Satd. Flow (prot)	1770	3509		1534		1442
Flt Permitted	0.95	1.00		1.00		1.00
Satd. Flow (perm)	1770	3509		1534		1442
Volume (vph)	60	628	31	4	104	16
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	61	634	31	4	105	16
Lane Group Flow (vph)	70	665	0	109	0	16
Confl. Peds. (#/hr)	14		4	4	10	14
Turn Type	Prot					custom
Protected Phases	14					
Permitted Phases		6 14		10		2
Actuated Green, G (s)	11.0	76.0		11.0		60.0
Effective Green, g (s)	12.0	77.0		12.0		61.0
Actuated g/C Ratio	0.12	0.77		0.12		0.61
Clearance Time (s)	5.0			5.0		5.0
Lane Grp Cap (vph)	212	2702		184		880
v/s Ratio Prot	0.04					
v/s Ratio Perm		0.19		c0.07		0.01
v/c Ratio	0.33	0.25		0.59		0.02
Uniform Delay, d1	40.3	3.3		41.7		7.7
Progression Factor	1.00	1.00		1.00		1.00
Incremental Delay, d2	4.1	0.2		13.3		0.0
Delay (s)	44.4	3.5		54.9		7.7
Level of Service	D	A		D		A
Approach Delay (s)		7.4		48.9		
Approach LOS		A		D		
Intersection Summary						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	266	6	3	140	10	9	2	5	9	0	5
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)	8	350	8	4	184	13	12	3	7	12	0	7
Pedestrians		2						1				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					317							
pX, platoon unblocked												
vC, conflicting volume	197			359			578	576	355	576	573	193
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	197			359			578	576	355	576	573	193
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	99	99	97	100	99
cM capacity (veh/h)	1375			1199			419	424	688	419	425	847

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	366	201	21	18
Volume Left	8	4	12	12
Volume Right	8	13	7	7
cSH	1375	1199	478	511
Volume to Capacity	0.01	0.00	0.04	0.04
Queue Length (ft)	0	0	3	3
Control Delay (s)	0.2	0.2	12.9	12.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	12.9	12.3
Approach LOS			B	B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Sign Control		Free	Free		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						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			569			
pX, platoon unblocked						
vC, conflicting volume	392				209	199
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, 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
Volume Total	8	392	148
Volume Left	2	0	142
Volume Right	0	386	5
cSH	1166	1700	780
Volume to Capacity	0.00	0.23	0.19
Queue Length (ft)	0	0	17
Control Delay (s)	2.3	0.0	10.7
Lane LOS	A		B
Approach Delay (s)	2.3	0.0	10.7
Approach LOS			B

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization		39.1%	ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	0	0	0	12	27	7	6	13	72	19	11	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	13	29	7	6	14	77	20	12	6

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total (vph)	49	97	38
Volume Left (vph)	13	6	20
Volume Right (vph)	7	77	6
Hadj (s)	0.0	-0.4	0.0
Departure Headway (s)	4.2	3.6	4.1
Degree Utilization, x	0.06	0.10	0.04
Capacity (veh/h)	839	972	857
Control Delay (s)	7.4	7.0	7.3
Approach Delay (s)	7.4	7.0	7.3
Approach LOS	A	A	A

Intersection Summary					
Delay			7.2		
HCM Level of Service			A		
Intersection Capacity Utilization		17.4%	ICU Level of Service		A

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	70	286	151	8	11	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (veh/h)	73	298	157	8	11	8
Pedestrians					18	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					2	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	184				623	179
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184				623	179
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				97	99
cM capacity (veh/h)	1370				419	850

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	371	166	20
Volume Left	73	0	11
Volume Right	0	8	8
cSH	1370	1700	533
Volume to Capacity	0.05	0.10	0.04
Queue Length (ft)	4	0	3
Control Delay (s)	1.9	0.0	12.0
Lane LOS	A		B
Approach Delay (s)	1.9	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		43.9%	ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	0	9	4	1	3	17	1162	4	3	534	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (veh/h)	2	0	10	4	1	3	19	1306	4	3	600	10
Pedestrians					1						1	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					4.0						4.0	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								410			598	
pX, platoon unblocked												
vC, conflicting volume	1308	1961	305	1664	1964	657	610			1311		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1308	1961	305	1664	1964	657	610			1311		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	93	98	99	98			99		
cM capacity (veh/h)	112	61	691	61	61	407	965			523		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	9	672	657	303	310
Volume Left	2	4	19	0	3	0
Volume Right	10	3	0	4	0	10
cSH	356	90	965	1700	523	1700
Volume to Capacity	0.03	0.10	0.02	0.39	0.01	0.18
Queue Length (ft)	3	8	2	0	0	0
Control Delay (s)	15.5	49.6	0.5	0.0	0.2	0.0
Lane LOS	C	E	A		A	
Approach Delay (s)	15.5	49.6	0.3		0.1	
Approach LOS	C	E				

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	53.4%	ICU Level of Service	A	

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	3	77	1	4	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	1	3	86	1	4	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	116	86			87	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116	86			87	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	877	973			1509	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	4	87	26
Volume Left	1	0	4
Volume Right	3	1	0
cSH	947	1700	1509
Volume to Capacity	0.00	0.05	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	8.8	0.0	1.3
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	1.3
Approach LOS	A		

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		14.6%	ICU Level of Service A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	2	76	1	2	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	1	2	84	1	2	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	85			86	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	85			86	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	886	974			1511	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	3	86	22
Volume Left	1	0	2
Volume Right	2	1	0
cSH	943	1700	1511
Volume to Capacity	0.00	0.05	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	8.8	0.0	0.7
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.7
Approach LOS	A		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	14.5%	ICU Level of Service	A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	0	77	1	2	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	1	0	86	1	2	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	86			87	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	86			87	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	886	973			1509	

Direction, Lane #	WB 1	NE 1	SW 1
Volume Total	1	87	21
Volume Left	1	0	2
Volume Right	0	1	0
cSH	886	1700	1509
Volume to Capacity	0.00	0.05	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	9.1	0.0	0.8
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	0.8
Approach LOS	A		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		14.6%	ICU Level of Service A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	2	277	150	4	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	2	301	163	4	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			468			
pX, platoon unblocked						
vC, conflicting volume	167				471	165
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167				471	165
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1410				551	879

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	303	167	2
Volume Left	2	0	1
Volume Right	0	4	1
cSH	1410	1700	677
Volume to Capacity	0.00	0.10	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	0.1	0.0	10.3
Lane LOS	A		B
Approach Delay (s)	0.1	0.0	10.3
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	286	153	9	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	1	311	166	10	7	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			162			
pX, platoon unblocked						
vC, conflicting volume	176				484	171
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176				484	171
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1400				541	873

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	312	176	7
Volume Left	1	0	7
Volume Right	0	10	0
cSH	1400	1700	541
Volume to Capacity	0.00	0.10	0.01
Queue Length (ft)	0	0	1
Control Delay (s)	0.0	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	0.0	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		26.7%	ICU Level of Service A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	69	1	7	65	1	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	75	1	8	71	1	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				254		
pX, platoon unblocked						
vC, conflicting volume			76		161	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			76		161	76
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1523		825	986

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	76	78	8
Volume Left	0	8	1
Volume Right	1	0	7
cSH	1700	1523	959
Volume to Capacity	0.04	0.00	0.01
Queue Length (ft)	0	0	1
Control Delay (s)	0.0	0.8	8.8
Lane LOS		A	A
Approach Delay (s)	0.0	0.8	8.8
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	15	2	1	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	0	1	16	2	1	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	28	17			18	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28	17			18	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	986	1061			1598	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	18	10
Volume Left	0	0	1
Volume Right	1	2	0
cSH	1061	1700	1598
Volume to Capacity	0.00	0.01	0.00
Queue Length (ft)	0	0	0
Control Delay (s)	8.4	0.0	0.8
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	0.8
Approach LOS	A		

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		13.3%	ICU Level of Service A

August 31, 2005

NOTICE OF INTENT TO FILE A ZONING APPLICATION

Application to the
District of Columbia Zoning Commission for Consolidated Approval of a Planned Unit Development

The West Group Development Company LLC and The Jarvis Company, as owner and developer of the subject property, (collectively referred to herein as the "Applicants"), hereby give notice of their intent to file an application for consolidated review and approval of a Planned Unit Development ("PUD") with the District of Columbia Zoning Commission under Chapter 24 of the District of Columbia Zoning Regulations (11 DCMR §2400 *et seq.* (February 2003)). The Applicants are seeking to rezone the property from R-1-B to R-5-B in connection with this Application. The application will be filed with the Zoning Commission not less than ten (10) days from the date of this notice. This notice is given pursuant to §2406.7 of the Zoning Regulations.

The property that is the subject of this application consists of Parcel 126/74 and Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714 (the "Subject Property"). The Subject Property is located in the northeast quadrant of the District. Parcel 126/74 is 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 and consists of approximately 501,691 square feet of land area. The Applicants are seeking consolidated PUD approval and rezoning of the Subject Property to the R-5-B District, and intend to construct a 199 unit residential development containing approximately 426,394 square feet of gross floor area dedicated to residential uses, with approximately 27 detached single family dwellings, 111 townhomes and 61 condominiums, 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 above the first floor elevation. The project will have an overall floor area ratio ("FAR") of approximately 0.85 and will include approximately 410 off-street parking spaces.

The Applicants for this proposal are the West Group Development Company LLC and The Jarvis Company; the architects for the site are Ferrell Madden Associates, Frank Lohsen McCrery Architects and Eric Colbert & Associates; and land use counsel is Holland & Knight LLP.

Should you need any additional information regarding the proposed PUD application, please contact Norman M. Glasgow, Jr., Esq., of Holland & Knight LLP at (202) 955-3000.

3179878_v1

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File a Zoning Application for Consolidated Approval of a Planned Unit Development and a zoning map amendment to rezone Parcel 126/74 and Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714 from R-1-B to R-5-B was mailed to Advisory Neighborhood Commission 4B and to the owners of all property within 200 feet of the perimeter of the project site on August 31, 2005, at least ten (10) calendar days prior to the filing of the application for consolidated approval of a Planned Unit Development and Zoning Map Amendment as required by the Zoning Regulations of the District of Columbia, 11 DCMR §2406.7. A copy of the Notice is attached hereto.

Kyrus L. Freeman

Kyrus L. Freeman

August 31, 2005

Date

3190989_v1

September 1, 2005

AMENDED NOTICE OF INTENT TO FILE A ZONING APPLICATION

Application to the
District of Columbia Zoning Commission for Consolidated Approval of a Planned Unit Development and a Zoning Map Amendment

The West Group Development Company LLC, on behalf of 6000 New Hampshire Avenue LLC, and The Jarvis Company, as owner and developer of the subject property, (collectively referred to herein as the "Applicants"), hereby give notice of their intent to file an application for consolidated review and approval of a Planned Unit Development ("PUD") with the District of Columbia Zoning Commission under Chapter 24 of the District of Columbia Zoning Regulations (11 DCMR §2400 *et seq.* (February 2003)). The Applicants are seeking to rezone the property from R-1-B to R-5-B in connection with this Application. The application will be filed with the Zoning Commission not less than ten (10) days from the date of this notice. This notice is given pursuant to §2406.7 of the Zoning Regulations.

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 generally bounded by Rittenhouse Street, New Hampshire Avenue, Peabody Street, Chillum Place and Sligo Mill Road. 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. The Subject Property is currently zoned R-1-B and consists of approximately 501,691 square feet of land area. The Applicants are seeking consolidated PUD approval and rezoning of the Subject Property to the R-5-B District, and intend to construct a 199 unit residential development containing approximately 426,394 square feet of gross floor area dedicated to residential uses, with approximately 27 detached single family dwellings, 111 townhomes and 61 condominiums, 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 above the first floor elevation. The project will have an overall floor area ratio ("FAR") of approximately 0.85 and will include approximately 410 off-street parking spaces.

The Applicants for this proposal are the West Group Development Company LLC, on behalf of 6000 New Hampshire Avenue LLC, and The Jarvis Company; the architects for the site are Ferrell Madden Associates, Frank Lohsen McCrery Architects and Eric Colbert & Associates; and land use counsel is Holland & Knight LLP.

Should you need any additional information regarding the proposed PUD application, please contact Norman M. Glasgow, Jr., Esq., of Holland & Knight LLP at (202) 955-3000.

3192016_v1

Certificate of Amended Notice

I HEREBY CERTIFY that a copy of the Amended Notice of Intent to File a Zoning Application for Consolidated Approval of a Planned Unit Development and a Zoning Map Amendment to rezone Parcel 126/74, Lots 69, 70, 71, 72, 73, 801, 824 and 826 in Square 3714 and Lot 858 in Square 3719 from R-1-B to R-5-B was mailed to Advisory Neighborhood Commission 4B and to the owners of all property within 200 feet of the perimeter of the project site on September 1 and 2, 2005, at least ten (10) calendar days prior to the filing of the application for consolidated approval of a Planned Unit Development and Zoning Map Amendment as required by the Zoning Regulations of the District of Columbia, 11 DCMR §2406.7. A copy of the Notice is attached hereto.

Kyrus L. Freeman

Kyrus L. Freeman

September 9, 2005

Date

3193770_v2

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