Technical Attachments

University of the District of Columbia Lamond-Riggs Campus Master Plan 2023 – 2033

Washington, DC

September 15, 2023



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A. Finalized DDOT CTR Scoping Form

District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this Scoping Form with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the Scoping Form are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial proposed scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the Scoping Form has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study and comply with all CTR requirements not specifically addressed in this Form.

Scoping Information		
Date(s) Scoping Form Submitted to DDOT: 5/4/2023		
DDOT Case Manager: Aaron Zimmerman and Noah Hagen		
Date(s) Scoping Form Comments Returned to Applicant: 5/24/2023; 6/21/2023		
Date Scoping Form Finalized:		

Project Overview	Proposed Development Program
Project Name: University of the District of Columbia Lamond-Riggs Campus Master Plan	Use(s): Institutional – college/university
Case Type & No. (ZC, BZA, PSC, etc.): ZC – Campus Master Plan	Residential (dwelling units): N/A
Applicant/Developer Name: University of the District of Columbia	Retail (square feet): N/A
Transportation Consultant and Contact Info:	Office (square feet): N/A
Gorove Slade Associates, Inc.,	
1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036	
Daniel Solomon, 202-540-1928, ds@goroveslade.com	
Sasha Redmon, 202-296-8630, snr@goroveslade.com	
Land Use Counsel and Contact Info:	Hotel (rooms): N/A
Cozen O'Connor	
Meridith Moldenhauer, 202-747-0763, mmoldenhauer@cozen.com	
Site Street Address: 5171 South Dakota Ave NE, Washington, DC 20017	Other:
	Existing head count:

	Students: 1,499
	Students: 1,499 Staff: 100
	Stail. 100
	Anticipated head count:
	Students: 3,000 by 2030
	Staff: 118
Site Square & Lot: Square 3757, Lot 802	# of Vehicle Parking Spaces:
Site Square & Lot. Square 3737, Lot 802	Existing:
	Northern lot: 23 spaces
	·
	Southern lot: 165 spaces
	Total: 188 spaces
	Proposed:
	Phase I:
	Northern lot: 18 spaces
	Southern lot: 160 spaces
	Total: 178 spaces
	Phase II:
	Northern lot: 18 spaces
	Southern lot: 100 spaces
	Total: 118 spaces
Current Zoning and/or Overlay District: R-2	# of Carshare spaces:
,	Existing: None
	Proposed: None
Estimated Date of Hearing: TBD	# of Electric Vehicle Stations:
	Existing: None
	Proposed: a minimum of two (2) spaces
ANC/SMD No. & SMD Commissioner Name: ANC 5A01, Duvalier J. Malone	Bicycle Parking Facilities
OP Small Area Plan (if applicable): Riggs Road and South Dakota Avenue Area Final	Long-term spaces:
Development Plan	Existing: None
	Proposed:
	Phase I: 17 spaces
	Phase II: 25 spaces (additional 8 spaces from Phase I)
	Short-Term spaces:
	Existing: approximately 20 spaces
	Proposed:
	Phase I: 64 spaces
	Phase II: 92 spaces (additional 28 spaces from Phase I)
DDOT Livability Study (if applicable): N/A	Showers / Lockers (non-residential):
2001 Elitability Stady (II applicable). N/A	Existing: None
	Existing, None

	Proposed: Six (6) showers and 16 lockers
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, half mile of Fort Totten	Loading Berths/Spaces:
Metro Station and quarter mile of Priority Bus Network on South Dakota Avenue NE.	Existing: Loading occurs from both the northern and southern lots.
	Proposed: Two (2) 12'x30' loading berths, one (1) 10'x20'
	service/delivery space in Phase II

Service, derivery space in a nase in
Documents to be Submitted to DDOT: Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be
appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.
CTR Study (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
☐ TIA Component of CTR Study Triggered (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
Transportation Statement (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)
Standalone TIA (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
Other, specify:
🗆 Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

UDC Lamond-Riggs Campus Master Plan – 5/4/2023, DDOT comments 5/24/2023, GS responses 6/13/2023

Existing Site and Description of Action: Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).

This scoping form is for the University of the District of Columbia (UDC) Lamond-Riggs Campus Master Plan (CMP). The Lamond-Riggs Campus is located at the southeast corner of South Dakota Avenue and Hamilton Street at 5171 South Dakota NE, in the Queen's Chapel neighborhood of the District. The surrounding area comprises predominately residential uses, consisting of both high-rise apartments and single-family homes. The Campus is bordered by Hamilton Street NW to the northwest, South Dakota Avenue NE to the southwest, Galloway Street NE to the southeast, and a public alley to the northeast. The Campus is currently improved with a single three-story building (Wings A, B, and C), greenhouses, green spaces, and two (2) surface parking lots.

UDC is proposing two (2) phases of the CMP.

- Phase I will include the following:
 - o Partial modernization upgrades to the existing wings, including internal space reconfiguration, programming utility upgrades, and HVAC system replacement;
 - Façade improvements will be made along the main entrance of Wing A and new signage will be provided along the South Dakota Avenue NE and Hamilton Street NW frontages;
 - A student-oriented amenity space such as a coffee and food service station will be provided in Wing B;
 - Additional lab space and storage areas, demonstration kitchen, adjacent community garden, and the greenhouses will be provided in Wing C; and
 - A new green space will be developed between the three (3) wings adjacent to the southern parking lot.
 - Reconfiguration of the northern and southern parking lots with new green space located in the southern parking lot. This will lead to a reduction of vehicle parking spaces from 23 to 18 spaces in northern parking lot and from 165 to 160 spaces in southern parking lot, respectively;
 - Enhancement of loading area to the northern parking lot; and
 - o New bicycle parking areas which can be accessed from South Dakota Avenue NE and Hamilton Street NE.
- Phase II will include the following:
 - A building addition (Wing D), approximately 55,000 sf, to be constructed over part of the existing southern parking lot. This new wing will provide additional academic and administrative space, along with a student center, green roof, and other needed facilities. A new, student-oriented entrance will be installed, located at the new plaza at the southwestern corner of the campus. This new entrance will connect to a student forum, offering space for relaxing and collaboration. The open courtyard will feature landscaping which promotes congregation amongst students and faculty, along with walkways and rest areas;
 - Continuing upgrades to the remaining wings, including:
 - Façade improvements including additional decorative paneling and screens on the public-facing building walls of Wing A, along with a newly installed green wall on Wing A's façade facing the interior courtyard;
 - Enhancements to the food service area in Wing B; and
 - Enhanced rooftop mechanical penthouses, additional bicycle parking, and a second-floor accessible green roof on a portion of Wing C with visual connection to the courtyard.
 - o Reconfiguration of the south parking lot with a reduction of vehicle parking spaces from 160 to 100 spaces.

Among the two (2) phases, the Applicant will be seeking Further Processing applications for Phases II.

Prior Related Action(s), Conditions, and Commitments: Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all rele	vant
conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.	

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES

INES APPLICANT PROPOSAL

DDOT COMMENTS

Site Access and Connectivity

Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, onand off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed.

See Section 1.1 of the CTR Guidelines for more detailed guidance.

Vehicular access: As there is no change in use, the project proposes to retain the two (2) existing curb cuts off Galloway Street NE and Hamilton Street NE. Existing vehicular parking is provided in the two (2) existing parking lots: the "Northern Lot", which can be accessed from Hamilton Street NE, and the "Southern Lot", which can be accessed from Galloway Street NE.

Due to the narrow width (16') of the alley, and the significant grade differences between the alley elevation and the surface lots, vehicular access point to the alley will not be feasible. Near the intersection of the alley and Galloway Street, the elevation difference is minimal, but would require the significant disturbance elimination of an agricultural programing and bioretention area. Additionally, abutting a number of residential uses, the alley would not be able to accommodate the additional demand.

The curb cut on Galloway Street NE will be widened from its current width of 14.5' to 20' during Phase II, and the curb cut on Hamilton Street NE will be brought up to DDOT and DEM standards during Phase II.

An exhibit showing the campus topography is provided in the attachments.

Bicycle access: Primary bicycle access to the campus will be from Hamilton Avenue NE. Long-term bicycle parking will be provided in Wing C. Short-term bicycle parking will be provided at highly visible and accessible locations nearby Wing A. Locations of bicycle parking are included in the scoping attachments.

Pedestrian access: Under existing conditions, the campus has limited pedestrian entryways with only the old Middle School entrance along South Dakota Avenue. The project proposes to enhance the pedestrian experience by removing surface parking in the campus's central core, adding pedestrian walkways and a new centralized student entrance to the campus, and making the pedestrian network more porous and connective.

A graphic showing the anticipated site circulation is provided in the attachments.

Scoping Graphic: Project Location Map

Scoping Graphic: Site Circulation Plan

Scopina Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)

DDOT 5/24/23: How will pedestrians access the site from Hamilton Street? It appears that pedestrians will have to walk down the driveway and across the parking lot. Please add a safe pedestrian walkway at this entrance along with a striped pedestrian crossing across the parking lot.

GS 6/7/23: The pedestrian entrances off the Hamilton Street parking lot are intended to be secondary pedestrian access points for staff parking in that lot and a pedestrian walkway is not required by zoning. It is expected that the primary pedestrian access for the site will be from the main entrance on S Dakota Avenue.

DDOT 6/21/23: Noted. DDOT strongly prefers that at least a striped walkway is provided in this area to indicate pedestrian priority. Please also add, at a minimum, an ADA-accessible leadwalk.

future, which could be a source of conflict. GS 6/7/23: Access to the long-term bicycle parking will be provided via Galloway Street NE. Updated site circulation plan will be included in the CTR. DDOT 6/21/23: Noted. In the CTR, indicate the access route through the building between Galloway Street and the longterm bicycle parking, and consider including pavement markings in the northern vehicle lot to denote the bicycle access point. Under existing conditions, loading operations for the campus primarily occur at the southern lot. DDOT 5/24/23: DDOT Loading concurs. Make sure Discuss and show the Under proposed conditions (gradually starting in Phase I), waste removal, loading, and delivery service areas will be relocated to the northern lot accessible from that all loading turns quantity and sizes of Hamilton Street NE. Due to significant grade differences between the northern (elevation 127) and southern lot (elevation 113) relocating the loading to the are on private loading berths/delivery northern lot will better collocate internal service corridors and future uses such as the demonstration kitchen. property with headspaces, trash storage in/head-out access locations, on- and off-Per ZR16 requirements, an education use of more than 100,000 square feet is required to provide two (2) loading berths and one (1) service/delivery space. through the sidewalk. site loading locations, Consistent with these requirements, the Lamond-Riggs campus will provide two (2) loading berths and one (1) service/delivery space in Phase II. turnaround design, All truck backing maneuvers will occur within the site. Truck access to the site will be via front-in/front-out maneuvers only through public spaces. Truck turning GS 6/7/23: Noted. nearby commercial diagrams will be provided in the CTR. Head-in/head-out loading zones, and maneuvering diagrams anticipated demand, will be included in the operations, and routing CTR. ☐ Scoping Graphic: Location of loading area with internal building routing of delivery and trash vehicles. Identify the ☐ Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes) DDOT 6/21/23: DDOT sizes of trucks concurs. anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed.

See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.

Vehicle Parking

Identify all off-street parking locations (onand off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within 1/4 mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required

See Section 1.3 of the CTR Guidelines for more detailed guidance.

amount of parking.

Under existing conditions, the southern lot contains approximately 165 parking spaces, and the northern lot contains approximately 23 spaces, for a total of approximately 188 vehicle parking spaces serving the UDC Lamond-Riggs campus. While permits are required, parking in the surface lot is currently unmonitored, has no access controls, and is provided on a "first come, first serve" basis.

Under proposed conditions, UDC will implement strategies to better manage the parking supply at Lamond-Riggs, including access controls. Parking will be reduced by 10 spaces during the Phase I partial modernization, and by additional 60 spaces during Phase II due to the reduction of the southern lot to accommodate the addition of Wing D. Proposed quantities and locations of vehicle parking spaces are shown as below:

	Northern Lot	Southern Lot	Total
Phase I	18 spaces	160 spaces	178 spaces
Phase II	18 spaces	100 spaces	118 spaces

According to ZR16 C 701.5, if a campus plan has been approved by the Zoning Commission or the Board of Zoning Adjustment for the college or university, parking shall be provided as set forth in the approved campus plan. Baseline ZR16 rates (which would apply without a CMP in place) are shown in the table below. A discussion of how the proposed reduction in parking supply on campus will meet the practical demands through TDM and available adjacent parking supply will be included in the CTR.

	Size	Vehicle Parking Spaces		
Land Use	Duamagad	Required (ZR-16)		DDOT Durfamed Date 1
	Proposed	Supply ¹	Ratio ²	DDOT-Preferred Rate ¹
Education, college/university	3,000 students and 118 faculty/staff	190-379 spaces	0.1/student 0.67/staff	90% of ZR-16 requirements (171-341 spaces)

¹The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5. Per 702.1(a), parking supply may be reduced by 50% given the proposed development's proximity to Fort Totten Metrorail station and transit priority corridor along South Dakota Avenue NE.

Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)

☐ Scoping Graphic: Off-Street Parking Locations (both on- and off-site)

DDOT 5/24/23: DDOT supports the reduction in parking and encourage the Applicant to look for ways to further reduce the number of parking spaces, including by adding additional green space per OP's comments.

GS 6/7/23: Noted.

DDOT 6/21/23: DDOT concurs.

DDOT 5/24/23: How will access to the parking lots be controlled?

GS 6/7/23: At this point, the University does not consider necessary or cost effective the installation of a gate to control access to the parking lots. Parking permits and hang tags will continue to be available for students, staff, and faculty at the Lamond-Riggs Campus, with parking enforcement provided by UDC Public Safety.

DDOT 6/21/23: DDOT concurs. In the CMP, include a description of how parking will be enforced.

² Supply is measured in *spaces*, while ratio is measured in *spaces/student* or *spaces/staff*.

For each building: 2 for each 3 teachers; plus either 1 for each 10 classroom seats or 1 for each 12 stadium seats or 1 for each 10 auditorium seats, whichever is greater, except if a campus plan has been approved by the Zoning Commission or the Board of Zoning Adjustment for the college or university, in which case the parking shall be provided as set forth in the approved campus plan.

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed.

Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance. Under existing conditions, no long-term bicycle parking spaces are provided on the campus and approximately 20 short-term bicycle parking spaces are located in two (2) bicycle racks in the southern parking lot.

According to ZR16 C 701.5, if a campus plan has been approved by the Zoning Commission or the Board of Zoning Adjustment for the college or university, parking shall be provided as set forth in the approved campus plan.

Under future conditions, proposed quantities and locations of bicycle parking spaces are shown as below:

	Short-term Spaces	Long-term Spaces
Phase I	64	17
Phase II	92 (additional 28 spaces from Phase I)	25 (additional 8 spaces from Phase I)

Long-term, covered bicycle parking will be provided in Wing C. Short-term parking spaces will be provided in a highly visible and accessible area along South Dakota Avenue.

Additionally, the zoning requirements for Showers and Lockers for non-residential uses over 25,000 sf utilize the following calculations:

- Showers: A minimum of two (2) showers. An additional two (2) showers shall be installed for every additional 50,000 sf of gross floor area, up to a maximum requirement of six (6) showers.
 - Lockers: Six-tenths (0.6) of the number of long-term bicycle parking spaces for non-residential users

The Applicant will provide six (6) showers and 16 lockers, meeting the shower and exceeding the locker requirements, respectively. Detailed locations of these facilities will be included in the CTR.

Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms

DDOT 5/24/23: Look for ways to move some of the short-term bicycle parking spaces indoors to become long-term spaces and/or add a covering over the short-term spaces.

GS 6/7/23: Noted. The Applicant will explore the options to move some of the short-term bicycle parking spaces indoors or add a covering over the short-term spaces.

DDOT 6/21/23: DDOT concurs.

DDOT 5/24/23: Please ensure short and longterm bicycle parking spaces are installed according to the DDOT **Bike Parking Guide** with close attention paid to spacing dimensions and longterm bike parking requirements (e.g., at least 50% of long-term spaces must allow for bikes to be placed horizontally on the floor or ground without the bike being suspended. Shortterm bicycle racks must: be galvanized or stainless steel and covered with a powdercoat, PVC, or thermoplastic coating; must have a locking pole with a diameter between 1.5" and 2.5"; if surfacemounted, must have at least one tamperresistant nut per rack

		'footing'; and, if surfaced-mounted, must not have arranged anchors along a single axis, leaving them vulnerable to a "fulcrum attack". GS 6/7/23: Noted. Short- and long-term bicycle parking spaces will be installed in compliance with the DDOT Bike Parking Guide. DDOT 6/21/23: DDOT
		concurs.
Streetscape and	A conceptual streetscape layout will be provided in the CTR. Detailed layouts will be included in site plans submitted with the Application as part of the zoning	DDOT 5/24/23: Ensure that a green buffer
Public Realm	process.	and street trees are
Provide a conceptual layout of the streetscape		provided along the South Dakota Avenue
and public realm	☐ Scoping Graphic: Preliminary Public Space Concept	sidewalk in order to
including at minimum:		meet DDOT sidewalk standards.
curb cuts, vaults, sidewalk widths, street		Standards.
trees, grade changes,		GS 6/7/23: This
building projections, short-term bicycle		accommodation will require tearing up the
parking, and any existing		existing sidewalks and
bus stops. Also provide		installing additional
the permit tracking		tree boxes along South
numbers and PSC hearing date, if known,		Dakota Avenue fronting the campus.
for any approved public		Considering the future
space designs. Note any		DDOT plans for
non-compliant public space elements requiring		improving South Dakota Avenue, it is
a DCRA code		recommended that
modification or PSC		any improvements
approval.		along this segment be
See Section 1.5 of the		implemented as part of that project.
CTR Guidelines for more detailed guidance. A		
summary of public space		DDOT 6/21/23: Noted.
best practices and DDOT		At a minimum, ensure that any missing tree
standards are also		boxes are installed in
documented in the DEM, Public Realm Design		order to meet the
Manual, and corridor		DDOT standard
·		spacing. The Applicant and DDOT should

Streetscape Guidelines (if applicable).

continue to coordinate on the South Dakota Avenue streetscape design.

DDOT 5/24/23: Ensure that the Hamilton Avenue sidewalk is widened to at least 6 feet.

GS 6/7/23: Noted.

DDOT 6/21/23: DDOT concurs.

DDOT 5/24/23: Add a second pedestrian access point to Galloway Street close to the intersection with South Dakota Avenue.

GS 6/7/23: As shown in the Anticipated Site Circulation graphic (Appendix C), the site is accessible to/from pedestrian pathways provided on Galloway Street and South Dakota Avenue, with an enhanced condition in Phase II.

As such, the Applicant recommends maintain the currently proposed pedestrian connectivity to Galloway Street.

DDOT 6/21/23: Noted. DDOT concurs.

DDOT 5/24/23: Per OP's comment, consider adding public art or other visual activation at the



		Hamilton and South Dakota & Galloway - Upgrade bus shelters at South Dakota & Galloway GS 6/7/23: Noted. The Applicant will consider these mitigation measures as part of the CMP and Further Processing DDOT 6/21/23: DDOT concurs.
Sustainable	Sustainable transportation elements will be identified as part of the CTR. Section 1.6 of the DDOT CTR guidelines recommends that one (1) out of every 50 spaces	DDOT concurs.
	be served by an EV charging station. The Applicant will provide a minimum of two (2) electric vehicle parking spaces.	
Transportation		GS 6/7/23: Noted
Elements		
Identify all sustainable transportation elements,		
such as electric vehicle		
(EV) charging stations		
and carshare spaces		
proposed to be included		
in the project. Electrical		
conduit should be installed in parking		
garage so that additional		
EV stations can be		
provided later. DDOT		
recommends 1 per 50		
vehicle spaces be served		
by an EV station. Note that District regulations		
for EV infrastructure is		
fast evolving and		
additional requirements		
may go into effect.		
See Section 1.6 of the		
CTR Guidelines for more		
detailed guidance.		

Heritage, Special, and Street Trees

Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2block radius of the site. Provide a screenshot from UFD's map of existing and missing

The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted on-site.

The CTR will include a screenshot of the street tree inventory for the area surrounding the site using DC UFD mapping layer of Street Trees in Washington, DC.

☐ Scoping Graphic: Street Tree Inventory Study Area

DDOT: See attached letter from UFD.

GS 6/7/23: Noted. The Applicant will contact DDOT Arborist to schedule a field meeting to discuss to overall scope of work in relation to existing Special/Heritage trees and to coordinate next steps.

DDOT 6/21/23: DDOT concurs.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES

APPLICANT PROPOSAL

DDOT COMMENTS

Mode Split

street trees.

See Section 1.7 of the CTR Guidelines for more detailed guidance.

Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed The mode split assumptions are based on a combination of Van Ness campus surveys conducted in 2011 and 2016 and a preliminary Lamond-Riggs survey conducted in 2022/2023. The Lamond-Riggs survey results will be updated in the CTR once it is finalized.

The following are results of a mix of campus survey:

Van Ness campus survey conducted in 2011 for UDC Student Center market research

	Drive	Transit	Bike	Walk
Students	27.8%	64.5%	2.0%	5.7%
Staff	61.6%	31.5%	4.1%	1.4%

DDOT concurs.

GS 6/7/23: Noted. In response to the next DDOT comment, the mode split has been revised to assume an "overall" mode split for both students and staff for the campus.

is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.

See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies. Van Ness campus survey conducted in 2016 for TDM study

	Drive	Transit	Bike	Walk	Other
Students	33.6%	59.4%	0.9%	3.9%	2.2%
Staff	53.7%	39.9%	1.3%	2.5%	2.6%

- Preliminary results from Lamond-Riggs campus survey conducted in 2022/2023
 - As of 1/13/23, out of 361 survey participants, 62 indicate that they drive to campus (17.2%)

Based on the survey results, the reduction in parking spaces on-site compared to existing conditions, the provision of a TDM plan, the potential for Zero-Fare buses in Washington DC should it be approved and enacted in the future, and UDC's plan to explore enrollment in the WMATA U-Pass program, the mode split assumptions are as follows:

	Drive	Transit	Bike	Walk
Students	17%	75%	2%	6%
Staff	50%	45%	2%	3%

In order to provide a trip generation calculation that incorporates the auto splits of both students and staff, the 2016 Van Ness campus survey and 2022/2023 preliminary Lamond-Riggs campus survey were utilized to establish an "overall" auto split that represents the combined student and staff populations, as shown below. The "overall" mode split was weighted by the anticipated student and staff population by 2030, which resulted in 1% increase as the student population is much larger than the staff. To be conversative, the overall auto mode split was assumed to be 20%.

	Drive	Transit	Bike	Walk
Students and Staff	20%	72%	2%	6%

Scoping Table: Mode Split Assumptions by Land Use

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE Trip Generation Manual or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on

observed counts. Include estimates for the transit,

Multi-modal trip generation was calculated using ITE Trip Generation Manual 11th Edition rates for land use 550 (University/College) 540 (Junior/Community College) with the independent variable "Students" to calculate trips.

The ITE trip generation for the proposed project is shown below and is included in the attachments to this form.

Mode		AM Peak Hour			PM Peak Hour	PM Peak Hour		
iviode	In	Out	Total	In	Out	Total	Daily Total	
			Prop	osed (3,000 students)				
Auto	59 53 veh/hr	17 13 veh/hr	76 66 veh/hr	25 37 veh/hr	51 29 veh/hr	76 66 veh/hr	1063 690 veh	
Transit	311 227 ppl/hr	87 53 ppl/hr	398 280 ppl/hr	128 157 ppl/hr	270 123 ppl/hr	398 280 ppl/hr	5531 2931 ppl	
Bike	8 6 ppl/hr	3 2 ppl/hr	11 8 ppl/hr	34 ppl/hr	8 4 ppl/hr	11 8 ppl/hr	147 81 ppl	
Walk	25 19 ppl/hr	7 4 ppl/hr	32 23 ppl/hr	10 13 ppl/hr	22 10 ppl/hr	32 23 ppl/hr	442 244 ppl	

The "overall" mode split incorporates both student and staff mode splits and is weighted by the anticipated student and staff populations.

DDOT 6/21/23: DDOT concurs.

DDOT 5/24/23: In the above section, it says that 50% of staff drive, but in the trip generation it appears that only the student figure of 17% is used. Please update the trip generation to reflect the 50% staff auto mode split.

For the proposed future conditions, it may be more accurate to estimate this trip generation based on the class schedule and the maximum number of students attending class on a given day rather than the generic ITE land use.

bicycle, walk, and automobile modes.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

The existing head count of the campus includes 1,499 students. The table below shows the net new trips generated by the anticipated head count as compared to the existing conditions.

Existing and Proposed Trip Generation (Based on ITE, for Multimodal Comparison Purposes):

Mode	AM Peak Hour			PM Peak Hour			Daily Total
Wode	In	Out	Total	In	Out	Total	Daily Total
			Proposed (3,00	0 students)			
Auto	53 veh/hr	13 veh/hr	66 veh/hr	37 veh/hr	29 veh/hr	66 veh/hr	690 veh
Transit	227 ppl/hr	53 ppl/hr	280 ppl/hr	157 ppl/hr	123 ppl/hr	280 ppl/hr	2931 ppl
Bike	6 ppl/hr	2 ppl/hr	8 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	81 ppl
Walk	19 ppl/hr	4 ppl/hr	23 ppl/hr	13 ppl/hr	10 ppl/hr	23 ppl/hr	245 ppl
			Existing (1,499	students)			
Auto	27 veh/hr	6 veh/hr	33 veh/hr	19 veh/hr	14 veh/hr	33 veh/hr	345 veh
Transit	114 ppl/hr	26 ppl/hr	140 ppl/hr	78 ppl/hr	62 ppl/hr	140 ppl/hr	1464 ppl
Bike	3 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	41 ppl
Walk	9 ppl/hr	3 ppl/hr	12 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	122 ppl

The above trip generation table is provided for multimodal comparison purposes based on ITE rates. The existing driveway counts shown in the table below will be used to establish net vehicular trip generation and develop future volumes for conservative analysis.

Existing Trip Generation (Based on Driveway Counts):

Banda	AM Peak Hour			PM Peak Hour			Della Tatal
Mode	In	Out	Total	In	Out	Total	Daily Total
Existing Driveway Counts							
Auto	36 veh/hr	6 veh/hr	42 veh/hr	2 veh/hr	6 veh/hr	8 veh/hr	

Net New Trip Generation (For Capacity Analysis Purposes):

Mode	AM Peak Hour				Bull Fred		
	In	Out	Total	In	Out	Total	Daily Tota
			Net New	Trips			
Auto*	17 veh/hr	7 veh/hr	24 veh/hr	35 veh/hr	23 veh/hr	58 veh/hr	
Transit**	113 ppl/hr	27 ppl/hr	140 ppl/hr	79 ppl/hr	61 ppl/hr	140 ppl/hr	1467 ppl
Bike**	3 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	40 ppl
Walk**	10 ppl/hr	1 ppl/hr	11 ppl/hr	6 ppl/hr	5 ppl/hr	11 ppl/hr	123 ppl

^{*}Net new vehicle trips based on peak hour driveway counts.

Comparisons should be made between ITE projected existing trips and actual existing driveway counts. Use the higher of the two for conservative analysis.

GS 6/7/23: Based on a closer review of the trip generation assumptions, the calculations have been revised to instead use LU 540 Junior/Community College. The previously submitted form utilized 550 University/College. This change to 540 Junior/Community College better reflects the functional use of the Lamond-Riggs campus.

Based on ITE Trip Generation, the calculation of trips generated for LU 540 utilizes either the student population or the employee population as the independent variable and calculates trips for the overall campus population (students and employees combined). Therefore, using student population as the independent variable should capture staff activity as well.

However, to ensure a conservative approach in the analysis, an "overall" mode split, as illustrated above, was used to determine

^{**}Net new non-auto trips based on ITE rates

Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)

the updated the trip generation shown to

Given that this is a CMP, detailed information about class schedules and individual course enrollment is not known at this time. As such, it is proposed that ITE rates be used for proposed trip calculations at this stage, and more detailed trip calculations (e.g., modelling trips on an hourly basis per expected schedules) can be explored as part of Further

existing trips are shown for multimodal trip comparison purposes. The existing driveway counts will be used to develop future volumes for a conservative analysis. A table showing the existing driveway counts an updated net trip generation table is shown to the left.

DDOT concurs. In the CTR, be sure to provide a more indepth discussion of trip generation assumptions such as late-night (post-PM peak) class schedules and how many students are expected to be on campus at once.

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the CTR Guidelines.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning	The CTR will consider the suggested studies in the CTR guidelines in addition to the following studies located near the development: Riggs Road and South Dakota Avenue Area Final Development Plan South Dakota Avenue Transportation and Streetscape Study	DDOT concurs. GS 6/7/23: Noted.
Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District- wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.		
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA	The study will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including the Fort Totten Metro station and on all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT's CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards. Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities	DDOT concurs. GS 6/7/23: Noted.

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standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities.		
See Section 3.2 of the CTR Guidelines for more detailed guidance.		
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes.	A review of existing and planned bicycle facilities serving the site within a half mile will be included with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in Section 3.3.1. Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails	DDOT concurs. GS 6/7/23: Noted.
See Section 3.3 of the CTR Guidelines for more detailed guidance.		
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned	The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a half-mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Additionally, transit stop locations will be evaluated. Any planned transit improvements will be included in the report. All transit network evaluations will follow the guidance as outlined in Section 3.4 of DDOT's CTR guidelines.	DDOT concurs. GS 6/7/23: Noted.

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transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. See Section 3.4 of the	 Scoping Graphic: Transit Study Area with Adjacent Routes and Stations Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit 	
CTR Guidelines for more detailed guidance.		
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. See Section 3.5 of the	A qualitative evaluation of safety conditions within the proposed study area will be included in the CTR following the guidance set forth in Section 3.6 of DDOT's CTR guidelines.	DDOT concurs. GS 6/7/23: Noted.
CTR Guidelines for more detailed guidance.		
Curbside	A curbside management plan will be provided in the CTR, including existing and proposed curbside designations within two (2) blocks of the site.	DDOT concurs.
Management		GS 6/7/23: Noted.
Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is	Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)	

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responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP,		
and net change in number of on-street spaces as a result of the proposal.		
See Section 3.6 of the CTR Guidelines for more detailed guidance.		
Pick-Up and	A pick-up and drop-off plan is not necessary. The type and intensity of the development program is not expected to have significant pick-up and drop-off	DDOT concurs. N/A
Drop-Off Plan	operations.	GS 6/7/23: Noted.
Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/dropoff operations, as necessary. The plan will identify pick-up/dropoff locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm.		
See Section 3.6.4 of the CTR Guidelines for more detailed guidance.		
On-Street	Zoning relief for parking is not being sought, therefore this section is not applicable.	DDOT concurs. N/A
Parking		GS 6/7/23: Noted.
Occupancy	Scoping Graphic: Study Area and Block Faces	
Study		
This analysis is required if relief from 5 or more		

on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and		
analysis requirements.		
Parking	This section is not applicable given the number of total parking spaces is going down from existing conditions.	DDOT concurs. N/A
Garage/Drive-		GS 6/7/23: Noted.
Thru Queuing		G5 0/ 1/ 25. Noteu.
_		
Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets. See Section 1.3.4 of CTR Guidelines for more detailed guidance.		
Motorcoaches	No substantial motorcoach activity is anticipated.	DDOT concurs. N/A
Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street		GS 6/7/23: Noted.

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motorcoach parking is	
proposed, a plan for	
installation of signage	
and meters is required,	
subject to DDOT	
approval. This section is	
typically only required	
for uses that generate	
significant tourist activity	
(hotels, museums,	
cruises, concerts, etc.).	
See Seeding 2.7 of the	
See Section 3.7 of the	
CTR Guidelines for more	
detailed guidance.	

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area	The study area will include intersections where site impacts are most likely to occur, including:	DDOT concurs.
and Data	 All site access points Adjacent streets/intersections at the boundary of the site The nearest intersection(s) with an arterial street 	GS 6/7/23: Noted.
Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns.	Weekday TMCs were collected from 6:30 to 9:30 AM and 4:00 to 7:00 PM in September 2022, including pedestrian and bicycle counts along with percent truck traffic. The TIA study area and data collection will comply with sections 4.1 and 4.2 of DDOT's CTR guidelines. The following study intersections are proposed: 1. South Dakota Avenue & Kennedy Street, NE 2. South Dakota Avenue & Jefferson Street, NE 3. South Dakota Avenue & Ingraham Street, NE 4. South Dakota Avenue & Hamilton Street, NE 5. South Dakota Avenue & Galloway, NE 6. South Dakota Avenue & Galloway, NE 7. Hamilton Street, NE & North Site Entrance 8. Hamilton Street, NE & South Site Entrance 9. Galloway Street, NE & South Site Entrance 10. Galloway Street & 7 th Street, NE	
See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.	 Scoping Graphic: Proposed Study Intersections Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission. 	

The following scenarios are proposed, following Section 4.3 of DDOT's CTR guidelines: DDOT concurs. **TIA Study** Existing Conditions (2023) **Scenarios** . GS 6/7/23: Noted. 2030 Future Conditions without the development (2030 Background Conditions) Propose an appropriate 2030 Future Conditions with the development (2030 Total Future Conditions - Full Buildout of Phase II) set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. See Section 4.3 of CTR Guidelines for guidance on study scenarios. DDOT concurs. Capacity analyses will be performed using Highway Capacity Manual (HCM) methodologies with an industry recognized software package. Analysis is proposed to TIA be done in Synchro 11, reporting the results in delay and LOS using HCM 2000 methodologies. Proposed analysis periods include morning and afternoon Methodology GS 6/7/23: Noted. commuter peak hours, using the system peaks at all study area intersections. Synchro files will be obtained from DDOT for use in the vehicular capacity analysis. Propose an appropriate Signal timings for the study area intersections will be obtained from DDOT. Field visits will be performed to update existing geometric information into the Synchro methodology for the models. capacity analysis including the type of The capacity analysis results will show the average delay and the resulting LOS for each approach and for the overall intersection (where available), as well as the software program to be queuing results obtained from Synchro 11 for the average and 95th percentile queue for each lane group. used. Per DEM 38.3.5.1. All LOS E or LOS F conditions per intersection and approach will be highlighted. HCM methodology will Mitigation measures will be proposed at intersections or approaches that degrade to an LOS E or F as a result of the development, or intersections or be used to determine approaches operating under LOS E or F under background conditions that observe an increase in delay of greater than five (5) percent, when compared Level of Service (LOS), to the background scenario. v/c, and vehicle queue All locations where the 95th percentile queue length exceeds the length of storage will be highlighted. Locations will be noted where the proposed lengths. LOS must be project causes the 95th percentile queue length to exceed the available capacity of a lane group when it does not in the background scenario. reported by intersection Mitigation measures will be proposed at intersections where the proposed project causes any 95th percentile queue lengths that exceed the available approach and v/c by lane capacity to experience an increase in length of greater than 150 feet along any lane group. group. DDOT prefers An assessment of feasibility given the existing ROW at each location will be given for each mitigation measure. Synchro 9 or newer software for capacity and queueing analyses. 🗵 Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR See Section 4.4 of the submission. CTR Guidelines for more detailed quidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H. A review of moveDC, the STIP, and adjacent background project commitments did not reveal any roadway, transit, bicycle, or pedestrian projects that will directly DDOT concurs. **Transportation** impact the proposed study area. Network GS 6/7/23: Noted. **Improvements** Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years List and map all roadway. transit, bicycle, and pedestrian projects funded by DDOT or

WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.							
See Section 4.5 of the CTR Guidelines for more detailed guidance.							
Background	The following background developments will						DDOT concurs.
Development /	 Art Place at Fort Totten 2nd Stage F Building B 	UU					GS 6/7/23: Noted.
Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. See Section 4.6.1 of the CTR Guidelines for more	b. Building C c. Building D 2. 5543-5575 South Dakota Avenue № Scoping Graphic: Background Developme Scoping Table: Completion Amounts/Port	nt Projects Near Study Ard					
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand	Volumes contained in the MWCOG regional m is preferred for calculating growth rates as it of time of day. Growth rates for this study are befor the study scenarios. Where the COG mode growth rate of 2.0% was used. Based on this r	considers all future project used on the differences be Il showed negative or mir	cts and developments ir etween the years 2023 nimal growth, a conserv	n the COG model and al and 2030 COG model s ative 0.1% per year mir	lows for District growth cenarios to determine a nimum growth was assu	rates by direction and an annual growth rate	DDOT concurs. GS 6/7/23: Noted.
passing through the study area. An appropriate methodology could	Roadway	Direction	•	aal Growth Rate 23 and 2030 ¹	•	Growth Between nd 2030	
include reviewing			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
historic AADT traffic counts, MWCOG model	South Dakota Avenue NE	NB	0.10%	0.30%	0.70%	2.12%	

scoping form and

rates, data from anning studies,		SB	0.48%	0.50%	3.41%	3.55%	
ring studies, conducted		EB	0.98%	0.33%	7.07%	2.33%	
Rs. These	Hamilton Street NE	WB	0.50%	0.50%	3.55%	3.55%	
d only be le.		EB	0.50%	1.09%	3.55%	7.88%	
m	Galloway Street NE	WB	1.05%	0.50%	7.59%	3.55%	
nding		EB	0.10%	0.12%	0.70%	0.84%	
.5% in d 2.0%	Gallatin Street NE	WB	0.23%	0.10%	1.62%	0.70%	
are ents on ere to	¹ These rates were applied to volumes gro and/or AADT data.	·					
on of the or more e.							
and proposed ribution d trips. cument by d the reng or based on the network. ributions turning network ways and is to ate citions.	In the 2016 UDC TDM Campus Survey, exist were collected in order to determine the tri campus) and Community College students (distributions for site-generated trips through A graphic showing the proposed trip distributions of	p distribution for site-gen satellite campuses). Based h the study area intersect utions is provided in the so	erated trips. In the surverd on this review, the hom ions. coping attachments.	y, students were distin e ZIP codes of Commu	guished between Flagsh nity College students wo	ip students (Van Ness	DDOT 5/24/23: Did the Community College students survey include both CC Campuses on both N Cap and South Dakota? Was there a further breakdown for the current Lamond-Riggs campus only? If not, provide justifications or adjustments made to estimate ZIP codes/trip distributions for the Lamond-Riggs campus. GS 6/7/23: The survey did not provide a more detailed breakdown for the Lamond-Riggs
trip y not be scoping on g this							for the Lamond-Riggs Community College student population. The available data represents the best approximation for the overall population at the UDC satellite

the UDC satellite

receiving concurrence by DDOT Case Manager.	campuses, including the Lamond-Riggs
See Section 4.7 of the	campus.
CTR Guidelines for more	DDOT 6/21/23: DDOT
detailed guidance.	concurs.
	DDOT 5/24/23:
	Please show on the
	distribution graphic
	the expected trip
	distribution at each
	site driveway.
	GS 6/7/23: The
	expected trip
	distribution at each
	driveway will be based
	on the parking spaces provided at each of
	the two (2) surface
	parking lots. The
	updated trip
	distribution graphic
	will be included in the
	CTR.
	DDOT 6/21/23: DDOT
	concurs.

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the Scoping Form are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT	☐ The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.	DDOT concurs.
Significant Impact Policy	The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.	GS 6/7/23: Noted.
DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections.	The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.	

See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.		
DDOT's	oximes The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.	DDOT concurs.
Approach to		GS 6/7/23: Noted.
Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.		
Transportation	The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.	DDOT concurs.
Demand		GS 6/7/23: Noted.
Management		
(TDM)		
A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and		

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Document all resisting TOM strategies being TOM strategies being TOM strategies to nite (even outside of a formal TOM Pan) and those being proposed and those the TOM Pan Inducted in CTR must be broken down by land use and user. See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TOM plans by load use and ture can be found in Aggending. A PMP similar to the one agreed to for UDC's Van Ness CMP will be included in the CTR. DOT concurs. Performance Monitoring Plan (PMP) DOT may require a can proposed which trips are large in magnitude, unpredictable, or required for carmus, plans, achook, or large plans, achook, or large plans, achook, or large plans, achook, or large to the weak againflicant amount of single corcupancy which trips. Document any existing performance monitoring Plans in effect and any proprosed changes. See Section S. of the CTR Guidelines for more detailed guidance. See Section S. of the CTR Guidelines for more detailed guidance. See Section S. of the CTR Guidelines for more detailed guidance.			
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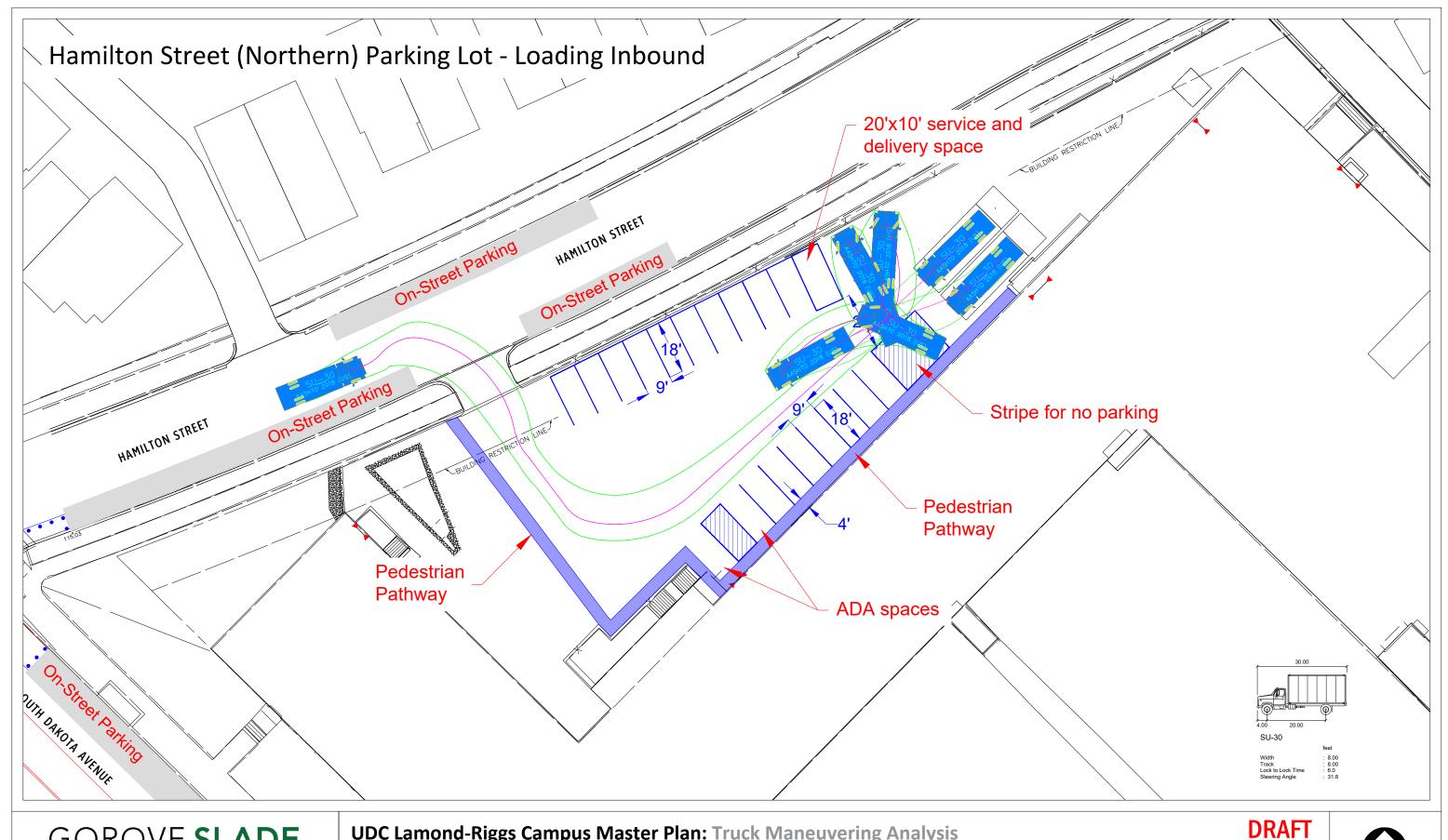
Roadway	Roadway operational and geometric changes are not being proposed in CTR as a result of this project.	DDOT concurs.
Operational and		GS 6/7/23: Noted.
Geometric		
Changes		
Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. See Section 5.7 of the CTR Guidelines for more detailed guidance.		
-	ITIONAL TODICS FOR DISCUSSION DURING SCORING	
	ITIONAL TOPICS FOR DISCUSSION DURING SCOPING	
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions		
and Feedback		
Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.		
Miscellaneous		
Items for		
Discussion		
Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring		

jurisdictions, Historic Preservation, etc.?

UDC Lamond-Riggs Campus Master Plan – 5/4/2023, DDOT comments 5/24/2023, GS responses 6/13/2023

Seeking direction on	
other types of analyses	
such as traffic calming,	
TOPP, TMP, IMR/IJR,	
etc.?	
Anything unusual	
proposed not covered	
under other sections,	
such as air-rights, right-	
of-way actions, removal	
from Highway Plan,	
removal of BRLs, or	
construction under or	
close to a bridge?	

B. Truck Turning Maneuvers





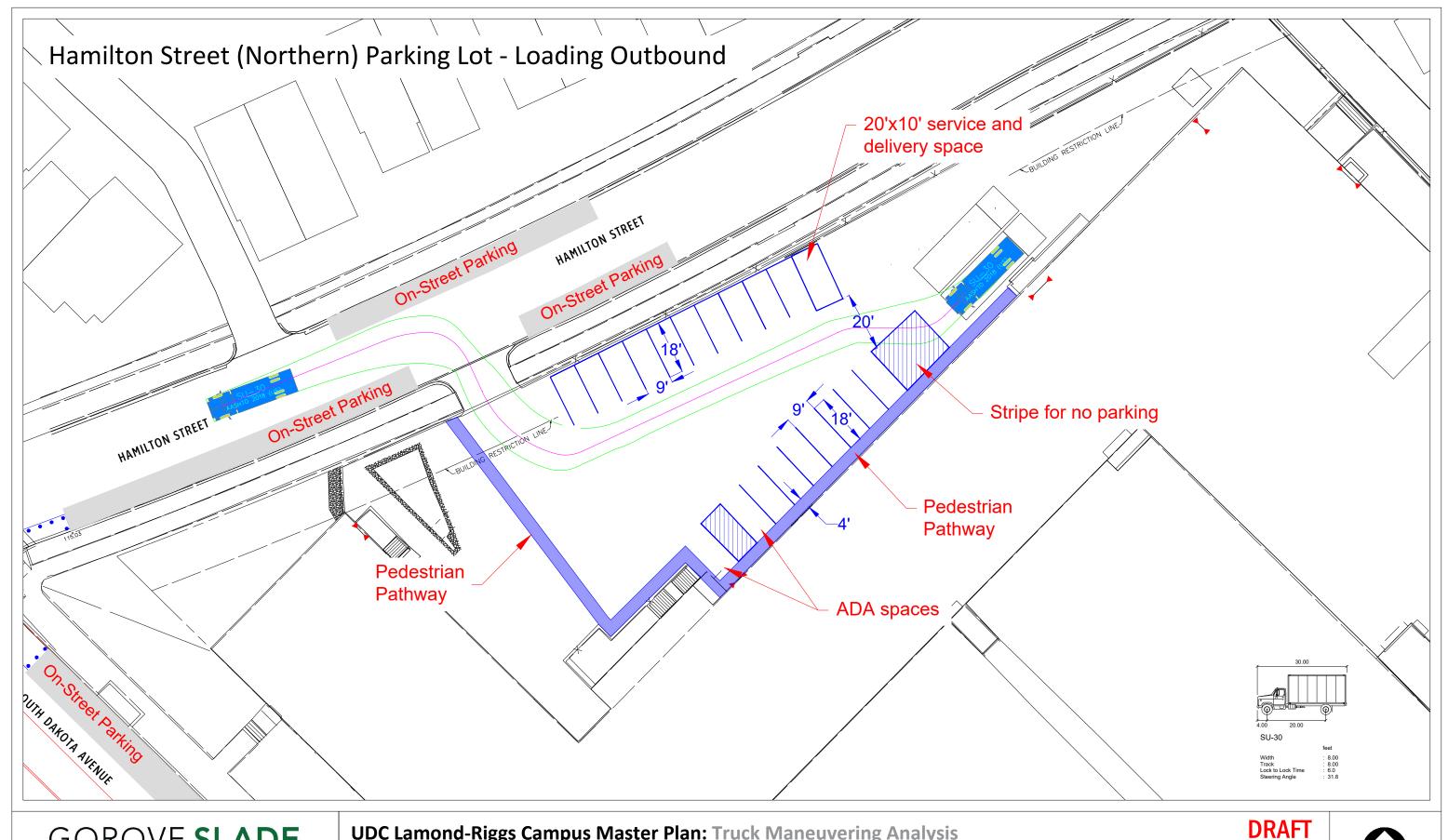
Sheet 1 of 4

UDC Lamond-Riggs Campus Master Plan: Truck Maneuvering Analysis

Cozen O'Connor 5171 South Dakota Ave NE July 11, 2023

Washington, DC 20017

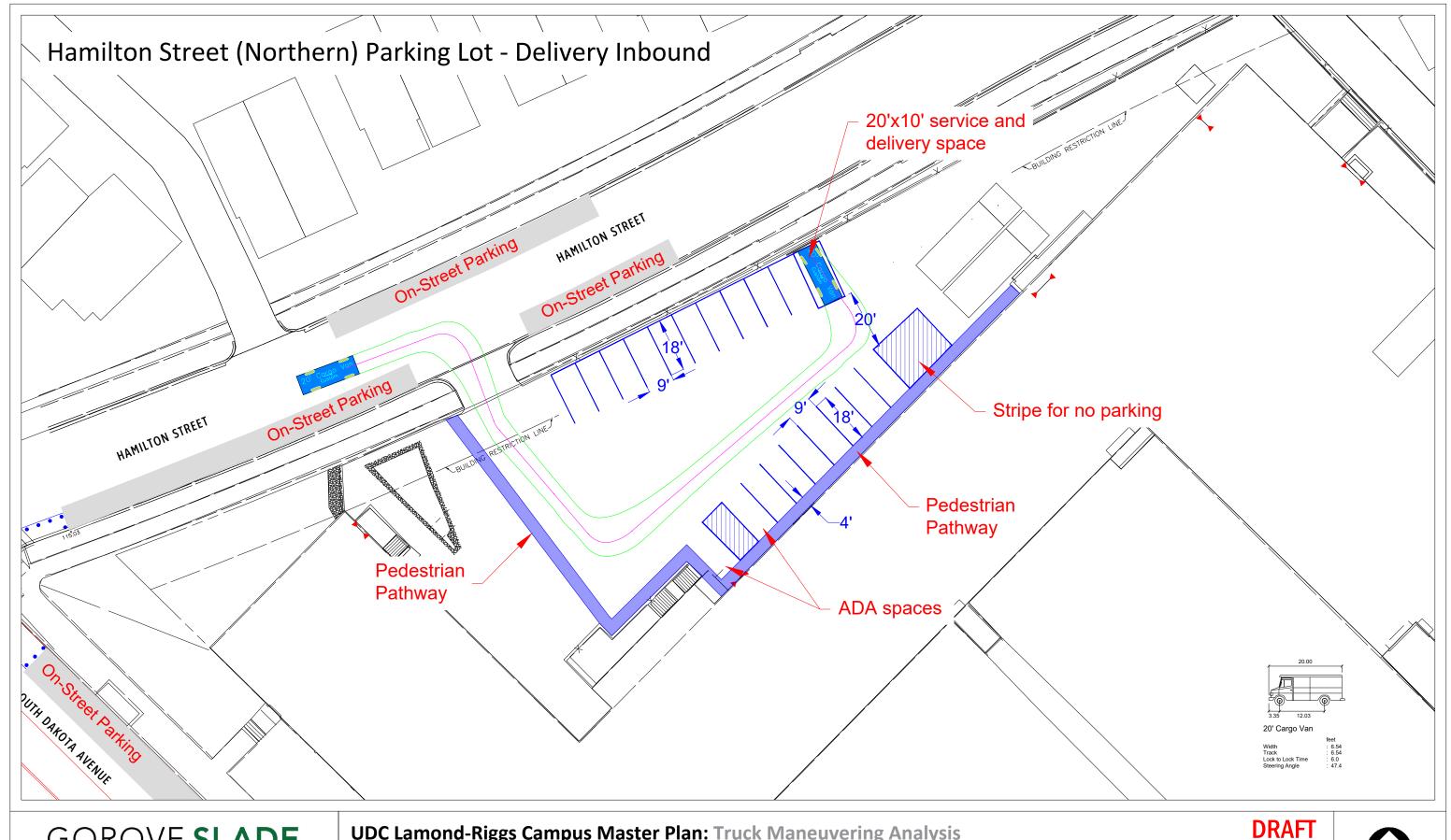






UDC Lamond-Riggs Campus Master Plan: Truck Maneuvering Analysis

5171 South Dakota Ave NE Washington, DC 20017





July 11, 2023

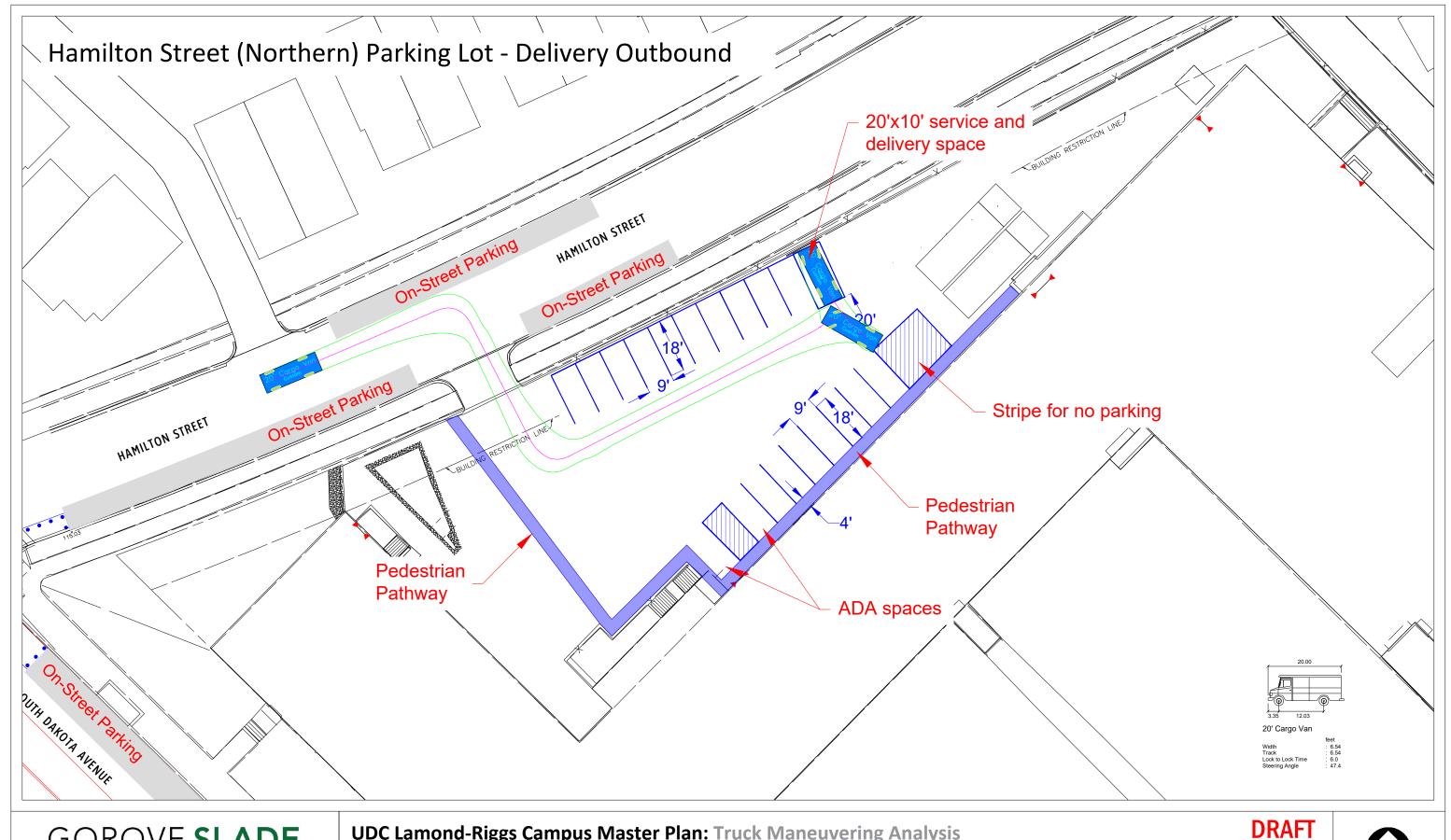
Sheet 3 of 4

UDC Lamond-Riggs Campus Master Plan: Truck Maneuvering Analysis
Cozen O'Connor

5171 South Dakota Ave NE

1 South Dakota Ave NE Washington, DC 20017







UDC Lamond-Riggs Campus Master Plan: Truck Maneuvering Analysis

5171 South Dakota Ave NE Washington, DC 20017

C. Mode Split and Trip Generation Information

Mode Split Assumptions

Student Component

$\underline{\textbf{Description of residential component of project:}}$

The UDC Bertie Backus campus is anticipated to have 3,000 students by 2030.

Pertinent Mode Split data from other sources:

Information Source				Mode					
information Source	sov	Carpool	Transit	Bike	Walk	Telecommute	Other		
2011 UDC Student Center Market Research Campus Survey	27.8%		64.5%	2.0%	5.7%				
2016 UDC Campus TDM Survey	33	33.6%		0.9%	3.9%		2.2%		
2022/2023 Bertie Backus Campus Survey Preliminary Result	17	17.2%		Results to be updated once the survey is finalized					

Mode Split assumed in TIS:

Land Use	Mode								
Lariu Ose	Drive	Transit	Bike	Walk	Telecommute/Other				
Student Mode Split	17%	75%	2%	6%					

Faculty/Staff Component

<u>Description of residential component of project:</u>

The UDC Bertie Backus campus is anticipated to have 110 faculty/staff by 2030.

Pertinent Mode Split data from other sources:

Information Source	Mode										
information Source	SOV Carpool		Transit	Bike	Walk	Telecommute	Other				
2011 UDC Student Center Market Research Campus Survey	61	.6%	31.5%	4.1%	1.4%						
2016 UDC Campus TDM Survey	53.7%		39.9%	1.3%	2.5%		2.6%				

Mode Split for Staff:

Ura	Mode							
Use	Drive	Transit	Bike	Walk	Telecommute/Other			
Faculty/Staff Mode Split	50%	45%	3%	2%				

Mode Split assumed in TIS:

Use	Mode								
Use	Drive	Transit	Bike	Walk	Telecommute/Other				
Student/Faculty/Staff	20%	72%	2%	6%					

UDC Lamond-Riggs Campus- Proposed Site Trip Generation

Approximately 3,000 students

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code Quantity			AM Peak Ho	our		PM Pea		
Land OSE	Land Ose Code	(x)	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	540	3000	267 veh/hr	63 veh/hr	330 veh/hr	185 veh/hr	145 veh/hr	330 veh/hr	3,450 veh
	Calc	ulation Details:	81%	19%	=0.11X	56%	44%	=0.11X	=1.15X

Step 2: Convert to people per hour, before applying mode splits

Landllea	People/Car		AM Peak Ho	our		PM Pea	k Hour	
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	1.18 ppl/veh	315 ppl/hr	74 ppl/hr	389 ppl/hr	218 ppl/hr	171 ppl/hr	389 ppl/hr	4,071 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	AM Peak Hour				PM Pea				
Land Ose	iviode	Split	In	Out	Total	In	Out	Total	Total	
Junior/Community College (students)	Auto	20%	63 ppl/hr	15 ppl/hr	78 ppl/hr	44 ppl/hr	34 ppl/hr	78 ppl/hr	814 ppl	
Junior/Community College (students)	Transit	72%	227 ppl/hr	53 ppl/hr	280 ppl/hr	157 ppl/hr	123 ppl/hr	280 ppl/hr	2,931 ppl	
Junior/Community College (students)	Bike	2%	6 ppl/hr	2 ppl/hr	8 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	81 ppl	
Junior/Community College (students)	Walk	6%	19 ppl/hr	4 ppl/hr	23 ppl/hr	13 ppl/hr	10 ppl/hr	23 ppl/hr	245 ppl	

Step 4: Convert auto trips back to vehicles/hour

Londillo	People/Car	AM Peak Hour		our		PM Pea		
Land Use (from 2017 NHTS, Table 16)		In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	1.18 ppl/veh	53 veh/hr	13 veh/hr	66 veh/hr	37 veh/hr	29 veh/hr	66 veh/hr	690 veh

Trip Gen Summary for proposed development

Mode	AM Peak Hour				PM Pea		
Wiode	In	Out	Total	In	Out	Total	Total
Auto	53 veh/hr	13 veh/hr	66 veh/hr	37 veh/hr	29 veh/hr	66 veh/hr	690 veh
Transit	227 ppl/hr	53 ppl/hr	280 ppl/hr	157 ppl/hr	123 ppl/hr	280 ppl/hr	2,931 ppl
Bike	6 ppl/hr	2 ppl/hr	8 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	81 ppl
Walk	19 ppl/hr	4 ppl/hr	23 ppl/hr	13 ppl/hr	10 ppl/hr	23 ppl/hr	245 ppl

UDC Lamond-Riggs Campus- Existing Site Trip Generation

Approximately 1,499 students

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code Quantity			AM Peak Ho	our		PM Pea		
Land OSE	Land Ose Code	(x)	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	540	1499	134 veh/hr	31 veh/hr	165 veh/hr	92 veh/hr	73 veh/hr	165 veh/hr	1,724 veh
	Calc	ulation Details:	81%	19%	=0.11X	56%	44%	=0.11X	=1.15X

Step 2: Convert to people per hour, before applying mode splits

Londillo	People/Car		AM Peak Ho	our		PM Pea	ık Hour	
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	1.18 ppl/veh	158 ppl/hr	37 ppl/hr	195 ppl/hr	109 ppl/hr	86 ppl/hr	195 ppl/hr	2,034 ppl

Step 3: Split between modes, per assumed Mode Splits

Lowd Hop	Mada	Colib		AM Peak Ho	our		PM Pea	k Hour	
Land Use	Mode	Split	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	Auto	20%	32 ppl/hr	7 ppl/hr	39 ppl/hr	22 ppl/hr	17 ppl/hr	39 ppl/hr	407 ppl
Junior/Community College (students)	Transit	72%	114 ppl/hr	26 ppl/hr	140 ppl/hr	78 ppl/hr	62 ppl/hr	140 ppl/hr	1,464 ppl
Junior/Community College (students)	Bike	2%	3 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	41 ppl
Junior/Community College (students)	Walk	6%	9 ppl/hr	3 ppl/hr	12 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	122 ppl

Step 4: Convert auto trips back to vehicles/hour

Londillo	People/Car		AM Peak Ho	our		PM Pea	ık Hour	
Land Use	(from 2017 NHTS, Table 16)	In	Out	Total	In	Out	Total	Total
Junior/Community College (students)	1.18 ppl/veh	27 veh/hr	6 veh/hr	33 veh/hr	19 veh/hr	14 veh/hr	33 veh/hr	345 veh

Trip Gen Summary for proposed development

Mode		AM Peak Ho	our		PM Pea	ık Hour	
Mode	In	Out	Total	In	Out	Total	Total
Auto	27 veh/hr	6 veh/hr	33 veh/hr	19 veh/hr	14 veh/hr	33 veh/hr	345 ppl
Transit	114 ppl/hr	26 ppl/hr	140 ppl/hr	78 ppl/hr	62 ppl/hr	140 ppl/hr	1,464 ppl
Bike	3 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	41 ppl
Walk	9 ppl/hr	3 ppl/hr	12 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	122 ppl

D. Existing Turning Movement Counts

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

06:30 AM to 09:30 AM

Intersection Peak Hour (all vehicles):	07:45 AM	to	08:45 AM
System Peak Hour (all vehicles):	07:45 AM	to	08:45 AM
User-Defined Peak Hour:	07:30 AM	to	08:30 AM

	Data source.																				
	Intersection: Direction:	1.		Dakota	Avenue nd	& Kenn	edy Str		estbour	nd			No	orthbou	nd			ŀ	Eastbou	nd	
ALL VEHICLES	Roadway:			Dakota	Avenue				dy Stre					Dakota					edy Str		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	•	Peds
06:30 AM to		0	5 4	53 110	7 7	1 2	0	7 9	0 1	9 3	4 4	0	5 3	129 147	4 15	3 1	0	2 1	0	0 1	0 1
07:00 AM to		0	8	96	13	0	0	20	3	7	3	0	3	175	14	1	0	2	1	4	5
07:15 AM to		0	8	103	5	8	0	26	3	11	5	0	7	164	12	2	0	2	1	3	2
07:30 AM to		0	4	131 172	11	4 9	0	25 30	7	6 10	7 11	0	23	201 194	8 17	2	0	10 14	0	12 10	9
08:00 AM to		0	7	154	17	5	0	37	4	8	8	0	27	184	8	6	0	16	1	15	7
08:15 AM to	08:30 AM	0	9	187	11	8	0	33	11	5	7	0	12	158	12	1	0	16	1	15	5
08:30 AM to		0	4 11	181 173	3 11	1 5	0	41 18	4	6 6	8	0	12 7	182 173	11 12	2	0	9 5	6 1	7	7
09:00 AM to		0	9	158	6	1	0	10	0	2	3	0	2	173	6	0	0	4	3	4	3
09:15 AM to		0	9	153	6	1	0	12	0	2	3	0	5	125	6	0	0	3	1	1	0
09:30 AM to																					
09:45 AM to																					
10:15 AM to																					
10:30 AM to	10:45 AM																				
10:45 AM to																					
11:00 AM to																					
	EAK HR (VEH.)		7	67		23		19	94		34		8:	37		13		1	10		22
07:45 AM to		0	24	694	49		0	141	24	29		0	71	718	48		0	55	8	47	
Peak Hour Factor (PHF)	Overall 0.97	U n/a	Left 0.67	Thru 0.93	Right 0.68	SB 0.93	U n/a	Left 0.86	Thru 0.55	Right 0.73	WB 0.95	U n/a	Left 0.66	Thru 0.93	Right 0.71	NB 0.91	U n/a	Left 0.86	Thru 0.33	Right 0.78	EB 0.86
HEAVY	Direction:	, a		uthbou		3.33	, a		estbour		3.33	, a		orthbou		J.J.	, a		Eastbou		2.00
VEHICLES	Roadway:				Avenue				dy Stre					Dakota					edy Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru 7	Right 1		U	Left	Thru	Right	
06:30 AM to		0	0	0 2	0 0		0	0 1	0 0	0 0		0	0	7 18	1 1		0	0	0	0 0	
07:00 AM to		0	0	2	1		0	0	0	1		0	0	9	3		0	1	0	0	
07:15 AM to		0	0	2	0		0	1	0	1		0	0	11	2		0	0	0	0	
07:30 AM to		0	0	5 4	0		0	0	0	0		0	0	11 14	0		0	0	0	1	
08:00 AM to		0	0	6	0		0	4	0	1		0	1	11	0		0	0	0	1	
08:15 AM to	08:30 AM	0	1	5	0		0	0	0	0		0	0	13	2		0	0	0	1	
08:30 AM to		0	0	11 12	0		0	3	0	1		0	0	11 6	0		0	1	0	0	
09:00 AM to		0	0	5	1		0	0	0	0		0	0	11	0		0	0	0	0	
09:15 AM to	09:30 AM	0	2	9	0		0	0	0	0		0	0	13	0		0	0	0	0	
09:30 AM to																					
09:45 AM to																					
10:15 AM to																					
10:30 AM to																					
10:45 AM to																					
11:15 AM to																					
SYSTEM PE	AK HR (VEH.)		2	.7				1	0				5	3					3		
07:45 AM to		0	1	26	0	2.59/	0	7	0	3	F 30/	0	1 40/	49	3	6.39/	0	1 20/	0	2	2.79/
	hicle % (PHV): HR (HV ONLY)	0.0%	4.2%	3.7%	0.0%	3.5%	0.0%	5.0%		10.3%	5.2%	0.0%	1.4%	6.8%	6.3%	6.3%	0.0%	1.8%	3	4.3%	2.7%
07:45 AM to		0	1	26	0		0	7	0	3		0	1	49	3		0	1	0	2	
Heavy Ve	ehicle % (PHV):	0.0%	4.2%	3.7%	0.0%	3.5%	0.0%	5.0%		10.3%	5.2%	0.0%	1.4%	6.8%	6.3%	6.3%	0.0%	1.8%	_	4.3%	2.7%
BICYCLES	Direction: Roadway:			outhbou Dakota					estbour edy Stre					orthbou Dakota					astbou edy Str		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to		0	0	0 0	0		0	0 0	0	0		0	0	0 1	0 0		0	0	0	0	
07:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to		0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0	
07:45 AM to		0	0	0	1 0		0	0 1	0	0		0	0	0	0		0	1	0	0	
08:00 AM to		0	0	0	0		0	1	1	0		0	0	1	0		0	0	0	0	
08:30 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	1 0	0		0	0 1	0	0		0	0	0	0		0	0	0	0	
09:00 AM to		0	0	1	0 0		0	0	1 0	0		0	0	0	0		0	0	0	0	
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10:45 AM to																					
11:00 AM to																					
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1. South Dakota Avenue & Jefferson Street NE/

Southbound

 ${\bf Project\ Name: \underline{UDC\ Bertie\ Backus\ CMP}}$

Westbound

Project #: 2919-001

Intersection:

DATA COLLECTION NOTES :

ALL

Direction:

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Northbound

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM

5 AM 0 AM to

08:45 AM to 08:30 AM

System Peak Hour (all vehicles):	07:45 A
User-Defined Peak Hour	07·30 A

A11																																	
ALL VEHICLES	Roadway:		South	Dakota	Avenue	:		Jeffer	son Stre	et NE			South	Dakota	Avenue)																	
Lilicity	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	VEHIC	CLE PEAR	(HOUR '	VOLS A	ND PHI	: Syst	em Pe	ak (vehi	cle)			
06:30 AM	to 06:45 AM	0	0	60	0	0	0	1	0	1	2	0	0	137	1	0	0	0	0	0	0												
06:45 AM	to 07:00 AM	0	0	120	0	0	0	1	0	1	6	0	0	164	2	0	0	0	0	0	0			0.	.94		882	837					
07:00 AM	to 07:15 AM	0	1	119	0	0	0	3	0	1	5	0	0	191	1	1	0	0	0	0	0		n/a	94	40	n/a	88	∞ ∞	ļ				
07:15 AM	to 07:30 AM	0	0	132	0	1	0	8	0	4	8	0	0	179	3	0	0	0	0	0	0			0.	0.	<u> </u>	\downarrow	\uparrow					
07:30 AM	to 07:45 AM	0	0	168	0	1	0	10	0	2	6	0	0	229	1	0	0	0	0	0	0		SBR	SBT	SBL	SBU	ant	Š	i				
)7:45 AM	to 08:00 AM	0	0	212	0	0	0	7	0	3	11	0	0	228	4	0	0	0	0	0	0		S	S	S	S	Aven	<i>!</i>	\uparrow	17	WBR	0.71	ŀ
08:00 AM	to 08:15 AM	0	1	205	0	2	0	10	0	4	8	0	0	215	2	0	0	0	0	0	0			74	∞		ota,	4	\leftarrow	0	WBT	n/a	0.82
08:15 AM	to 08:30 AM	0	2	233	0	0	0	10	0	4	8	0	0	178	2	0	0	0	0	0	0			∞				ا د	\downarrow	29	WBL	0.73	
	to 08:45 AM	0	5	224	0	0	0	2	0	6	10	0	0	199	5	0	0	0	0	0	0		· ←	,	\rightarrow	\uparrow	uth	ś	\rightarrow		WBU	n/a	
08:45 AM	to 09:00 AM	0	2	193	0	0	0	5	0	2	5	0	0	190	7	0	0	0	0	0	0	0	←				So	}	Jefferson	n Street N	IE	←	46
09:00 AM	to 09:15 AM	0	2	170	0	0	0	6	0	2	3	0	0	132	4	0	0	0	0	0	0	0	\rightarrow			_		nne			Į	\rightarrow	21
09:15 AM	to 09:30 AM	0	2	164	0	0	0	4	0	5	4	0	0	130	1	0	0	0	0	0	0		n/a	EBU	0	←		Ave	\downarrow	←	\uparrow	\rightarrow	
09:30 AM	to 09:45 AM																					n/a	n/a	EBL	0	\uparrow		akota	0	0	50	13	
09:45 AM	to 10:00 AM																					_	n/a	EBT	0	\rightarrow		Dak			∞		
	to 10:15 AM																						n/a	EBR	0	\downarrow		outh	NBU	NBL	NBT	NBR	
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	to 11:00 AM																										903	833	_			Ö	
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	PEAK HR (VEH.)		_	882		- 2			16		37		_	33		0			0		0												
07:45 AM	to 08:45 AM	0	8	874	0		0	29	l 0 l	17		0	1 0	820	13		0	1 0	0	0													

06:30 AM to 09:30 AM

Eastbound

Thru	Right	HEAVY	VEH PE	AK HOL	JR VOLS	AND P	HV: Sy	/stem	Peak (\	ehicle)			
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0	0)	3	0	0	akc		\downarrow	0	WBL	0.0%	2.2/
0	0	•	←	V	\rightarrow	\uparrow	th [\rightarrow	0	WBU	0.0%	
0	0	0	+				Sou	J	effersor	1 Street	NE	+	1
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		0.0%	0.0%	EBL	0	\uparrow		ta /	0	0	2	0	
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						Dak		\downarrow	0	WBL		
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ı	0	←				So	J	effersor	Street	NE	\leftarrow	0
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			EBL	0	↑		South Dakota Avenue	0	0	1	0	37
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06:30 AM to 06:45 AM	0	0	60	0	0	0	1	0	1	2	0	0	137	1	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	120	0	0	0	1	0	1	6	0	0	164	2	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	1	119	0	0	0	3	0	1	5	0	0	191	1	1	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	132	0	1	0	8	0	4	8	0	0	179	3	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	168	0	1	0	10	0	2	6	0	0	229	1	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	212	0	0	0	7	0	3	11	0	0	228	4	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	1	205	0	2	0	10	0	4	8	0	0	215	2	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	2	233	0	0	0	10	0	4	8	0	0	178	2	0	0	0	0	0	0
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0	5 2	224 193	0	0	0	2 5	0	6	10 5	0	0	199 190	5 7	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	2	170	0	0	0	6	0	2	3	0	0	132	4	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	2	164	0	0	0	4	0	5	4	0	0	130	1	0	0	0	0	0	0
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Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left		Ŭ.	EB
Factor (PHF) 0.97	n/a	0.40	0.94	n/a	0.94	n/a	0.73	n/a	0.71	0.82	n/a	n/a	0.90	0.65	0.90	n/a	n/a	n/a	n/a	n/a
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VEHICLES Roadway: (FHWA 4+) Movement:	_		Dakota A					son Str					Dakota				1 - 6	TL	n:-l-ı	
		Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left			
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06:45 AM to 07:00 AM	0	0	3	0		0	0	0	0		0	0	19	0		0	0	0	0	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0 0	0	2 3	0		0	0	0	0 2		0	0	12 11	1 2		0	0	0	0	
07:15 AM to 07:30 AM 07:30 AM		0	3 6	0		0	0	0	0		0	0	11	0		0	0	0	0	
07:45 AM to 08:00 AM	0	0	4	0		0	0	0	1		0	0	14	0		0	0	0	0	
08:00 AM to 08:15 AM	0	0	11	0		0	0	0	0		0	0	12	0		0	0	0	0	
08:15 AM to 08:30 AM	0	0	6	0		0	0	0	0		0	0	15	0		0	0	0	0	
08:30 AM to 08:45 AM	0	0	14	0		0	0	0	0		0	0	11	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	13	0		0	0	0	0		0	0	7	0		0	0	0	0	
09:00 AM to 09:15 AM	0	0	5	0		0	0	0	0		0	0	11	0		0	0	0	0	
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Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle) Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM

06:30 AM to 09:30 AM

System Peak Hour (all vehicles): 07:45 AM to 07:30 AM to 08:30 AM User-Defined Peak Hour:

08:45 AM

Intersection	: 1	. South	Dakota /	Avenue	& Ingra	ham St	reet NE													
Direction	:	Sc	outhbou	nd			W	estbour/	nd			No	orthbou	nd			E	astbour	nd	
VEHICLES Roadway	_		Dakota A					nam Stre					Dakota .					nam Str		
Movement		Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0 0	0	58 112	3 9	0 4	0	0	0	2 1	3 5	0	2	132 154	0	1 2	0	4 10	0	1 4	3 2
07:00 AM to 07:15 AM	0	0	114	8	1	0	1	0	3	6	0	5	184	1	2	0	5	0	10	2
07:15 AM to 07:30 AM	0	1	125	14	3	0	0	0	0	4	0	7	174	1	1	0	8	0	9	9
07:30 AM to 07:45 AM	0	0	166	12	8	0	2	2	3	10	0	5	216	1	3	0	11	0	8	11
07:45 AM to 08:00 AM	0	1	202	16	0	0	1	0	5	9	0	7	215	0	13	0	11	0	10	7
08:00 AM to 08:15 AM	0	1	203	10	4	0	0	0	3	8	0	18	203	1	6	0	11	0	16	9
08:15 AM to 08:30 AM	0	1	229	13	3	0	1	0	2	10	0	5	171	3	8	0	7	0	10	7
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0	0	212 186	13 12	7	0	4	0	2	6	0	5 4	198 190	0	8 7	0	4 5	0	8	12 6
09:00 AM to 09:15 AM	0	1	168	7	1	0	0	0	1	4	0	1	126	1	2	0	7	0	2	5
09:15 AM to 09:30 AM	0	1	164	3	1	0	0	0	1	4	0	4	124	0	6	0	6	0	9	2
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM	4																			
SYSTEM PEAK HR (VEH.)	9	002		14		1	.8		33		8	26		35		7	74		35
07:45 AM to 08:45 AM	0	4	846	52	14	0	6	0	12	33	0	35	787	4	33	0	33	1	40	33
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.97	n/a	1.00	0.92	0.81	0.93	n/a	0.38	n/a	0.60	0.75	n/a	0.49	0.92	0.33	0.93	n/a	0.75	0.25	0.63	0.69
HEAVY Direction VEHICLES Roadway			Dakota /					estbour					orthbou Dakota					astbour		
(FHWA 4+) Movement		Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	8	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	3	0		0	0	0	0		0	1	18	0		0	1	0	1	
07:00 AM to 07:15 AM	0	0	2	0		0	0	0	0		0	0	13	0		0	0	0	0	
07:15 AM to 07:30 AM	0	0	3	0		0	0	0	0		0	0	12	1		0	0	0	0	
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0	0	6	0		0	0	0	0		0	1	10	0		0	1 0	0	0	
08:00 AM to 08:15 AM	0	0	9	1 2		0	0	0	0		0	0	14 12	0		0	0	0	1	
08:15 AM to 08:30 AM	0	0	6	0		0	0	0	0		0	0	15	0		0	0	0	0	
08:30 AM to 08:45 AM	0	0	12	2		0	0	0	0		0	0	11	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	13	0		0	0	0	0		0	0	7	0		0	0	0	0	
09:00 AM to 09:15 AM	0	1	4	0		0	0	0	0		0	0	11	0		0	0	0	0	
09:15 AM to 09:30 AM	0	0	9	0		0	0	0	0		0	0	13	0		0	0	0	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM							_					_	_				_	_		
SYSTEM PEAK HR (VEH. 07:45 AM to 08:45 AM	/ 0	0	35	5		0	0	0	0		0	2	54	0		0		2	2	
Heavy Vehicle % (PHV			3.5%	9.6%	3.9%	0.0%	0.0%		U		U	2	52				_ ^	0	5.0%	2.7%
INT. PEAK HR (HV ONL)			44	3.070	0.070	0.070	0.070	0.0%	0.0%	0.0%	0.0%	5.7%	6.6%		6.5%		0.0%	0.0%		
08:00 AM to 09:00 AM	0	0	40				(0.0% 0	0.0%	0.0%	0.0%	5.7%	6.6% 17	0.0%	6.5%	0.0%	0.0%	0.0%	3.0%	2.770
Heavy Vehicle % (PHV): 0.0%	0.00/		4		0	0		0.0%	0.0%	0.0%				6.5%		0.0%		1	2.776
Direction				8.3%	5.0%	0	0.0%	0 0.0%	0	0.0%		2 6.3%	45 5.9%	0.0%	6.5% 5.9%	0.0%	0.0%	0 0.0%	1 2.6%	1.5%
BICYCLES Boadway		Sc	outhbou	8.3% nd			0 0.0% W	0 0 0.0% /estbour	0 0.0%		0	2 6.3%	45 5.9% orthbou	0.0% 0 0.0%		0.0%	0.0% 0 0.0%	0 0.0% astbour	1 2.6%	
BICYCLES Roadway Movement	<i>:</i>	Sc		8.3% nd			0 0.0% W	0 0.0%	0 0.0%		0	2 6.3%	45 5.9%	0.0% 0 0.0%		0.0%	0.0% 0 0.0%	0 0.0%	1 2.6%	
	<i>:</i>	South I	outhbou Dakota	8.3% nd Avenue		0.0%	0 0.0% W Ingrah	0 0.0% /estbour	0 0.0% and eet NE		0 0.0%	2 6.3% No	45 5.9% orthbou	0.0% 0 0.0% nd Avenue		0.0%	0.0% 0 0.0% E	0 0.0% astbour	1 2.6% and eet NE	
Movemen	:: U	South Left	outhbou Dakota Thru	8.3% nd Avenue Right		0.0% U	0 0.0% W Ingrah	0 0.0% /estbour nam Stre	0 0.0% and eet NE Right		0 0.0% U	2 6.3% No South I	45 5.9% orthbou Dakota	0.0% 0 0.0% nd Avenue Right		0.0% 0 0.0%	0.0% 0 0.0% Elngral Left	0 0.0% astbour nam Stro	1 2.6% and eet NE Right	
Movement 06:30 AM to 06:45 AM	:: U	South Left	Dakota Thru	8.3% nd Avenue Right 0		0.0% U	0 0.0% W Ingrah Left	0 0.0% /estbour nam Stree Thru	0 0.0% and eet NE Right 0		0 0.0% U 0	2 6.3% No South Left 0	45 5.9% orthbou Dakota Thru	0.0% 0 0.0% nd Avenue Right 0		0.0% 0.0% 0.0%	0.0% 0 0.0% Engral Left 0	0 0.0% astbour nam Stro Thru	1 2.6% and eet NE Right 0	
Movement 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0 0 0 0	South Deft 0 0 0 0	Dakota A Thru 0 0 0 0	8.3% nd Avenue Right 0 1 0 0		0.0% U 0 0 0 0	0 0.0% W Ingrah Left 0 0 0	0 0.0% /estbour nam Stre Thru 0 0	0 0.0% and eet NE Right 0 0		0 0.0% U 0 0 0	2 6.3% No South 1 Left 0 0 0 0	45 5.9% orthbou Dakota Thru 0 0 0	0.0% 0 0.0% nd Avenue Right 0 0 0		0.0% 0 0.0% U 0 0 0 0 0 0 0	0.0% 0 0.0% EIngral Left 0 0 1	1 0 0.0% astbournam Stru 0 0 0	1 2.6% and eet NE Right 0 0 0	
Movement 06:30 AM to 06:45 AM 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM	0 0 0 0 0	South Left	Dakota A Thru 0 0 0 1	8.3% nd Avenue Right 0 1 0 1		0.0% U 0 0 0 0 0 0	0 0.0% W Ingrah Left 0 0 0	0 0.0% /estbour nam Stre Thru 0 0 0	0 0.0% and eet NE Right 0 0 0		0 0.0% U 0 0 0	2 6.3% No South I Left 0 0 0 0 0 0 0	45 5.9% orthbou Dakota Thru 0 0 0 0	0.0% 0 0.0% nd Avenue Right 0 0 0		0.0% 0 0.0% U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% EIngral Left 0 1 0 0	0 0.0% astbournam Str. Thru 0 0 0 0 0 0 0	1 2.6% and eet NE Right 0 0 0 0 0	
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1. South Dakota Avenue & Hamilton Street NE/Garage Entrance

0

0 0

58

58

0

0 0

0

0

0

Project Name : UDC Bertie Backus CMP

Project # : 2919-001

Intersection:

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM

06:30 AM to 09:30 AM

08:45 AM to 08:30 AM to

0.78

42

← 25 \rightarrow

0

NBR

28

NBT

7.3%

7.0%

0

NBL

0.0%

0.0%

System Peak Hour (all vehicles):	07:45 AM	
User-Defined Peak Hour:	07:30 AM	

ALL	Direction:		Sc	outhbou	ınd			V	/estbou	nd			N	orthbou	nd			E	astbour	nd												
VEHICLES	Roadway:		South	Dakota	Avenue			Hami	lton Str	eet NE			South	Dakota	Avenue			Gara	age Entr	rance												
VEITHGEES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	VEHIC	LE PEAK	HOUR	VOLS A	ND PH	F: Syst	em Pe	ak (veh	icle)		
06:30 AM	to 06:45 AM	0	0	54	5	0	0	0	0	3	2	0	4	122	2	1	0	7	1	7	5								_			
06:45 AM	to 07:00 AM	0	0	108	8	1	0	1	0	3	6	0	7	148	1	2	0	6	0	7	9			0.	.93		889	821				
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07:15 AM	to 07:30 AM	0	0	132	2	0	0	3	0	2	4	0	2	179	6	4	0	1	0	5	7		0.6	0.93	0.0	n/a	\downarrow	1	1			
07:30 AM	to 07:45 AM	0	2	174	0	2	0	5	0	2	4	0	1	218	2	3	0	2	2	7	8		~	H-			ar					
07:45 AM	to 08:00 AM	0	4	202	7	4	0	2	0	6	6	0	4	211	2	0	0	7	0	0	5		SBR	SBT	SB	SBI	ven		\uparrow	12	WBR	0.50
08:00 AM	to 08:15 AM	0	4	209	4	0	0	1	0	1	3	1	4	212	7	3	0	7	0	13	10			2			ta A		\leftarrow	1	WBT	0.25
08:15 AM	to 08:30 AM	0	1	235	4	0	0	7	0	1	6	0	2	172	8	6	0	2	1	3	6		18	85!	16	0	ako		\downarrow	12	WBL	0.43
08:30 AM	to 08:45 AM	0	7	209	3	2	0	2	1	4	3	0	2	197	8	2	0	1	0	6	12		-	↓	\rightarrow	1	⊣ 0	1	\rightarrow	0	WBU	n/a
	to 09:00 AM	0	3	189	4	0	0	1	0	3	2	0	3	187	4	3	0	5	0	2	8	31	· ·	1		·	Sout	,		n Street		←
09:00 AM	to 09:15 AM	0	4	165	4	0	0	2	0	3	3	0	1	124	4	3	0	1	0	4	9	40	\rightarrow	G	arage L	Entrand	:e	ы				\rightarrow
	to 09:30 AM	0	3	171	0	0	0	0	0	3	1	1	5	119	1	2	0	5	0	2	19		n/a	EBU	T 0	←		Avenu	\downarrow	←	↑ L	\rightarrow
	to 09:45 AM				ŭ	ŭ		ŭ	· ·	J	-	_			-	_		J	ŭ	-			0.61	EBL	17	 			Ť			
	to 10:00 AM																					0.50	0.25	EBT	1	\rightarrow		Dakota	Н	12	792	25
	to 10:15 AM																						0.42	EBR	22	Ĺ		h Dc	\vdash		_	~
	to 10:30 AM																					<u> </u>	0.12	LUIX		」 ▼		outh	NBU	NBI	NBT	NBR
	to 10:45 AM																										بار	<u>√</u>				
	to 11:00 AM																											_	0.25	0.75	0.93	0.78
	to 11:15 AM																										890	830			93	
																														0.	33	
	to 11:30 AM		0	20) F				0	20				,	10													
	PEAK HR (VEH.)			89	10	- 6			25	12	18	1	_	30	25	11			40	22	33											
	to 08:45 AM	0	16	855	18		0	12	1	12	14/0	1	12	792	25		0	17	1	22												
Peak Hou		U/-	Left		Right		U /-		Thru		WB	U		Thru	Right	NB	U/-	Left	Thru		EB											
Factor (PH	•	n/a	0.57	0.91	0.64	0.93	n/a	0.43	0.25	0.50	0.78	0.25	0.75	0.93	0.78	0.93	n/a	0.61	0.25	0.42	0.50											
HEAVY	Direction:			outhbou					/estbou					orthbou					astbour													
VEHICLES	Roadway:				Avenue	:			lton Str					Dakota .					age Entr													
(FHWA 4+)	Movement:	U	Left	Thru	_		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	_		HEAVY	VEH PE	AK HO	UR VOL	S AND	PHV: S	System	Peak (vehicle)		
	to 06:45 AM	0	0	0	0		0	0	0	0		0	0	8	0		0	0	0	0									1			
06:45 AM	to 07:00 AM	0	0	4	0		0	0	0	0		0	0	19	0		0	0	0	0				3.	.7%		33	28				
07:00 AM	to 07:15 AM	0	0	2	0		0	0	0	0		0	0	13	0		0	0	0	0			%0.0	3.7%	6.3%	0.0%						
07:15 AM	to 07:30 AM	0	0	3	0		0	0	0	0		0	0	13	0		0	0	0	0			0	33	9	0	\downarrow	\uparrow				
07:30 AM	to 07:45 AM	0	0	6	0		0	0	0	0		0	0	11	0		0	0	0	0	100000000000000000000000000000000000000		SBR	SBT	SBL	<u> </u>	une			_		
07:45 AM	to 08:00 AM	0	0	4	0		0	0	0	0		0	0	14	0		0	0	0	0			S	S	s	SBI	Ave		\uparrow	0	WBR	0.0%
08:00 AM	to 08:15 AM	0	1	9	0		0	0	0	0		0	0	14	0		0	0	0	0			0	32	-	0)ta/		\leftarrow	0	WBT	0.0%
08:15 AM	to 08:30 AM	0	0	6	0		0	0	0	0		0	0	15	0		0	0	0	0				m m	<u> </u>		Jakc		\downarrow	0	WBL	0.0%
08:30 AM	to 08:45 AM	0	0	13	0		0	0	0	0		0	0	15	0		0	0	0	0			· ←	→	\rightarrow	\uparrow	ıth [\rightarrow	0	WBU	0.0%
08:45 AM	to 09:00 AM	0	0	13	0		0	0	0	0		0	0	5	0		0	0	0	0		0	+				Sou	ŀ	Hamilto	n Street	NE	+
09:00 AM	to 09:15 AM	0	0	3	0		0	0	0	1		0	0	9	0		0	0	0	0		0	\rightarrow	G	Garage L	Entrand	:e	an				\rightarrow
09:15 AM	to 09:30 AM	0	1	7	0		0	0	0	1		0	0	12	0		0	0	0	0			0.0%	EBU	0	←		Aven	\downarrow	\leftarrow	↑ <u> </u>	\rightarrow
												l												l		٦.		4	Г	ľ		

INT. PEAK HR (HV ONLY)		3	3				()				5	8				()		
07:45 AM to 08:45 AM	0	1	32	0		0	0	0	0		0	0	58	0		0	0	0	0	
Heavy Vehicle % (PHV):	0.0%	6.3%	3.7%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Direction:		So	uthbou	nd			W	estboui	nd			No	orthbou	nd			E	astboun	d	
BICYCLES Roadway:		South I	Dakota .	Avenue			Hamil	ton Stre	et NE			South I	Dakota /	Avenue			Gara	ge Entr	ance	
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM	0	0	0	0		0	0	0	0		0	0	2	0		0	0	0	0	
07:45 AM to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to 08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to 09:15 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		:	1				()				(כ				()		
07:45 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES)			1				()					2				()		
07:30 AM to 08:30 AM	0	0	1	0		0	0	0	0		0	0	2	0		0	0	0	0	

	PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Pe	eak (veh	nicle)			
							0					
	PEDS	SBR	SBT	SBL	SBU	nue		\leftrightarrow	6	PEDS		
	PE	S	S	S	IS	410		\uparrow	0	WBR		
	33	0	1	0	0	ota,		\leftarrow	0	WBT		
						Dake		\downarrow	0	WBL		
	\$	\leftarrow	\downarrow	\rightarrow	\uparrow	South Dakota Avenue		\rightarrow	0	WBU		
	0	←				Sou	H	lamiltor	Street	NE	\leftarrow	0
1	0	\rightarrow	G	arage E	ntrance	,	ər				\rightarrow	0
							= =					
			EBU	0	\leftarrow		aven	\downarrow	\leftarrow	\uparrow	\rightarrow	\$
			EBU EBL	0	←		ota Avenu					
							Jakota Avenı	0	0	0	→ 0	18 ↔
			EBL	0	\uparrow		uth Dakota Avenu	0	0	0	0	18
			EBL EBT	0	↑ →		South Dakota Avenue					
			EBL EBT EBR	0 0	↑ → ↓	→	→ South Dakota Avenu	0	0	0	0	18
			EBL EBT EBR	0 0	↑ → ↓	1 ←		0	0	0	0	18

 \uparrow

 \rightarrow

0

0

0

EBL

EBT

EBR

0.0%

0.0%

0.0%

Dakota Ave

28

0

NBU

DATA COLLECTION NOTES:

09:30 AM to 09:45 AM

09:45 AM to 10:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM 10:30 AM to 10:45 AM

10:45 AM to 11:00 AM

11:00 AM to 11:15 AM 11:15 AM to 11:30 AM SYSTEM PEAK HR (VEH.)

07:45 AM to 08:45 AM

33

1 32 0

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc.

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

06:30 AM to 09:30 AM

08:45 AM

Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM System Peak Hour (all vehicles): 07:45 AM to 07:30 AM to User-Defined Peak Hour: 08:30 AM

	Data Source.																				
	Intersection: Direction:	1.		Dakota . outhbou		& Gallo	way Sti		estbour/	ad			NI	orthbou	and .			-	astboui	a d	
ALL	Roadway:			Dakota .					way Stre						Avenue				way Str		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
	to 06:45 AM	0	3	65	3	2	0	4	2	2	3	0	19	94	3	0	0	4	5	15	2
	to 07:00 AM to 07:15 AM	0	0 2	84 123	3 6	2 7	0	2 7	6 11	0 6	5 2	0	20 30	151 153	3 1	3 1	0	6 6	9 3	17 22	2 6
	to 07:30 AM	0	0	123	6	6	0	7	14	1	3	0	38	181	2	0	0	9	2	26	6
	to 07:45 AM	0	0	164	9	8	0	16	18	2	4	0	44	201	2	4	0	9	9	30	3
07:45 AM	to 08:00 AM	0	1	191	10	9	0	15	28	6	4	0	53	204	4	1	0	9	6	34	6
	to 08:15 AM	0	4	210	13	5	0	21	27	3	3	0	61	217	8	0	0	13	10	24	6
	to 08:30 AM to 08:45 AM	0	6 3	220 231	12 10	11 7	0	10 6	19 6	5 5	3 9	0	49 34	169 198	5 7	0	0	10 7	3 6	46 36	6 8
	to 09:00 AM	0	5	179	5	4	0	7	12	7	3	0	18	187	6	0	0	8	6	19	7
09:00 AM	to 09:15 AM	0	2	149	7	4	0	4	2	0	3	0	27	130	9	0	0	5	5	18	1
09:15 AM	to 09:30 AM	0	4	174	5	4	0	2	5	4	3	0	19	120	3	0	0	3	6	20	8
	to 09:45 AM																				
	to 10:00 AM to 10:15 AM																				
	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
	to 11:00 AM																				
	to 11:15 AM to 11:30 AM																				
	PEAK HR (VEH.)		9:	11				1!	51				10	109				2	04		
	to 08:45 AM	0	14	852	45	32	0	52	80	19	19	0	197	788	24	2	0	39	25	140	26
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF		n/a	0.58	0.92	0.87	0.93	n/a	0.62	0.71	0.79	0.74	n/a	0.81	0.91	0.75	0.88	n/a	0.75	0.63	0.76	0.86
HEAVY VEHICLES	Direction: Roadway:			outhbou Dakota					estbour					orthbou Dakota	Avenue				astboui way Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM	to 06:45 AM	0	0	1	0		0	0	0	0		0	4	4	0		0	2	0	3	
	to 07:00 AM	0	0	4	0		0	0	0	0		0	2	12	0		0	1	0	3	
	to 07:15 AM	0	0	1 2	0		0	0 1	0	0		0	2 7	14 9	0		0	2	0	0 3	
	to 07:30 AM to 07:45 AM	0	0	4	0		0	0	0	0		0	4	9 16	0		0	1	0	s 8	
07:45 AM	to 08:00 AM	0	0	5	0		0	0	0	0		0	7	9	0		0	2	0	4	
08:00 AM	to 08:15 AM	0	0	6	0		0	0	0	0		0	2	12	0		0	1	0	3	
	to 08:30 AM	0	0	6	1		0	0	0	0		0	5	10	0		0	1	0	4	
	to 08:45 AM to 09:00 AM	0	0	11 12	0		0	0	0	0		0	3	11 7	0		0	3 1	0	5	
	to 09:15 AM	0	0	7	0		0	0	0	0		0	2	9	0		0	1	0	5	
09:15 AM	to 09:30 AM	0	0	6	0		0	0	0	1		0	3	11	0		0	1	0	5	
	to 09:45 AM																				
	to 10:00 AM to 10:15 AM																				
	to 10:30 AM																				
	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
	to 11:15 AM																				
	to 11:30 AM PEAK HR (VEH.)		2	29				-)				5	i9					23		
	to 08:45 AM	0	0	28	1		0	0	0	0		0	17	42	0		0	7	0	16	
Heavy V	/ehicle % (PHV):	0.0%	0.0%	3.3%	2.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	5.3%	0.0%	5.8%	0.0%	17.9%	0.0%	11.4%	11.3%
INT. PEAK	(HR (HV ONLY)		3	36				()				5	4					23		
	to 09:00 AM	0	0	35	1	4.00/	0	0	0	0	0.09/	0	14	40	0	F 69/	0	6	0	17	12.20/
Tleavy V	Vehicle % (PHV): Direction:	0.0%	0.0% So	4.2% outhbou	2.5% nd	4.0%	0.0%	0.0% W	0.0% estbour	0.0% nd	0.0%	0.0%	8.6% No	5.2% orthbou	0.0%	5.6%	0.0%	15.8%	astboui	13.6%	12.2%
BICYCLES	Roadway:			Dakota					way Stre						Avenue				way Str		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	to 06:45 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
	to 07:00 AM to 07:15 AM	0	0	0 2	0		0	0	0 1	0		0	0	0	0		0	0	0	0	
	to 07:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
07:30 AM	to 07:45 AM	0	0	1	0		0	0	3	0		0	1	1	0		0	0	0	1	
	to 08:00 AM	0	0	1	0		0	0	2	0		0	0	1	0		0	0	0	0	
	to 08:15 AM to 08:30 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0 1	0	
	to 08:30 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	1	0	
	to 09:00 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	1	3	0	
	to 09:15 AM	0	0	1	0		0	0	1	0		0	0	1	0		0	0	3	0	
	to 09:30 AM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	2	0	
	to 09:45 AM to 10:00 AM																				
	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
	to 10:45 AM																				
	to 11:00 AM																				
	to 11:15 AM to 11:30 AM																				
	PEAK HR (VEH.)			2					5					2					3		
07.45.444	to 08:45 AM	0	0	2	0		0	0	6	0		0	0	2	0		0	0	2	1	
INT. P	EAK HR (BIKES) to 09:30 AM	0	0	1 1	0		0	0	7	0		0	0	1	0		0	1	10	0	

VEHI	CLE PEAK	HOUR	VOLS AI	ND PHF:	Syste	m Pea	ak (vehi	cle)			
		0.	93		911	846					
	0.87	0.92	0.58	n/a	91	78					
	0.	0.	0.		\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	nue						
	S	s	s	S	4ve		\uparrow	19	WBR	0.79	
	45	852	14	0	ota,		\leftarrow	80	WBT	0.71	0.74
	4	8	1		Jako		\downarrow	52	WBL	0.62	0.74
_	· ←		\rightarrow	\uparrow	South Dakota Avenue		\rightarrow	0	WBU	n/a	
322	:				Sol	G	Gallowa	y Street	NE	+	151
204	\rightarrow	Ga	lloway :	Street N	ΙE	an				\rightarrow	63
	n/a	EBU	0	←		tven	\downarrow	\leftarrow	\uparrow	\rightarrow	
	0.75	EBL	39	↑		ta /		7	8	4	
0.86	0.63	EBT	25	\rightarrow		Jako	0	197	788	24	
0.86		EBT EBR	25 140	\rightarrow \downarrow		ıth Dako					
0.86	0.63			1		South Dakota Avenue	0 ngn	NBL 19	NBT 78	NBR 2	
0.86	0.63			1	\	→ South Dako	NBU	NBL	NBT	NBR	
0.86	0.63			1		1					
0.86	0.63			1	1044		NBU	0.81 NBL	NBT	NBR	

		3.7	2%		29	49					
	2.2%	3.3%	%0:0	%0:0	2	4					
	2	3.	0.0	O.	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue		1	0	WBR	0.0%	
ŀ					ta Av		· ←	0	WBT	0.0%	
	1	28	0	0	ako		\downarrow	0	WBL	0.0%	0.
•	←	V	\rightarrow	1	th [\rightarrow	0	WBU	0.0%	
18	\leftarrow				Sou	G	Gallowa	y Street	NE	+	
23	\rightarrow	Ga	lloway S	Street N	ΙE	anı				\rightarrow	
	0.0%	EBU	0	←		Aven	\downarrow	\leftarrow	\uparrow	\rightarrow	
11.3%	17.9%	EBL	7	↑		ota /	0	17	42	0	
11.3/6	0.0%	EBT	0	\rightarrow		Jako)	1	4		
	11.4%	EBR	16	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
				_		Soı	N	Z	Ē	ž	
					\rightarrow	↑	%0:0	8.6%	5.3%	0.0%	
					44	59	0.6	∞.	5.	0.	ĺ

PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Pe	eak (vel	icle)			
					2	2					
					\downarrow	\uparrow					
PEDS	SBR	SBT	SBL	SBU	nue		\leftrightarrow	32	PEDS		
PE	S	S	ıs	SE	4 <i>ver</i>		\uparrow	0	WBR		
26	0	2	0	0	South Dakota Avenue		\leftarrow	6	WBT		
					Dak		\downarrow	0	WBL		
\$	+	. ↓	\rightarrow	\uparrow	uth		\rightarrow	0	WBU		
6	←				So	G	Gallowa	y Street	NE	\leftarrow	6
3	\rightarrow	Ga	lloway :	Street N	E	anı				\rightarrow	2
		EBU	0	\leftarrow		4 <i>ver</i>	\downarrow	\leftarrow	\uparrow	\rightarrow	\$
		EBL	0	\uparrow		ota /	0	0	2	0	19
		EBT	2	\rightarrow		Dakı			. •		1
		EBR	1	\		South Dakota Avenue	NBU	NBL	NBT	NBR	PEDS
		PEDS	2	\leftrightarrow		So	Ź	Z	Z	Z	PE
					\rightarrow	→					
					3	2					
					,	` '					

Analysis Period: STUDY_PERIOD

Project # : 2919-001

DATA COLLECTION NOTES :

Location District of Columbia

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM

06:30 AM to 09:30 AM

5 AM to 08:45 AM 0 AM to 08:30 AM

System Peak Hour (all vehicles):	07:45
User-Defined Peak Hour:	07:30 /

V	EHICL	E PEAK	HOUR \	OLS A	ND PHF:	Syste	m Pea	ak (vehi	cle)			
			0.	95		1045	1010					
		0.63	0.95	0.81	n/a	< 10	→ 10					
		SBR	SBT	SBL	SBU	_						
		S	S	S	S	lve.		\uparrow	136	WBR	0.74	
		10	2	8	_	ta /		\leftarrow	13	WBT	0.81	0.00
		15	952	78	0	ako		\downarrow	21	WBL	0.75	0.82
		←	\downarrow	\rightarrow	1	. h C		\rightarrow	0	WBU	n/a	
	39	←				South Dakota Avenue		Gallatin	Street I	V <i>E</i>	+	170
-	39 56	←	G	allatin S	treet NE			Gallatin	Street I	VE	←	170 93
			G(EBU	allatin S	treet NE			Gallatin ↓	Street I	VE ↑		
	56	\rightarrow			1			\	←	↑	→	
(→ n/a	EBU	0	←						\rightarrow	
(56	→ n/a 0.68	EBU EBL	0 27	←			0	11 \	847 >	→⇒E	
(56	→ n/a 0.68 0.60	EBU EBL EBT	0 27 12	← ↑ →		South Dakota Avenue	\	←	↑	→	
(56	→ n/a 0.68 0.60	EBU EBL EBT	0 27 12	← ↑ →			→ 0 NBN	NBL 11 →	NBT 847 →	NBR 3 +	
(56	→ n/a 0.68 0.60	EBU EBL EBT	0 27 12	← ↑ →		South Dakota Avenue	0	0.69 NBL 11 \uparrow	847 >	→⇒E	

VEH PE	AK HOL	JR VOL	S AND P	HV: S	vstem	Peak (v	rehicle)			
	4.:	1%	1	43	59					
6.7%	3.7%	9.0%	0.0%							
SBR	SBT	SBL	SBU	venue		.	5	WBR	3.7%	
	-Č			ota A		\leftarrow	3	WBT	23.1%	4.7%
` '	3	15	Ŭ	Dako		\downarrow	0	WBL	0.0%	4.770
\leftarrow	\downarrow	\rightarrow	\uparrow	uth		\rightarrow	0	WBU	0.0%	
\leftarrow						Gallatin	Street I	VE	\leftarrow	8
\rightarrow	Go	allatin S	treet NI	•	nne				\rightarrow	9
0.0%	EBU	0	←		4 <i>ve1</i>	\downarrow	\leftarrow	\uparrow	\rightarrow	
18.5%	EBL	5	\uparrow		ota ,		_	6		
16.7%	EBT	2	\rightarrow		Jako			4		
5.9%	EBR	1	\downarrow		uth l	90	BL	ВТ	BR	
					Sou	ž	Z	Z	Ž	
				5	↑	0.0%	9.1%	5.8%	0.0%	
				36	5(5.	8%		
	%/. 9 18.5% 16.7%	4. %	## ## ## ## ## ## ## ## ## ## ## ## ##	## 4.1% ## 4.1% ## 80	4.1% %	4.1%	4.1% %	SBR SBR	4.1%	4.1%

	PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em P	eak (vel	nicle)			
						2	1					
						\downarrow	1				Ī	
	PEDS	SBR	SBT	SBL	SBU	nue		\leftrightarrow	4	PEDS		
	PE	IS	S	S	IS	4 ve		\uparrow	0	WBR		
	43	0	2	0	0	ota ,		\leftarrow	0	WBT		
	4)))	Jako		\downarrow	0	WBL		
	\$	←	\downarrow	\rightarrow	↑	South Dakota Avenue		\rightarrow	0	WBU		
	1	←				2		_ ,, ,,				
•		_ \				Sc		Gallatin	Street i	V <i>E</i>	\leftarrow	0
	1	\rightarrow	Go	allatin S	treet NE			Gallatin	Street	VE	←	1
Į.	1		Ga EBU	allatin S	treet NE ←			Gallatin ↓	Street I	VE ↑		
Ļ	1							\	←	↑	<i>→</i>	1
ļ	1		EBU	0	←						\rightarrow	1
ļ	1		EBU EBL	0	←			0	+	1	→O	\$ 28
ļ	1		EBU EBL EBT	0 0 1	← ↑ →		South Dakota Avenue	\	←	↑	<i>→</i>	1
ļ	1		EBU EBL EBT EBR	0 0 1 0	← ↑ → ↓			0	+	1	→O	\$ 28
ļ	1		EBU EBL EBT EBR	0 0 1 0	← ↑ → ↓		South Dakota Avenue	0	+	1	→O	\$ 28

	Data Source:	Gorove	e/Slade A	Associat	es, Inc.																
	Intersection:	1.	South [Dakota /	Avenue	& Galla	tin Stre	et NE													
ALL	Direction:			uthbou					/estbou					orthbou					astbou		
VEHICLES	Roadway: Movement:	U	Left	Thru	Avenue Right	Peds	U	Left	tin Stre Thru	et NE Right	Peds	U	Left	Thru	Avenue Right	Peds	U	Left	Thru	Right	Peds
	to 06:45 AM	0	9	75	0	0	0	2	3	17	5	0	8	98	0	1	0	1	1	4	4
	to 07:00 AM to 07:15 AM	0	9 15	86 132	8 6	0	0	1 3	5 1	29 36	3 8	0	7 4	139 144	0	1 0	0	6 5	0	0 5	3 8
	to 07:30 AM	0	7	142	5	0	0	3	4	27	4	0	1	190	0	1	0	3	3	4	8
	to 07:45 AM	0	10	199	1	0	0	8	4	45	6	0	6	196	0	0	0	6	3	4	6
	to 08:00 AM to 08:15 AM	0	13 17	225	3 6	2	0	3 7	3	46 35	9	0	4	210 245	1 0	2	0	6 6	5 1	5 2	13 11
	to 08:30 AM	0	24	251	1	1	0	5	4	31	8	0	3	182	1	0	0	10	3	6	12
	to 08:45 AM to 09:00 AM	0	24 10	244 191	5 4	0	0	6 2	3	24 34	9	0	2 5	210 172	1 1	3	0	5 5	3	4	7 8
	to 09:15 AM	0	19	151	1	0	0	2	2	19	3	0	1	146	1	3	0	2	3	4	4
	to 09:30 AM	0	17	174	5	0	0	2	1	17	3	0	2	122	2	1	0	3	2	6	9
	to 09:45 AM to 10:00 AM																				
	to 10:15 AM																				
	to 10:30 AM																				
	to 10:45 AM to 11:00 AM																				
11:00 AM	to 11:15 AM																				
	to 11:30 AM		10	145				1	70				91	51					56		
	to 08:45 AM	0	78	952	15	4	0	21	13	136	28	0	11	847	3	8	0	27	12	17	43
Peak Hour Factor (PHF		U n/a	Left	Thru	Right	SB	U n/a	Left	Thru	Right	WB	U n/a	Left	Thru	Right	NB	U n/a	Left	Thru	Right	EB
HEAVY	Direction:	n/a	0.81 So	0.95 outhbou	0.63 nd	0.95	n/a	0.75 W	0.81 estbou	0.74 nd	0.82	n/a	0.69 No	0.86 orthbou	0.75 nd	0.87	n/a	0.68 E	0.60 Eastboui	0.71 nd	0.74
VEHICLES	Roadway:			Dakota /					tin Stre						Avenue				atin Stre		
(FHWA 4+)	to 06:45 AM	0	Left 0	Thru 4	Right 0		0	Left 1	Thru 0	Right 1		0	Left 0	Thru 7	Right 0		0	Left 0	Thru 0	Right 0	
	to 07:00 AM	0	1	4	2		0	0	1	3		0	3	10	0		0	1	0	0	
	to 07:15 AM	0	1	1	0		0	0	1	3		0	0	13	0		0	0	0	0	
	to 07:30 AM to 07:45 AM	0	0 1	5 11	1 0		0	0	1 0	1 0		0	0 1	15 20	0		0	0	0	1 0	
	to 08:00 AM	0	1	8	0		0	0	0	2		0	1	13	0		0	1	0	0	
	to 08:15 AM	0	0	8	1		0	0	0	1		0	0	13	0		0	0	0	0	
	to 08:30 AM to 08:45 AM	0	1 5	9 10	0		0	0	2 1	2		0	0	10 13	0		0	3 1	1 1	1 0	
08:45 AM	to 09:00 AM	0	1	16	0		0	0	0	4		0	1	7	0		0	0	0	2	
	to 09:15 AM to 09:30 AM	0	3 1	10 10	0		0	0	0	1 2		0	0 1	10 12	0		0	0	1 0	0	
	to 09:45 AM		•	10	Ü			Ū	U	2		U	_	12	U		U	Ū	U	3	
	to 10:00 AM																				
	to 10:15 AM to 10:30 AM																				
	to 10:45 AM																				
	to 11:00 AM																				
	to 11:15 AM to 11:30 AM																				
SYSTEM	PEAK HR (VEH.)		4	.3				8	8				5	0					8		
	to 08:45 AM Vehicle % (PHV):	0.0%	9.0%	35	6.7%	4.1%	0.0%	0.0%	3 23.1%	5 3.7%	4.7%	0.0%	9.1%	5.8%	0.0%	5.8%	0 0%	5 18.5%	16.7%	5.9%	14.3%
	K HR (HV ONLY)	0.070		5.770	0.770	4.170	0.070		.0	3.770	4.770	0.070		1	0.070	3.070	0.070	_	10	3.370	14.570
	to 09:15 AM Vehicle % (PHV):	0	10	45	0	5.00/	0	0	3	7	7 /10/	0	9.1%	40	0	E 70/	0	4	3	3	10 69/
Heavy	Direction:	0.0%		5.4% outhbou	0.0% nd	5.9%	0.0%	0.0% W	25.0% estbou		7.4%	0.0%	_	5.6% orthbou	0.0% nd	5.7%	0.0%	_	27.3% Eastbou	16.7% nd	13.0%
BICYCLES	Roadway:			Dakota /					tin Stre						Avenue				atin Stre		
06:30 AM	to 06:45 AM	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 1	Right 0	
	to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:15 AM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:30 AM to 07:45 AM	0	0	1 2	0 0		0	0 0	0 1	0 0		0	0	0 3	0 0		0	0 0	0 0	1 0	
	to 08:00 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:15 AM to 08:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:45 AM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	1	0	
	to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:15 AM to 09:30 AM	0	0	0 0	1 0		0	0	0	1 0		0	0	0 1	0 0		0	0 0	0 0	0	
09:30 AM	to 09:45 AM																				
	to 10:00 AM to 10:15 AM																				
	to 10:30 AM																				
	to 10:45 AM																				
	to 11:00 AM to 11:15 AM																				
11:15 AM	to 11:30 AM																				
	PEAK HR (VEH.)	0		2			0		0	0		0		2	0		0	_	1		
	to 08:45 AM PEAK HR (BIKES)	0	0	2 5	0		0	0	0 1	0		0	1	<u> </u>	0		0	0	1	0	
	to 08:00 AM	0	0	6	0		0	0	1	0		0	0	3	0		0	0	0	1	

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

06:30 AM to 09:30 AM

Intersection Peak Hour (all vehicles):	08:00 AM	to	09:00 AM
System Peak Hour (all vehicles):	07:45 AM	to	08:45 AM
User-Defined Peak Hour:	07:30 AM	to	08:30 AM

			:/ Slaue /																		1
	Intersection: Direction:	1.		outhbou	trance a	& Hami	lton Str		/estbour	nd.			Na	orthbou	und				astbour	nd.	
ALL	Roadway:		30	outribou	nu				Iton Stre					Site En					Iton Str		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to		0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1
06:45 AM to		0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1
07:00 AM to		0	0	0	0	0	0	0	4 3	0	1 0	0	0	0	0	3 1	0	0	2 1	0 0	0 1
07:30 AM to		0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	6	3	0
07:45 AM to	08:00 AM	0	0	0	0	0	0	0	5	0	0	0	1	0	0	2	0	0	4	2	0
08:00 AM to		0	0	0	0	0	0	1	3	0	0	0	1	0	0	1	0	0	3	1	0
08:15 AM to		0	0	0	0	0	0	2	6	0	0	0	1	0	0	2	0	0	7	4	0
08:30 AM to		0	0	0	0	0	0	3	5 3	0	0	0	0	0	0	2	0	0	6 4	5 8	0
09:00 AM to		0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	2	5	1
09:15 AM to	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	1	2
09:30 AM to																					
09:45 AM to																					
10:00 AM to																					
10:30 AM to																					
10:45 AM to	11:00 AM																				
11:00 AM to	11:15 AM																				
11:15 AM to				•										•							
SYSTEM PE 07:45 AM to	08:45 AM	0	0	0	0	0	0	6	25 19	0	0	0	3	0	0	7	0	0	20	12	0
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.75	n/a	n/a	n/a	n/a	n/a	n/a	0.50	0.79	n/a	0.78	n/a	0.75	n/a	n/a	0.75	n/a	n/a	0.71	0.60	0.73
HEAVY	Direction:		Sc	uthbou	nd			W	/estbour	nd			No	orthbou	ınd			Е	astbour	nd	
VEHICLES (FHWA 4+)	Roadway:		1 - 61	TI: -	D'ala				lton Stre					Site En					lton Str		
	Movement:	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0	
06:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to	07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to	07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	1 0	0	
08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to	09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
09:30 AM to																					
09:45 AM to																					
10:15 AM to																					
10:30 AM to	10:45 AM																				
10:45 AM to	11:00 AM																				
11:00 AM to																					
11:15 AM to				0					0					0					1		
07:45 AM to	08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1 1	0	
	hicle % (PHV):		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	3.1%
INT. PEAK I	HR (HV ONLY)			0					1				(0					1		
08:30 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
Heavy Ve	ehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%		6.7%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	2.9%
BICYCLES	Direction: Roadway:		50	uthbou	na				/estbour Iton Stre					orthbou Site En					astbour		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to	06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to		0	0	0	0 0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to	08:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to			-	-	-			-	-	-			*	-	-			-	•	-	
09:45 AM to	10:00 AM																				
10:00 AM to																					
10:15 AM to																					
10:30 AM to																					
11:00 AM to																					
11:15 AM to																					
	AK HR (VEH.)			0					0					0					0		
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	AK HR (BIKES) 0 07:30 AM	0	0	0 0	0		0	0	0	0		0	0	0	0		0	0	0 0	0	
U0:30 AIVI 17									_									_			

VEHICL	E PEAK	HOUK	/ULS AI	ND PHF:	Syste	m Pea	ak (veni	cie)			
		n	/a		0	0					
	n/a	n/a	n/a	n/a							
	u	u	u	L	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU			1	0	WBR	n/a	
			_				\leftarrow	19	WBT	0.79	0.70
	0	0	0	0			\downarrow	6	WBL	0.50	0.78
	+	\	\rightarrow	↑			\rightarrow	0	WBU	n/a	
22	+					F	lamiltor	n Street	NE	\leftarrow	25
32	\rightarrow	На	milton S	Street N	Ε	әэ				\rightarrow	20
	n/a	EBU	0	←		tran	\downarrow	←	\uparrow	\rightarrow	
0.73	n/a	EBL	0	\uparrow		En:	0	ю	0	0	
	0.71	EBT	20	\rightarrow		Site					
	0.60	EBR	12	\downarrow		North Site Entrance	NBU	NBL	NBT	NBR	
								_			
					18	<u></u>	n/a	0.75	n/a	n/a	
					1	3		0.	75		

.1%	0.0% 5.0%	EBL EBT	0	↑ →		North Site Entrance	0	0	0	0	
_	0.0%	EBU	0	←		trancı	\downarrow	\leftarrow	↑	\rightarrow	_
0	←	На	milton S	Street N	Ε		iumnioi	TSITEEL	IVE	←	_
0	←	↓ 	\rightarrow	\uparrow		,	→ Hamiltor	0 . Stroot	WBU	0.0%	L
]		\downarrow	0	WBL	0.0%	
	0	0	0	0			\leftarrow	0	WBT	0.0%	
	SBR	SBT	SBL	SBU			↑	0	WBR	0.0%	
	%0:0	%0:0	%0.0	%0:0	\downarrow	1					
			0%		0	0					

PED AN	ID BIKE	PEAK H	OUR V	DLUME	S: Syst	em Po	eak (veł	icle)			
					0	0					
PEDS	SBR	SBT	SBL	SBU	→	<u> </u>	\leftrightarrow	0	PEDS WBR		
0	0	0	0	0			← →	0	WBT WBL		
0	←	↓ 	\rightarrow	↑		F	→ Iamiltor	0 Street	WBU NE	+	0
0	\rightarrow	Ha EBU	milton S	Street N ←	Έ	rance	\downarrow	←	↑	\rightarrow	0
		EBL EBT	0	↑ →		North Site Entrance	0	0	0	0	0
		EBR PEDS	0 7	\leftrightarrow		North	NBU	NBL	NBT	NBR	PEDS
				_	→ 0	↑ 0					

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM System Peak Hour (all vehicles):

06:30 AM to 09:30 AM

07:45 AM to

08:45 AM

User-Defined Peak Hour:

07:30 AM to 08:30 AM

ALL	Intersection:	1.	Ingraha	am Stre	et NE/7	th Stree	t NE &	Hamilto	n Stree	t NE											
	Direction:		Sc	uthbou	nd			W	estboui	nd			No	orthbou	nd			Е	astbour	nd	
VEHICLES	Roadway:			nam Str		Dada			ton Stre		Dada			Street		Dada			Iton Str		Dada
06:30 AM to	Movement:	0	Left 0	Thru 0	Right 0	Peds 0	0	Left 1	Thru 2	Right 1	Peds 0	0	Left 0	Thru 0	Right 0	Peds 0	0	Left 1	Thru 1	Right 0	Peds 1
06:45 AM to		0	0	1	0	0	0	1	2	0	0	0	1	0	0	0	0	0	1	0	0
07:00 AM to		0	0	1	0	2	0	2	2	2	0	0	0	0	0	3	0	0	0	1	0
07:15 AM to		0	1	0	2	0	0	1	2	1	0	0	0	0	0	0	1	0	1	0	0
07:30 AM to	07:45 AM	0	0	0	1	1	0	2	1	3	0	0	0	1	0	1	0	0	4	2	0
07:45 AM to	08:00 AM	0	0	2	1	1	0	0	5	2	0	0	0	0	1	0	0	0	2	1	0
08:00 AM to	08:15 AM	0	1	6	0	2	0	1	2	0	2	0	0	2	1	1	0	0	2	0	0
08:15 AM to	08:30 AM	0	1	1	4	0	0	0	3	1	0	0	0	0	0	1	0	0	2	3	1
08:30 AM to		0	4	0	1	2	0	2	7	1	0	0	1	1	0	3	0	2	2	4	1
08:45 AM to		0	0	2	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2	2	1
09:00 AM to		0	0	0	0	1 0	0	1 2	2 0	1 0	1 0	0	0	0	0	1 0	0	0	2	1	2
09:15 AM to 09:30 AM to		U	0	U	1	U	0	2	U	U	U	U	U	1	0	U	0	U	3	1	1
09:45 AM to																					
10:00 AM to																					
10:15 AM to	10:30 AM																				
10:30 AM to	10:45 AM																				
10:45 AM to	11:00 AM																				
11:00 AM to	11:15 AM																				
11:15 AM to																					
	AK HR (VEH.)	0		21		5			4	4	2			5		5	-		18		2
07:45 AM to		0	6 Left	9 Thru	6 Right	CD	0	3 Left	17	4 Right	1A/D	0	1 Left	3 Thru	2 Right	ND	0	2 Left	8 Thru	8 Right	ED
Peak Hour Factor (PHF)	Overall 0.69	U n/a	Left 0.38	Thru 0.38	Right 0.38	SB 0.75	U n/a	Left 0.38	Thru 0.61	Right 0.50	WB 0.60	U n/a	Left 0.25	Thru 0.38	Right 0.50	NB 0.50	U n/a	Left 0.25	Thru 1.00	Right 0.50	EB 0.56
HEAVY	Direction:	11/4		uthbou		0.75	11/4		estbou		0.00	11/ 4		orthbou		0.50	11/4		astbour		0.50
VEHICLES	Roadway:			nam Str					ton Stre					Street					Iton Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to	06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to	07:00 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
07:00 AM to	07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to 08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to	09:15 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
09:15 AM to	09:30 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to	09:45 AM																				
09:45 AM to	10:00 AM																				
10:00 AM to	10:15 AM																				
10:15 AM to																					
10:30 AM to																					
10:45 AM to																					
11:00 AM to 11:15 AM to																					
	AK HR (VEH.)			0				()				(0					0		
07:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	nicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HI	IR (HV ONLY)			1	-			:	1				(0					0	-	
08:30 AM to	09:30 AM	0	0	0	1		0	0	1	0		0	0	0	0		0	0	0	0	
Heavy Veh	nicle % (PHV):	0.0%	0.0%	0.0%	33.3%	11.1%	0.0%	0.0%	11.1%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:			uthbou					estboui					orthbou					astbour		
BICYCLES	Roadway:			nam Str			- 11		ton Stre			- 11		Street			- 11		Iton Str		
	Movement:	U	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru	Right		U	Left 0	Thru	Right	
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06:45 AM to		0 0 0	0	0	0		0	0	0	0 0		0	0	0	0		0 0 0	0	0	0	
	07:15 AM	0		0	0		_	0				0		0	0		0	0	0 0 0		
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06:45 AM to 07:00 AM to 07:15 AM to	07:15 AM 07:30 AM 07:45 AM	0 0	0 1 0	0 0 0	0 0		0	0 0	0 0 0	0		0 0	0 0	0 0 0	0 0		0 0	0 0	0 0	0 0	
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		0.	75		21	6					
	0.38	0.38	0.38	n/a							
					F ←						
	SBR	SBT	SBL	SBU	Ingraham Street NE		\uparrow	4	WBR	0.50	
	9	6	9	0	Stre		\leftarrow	17	WBT	0.61	0.60
	9	5	9)	am		\downarrow	3	WBL	0.38	0.60
	←	\downarrow	\rightarrow	\uparrow	grah		\rightarrow	0	WBU	n/a	
24	+				lng	F	lamiltor	Street	NE	+	24
18	\rightarrow	На	milton S	Street N	Ε					\rightarrow	16
	n/a	EBU	0	←		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	
0.56	0.25	EBL	2	\uparrow		7th Street NE	0	1	3	2	
0.50	1.00	EBT	8	\rightarrow		ı Str			,	.,	
	0.50	EBR	8	\downarrow		7t/	NBU	NBL	NBT	NBR	
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	0	0	0	0	Ingraham Street NE		←	0	WBT	0.0%	١,
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	0.0%	EBU	0	←		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	_
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PEDS	SBR	SBT	SBL	SBU	VE		\leftrightarrow	5	PEDS		
PE	ıs	S	IS	SE	eet I		\uparrow	0	WBR		
2	0	0	0	0	Ingraham Street NE		\leftarrow	0	WBT		
					han		\downarrow	0	WBL		
\$	←	. ↓	\rightarrow	\uparrow	gra		\rightarrow	0	WBU		
0	\leftarrow				IJ	H	lamiltor	ı Street	NE	\leftarrow	0
0	\rightarrow	На	milton S	Street N	Έ					\rightarrow	0
		EBU	0	\leftarrow		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	1
		EBL	0	\uparrow		7th Street NE	0	0	0	0	2
		EBT	0	\rightarrow		ı Stı					
		EBR	0	\		7#	NBU	NBL	NBT	NBR	PEDS
		PEDS	5	\leftrightarrow			Z	Z	Z	Z	PE
				=	\downarrow	\uparrow					

1. South Site Entrance/ & Galloway Street NE

 ${\bf Project\ Name: \underline{UDC\ Bertie\ Backus\ CMP}}$

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Intersection:

DATA COLLECTION NOTES :

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM

08:45 AM to to 08:30 AM

System Peak Hour (all vehicles):	07:45 AM
User-Defined Peak Hour:	07:30 AM

EHICLES	Roadway:		South	Site En	trance			Gallo	way Str	eet NE								Gallov	vay Str	eet NE													
LINCLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	VEHIC	E PEAK	HOUR V	OLS AN	ID PHF:	Syste	m Pea	k (vehic	:le)			
06:30 AM	to 06:45 AM	0	0	0	0	5	0	0	8	0	0	0	0	0	0	0	0	2	9	0	0												
06:45 AM	to 07:00 AM	0	0	0	0	6	0	0	9	0	0	0	0	0	0	0	0	2	10	0	0			0.7	75			8					
07:00 AM	to 07:15 AM	0	2	0	0	7	0	0	24	1	0	0	0	0	0	0	0	3	3	0	0		50	صّ	25	a,	3	1					
7:15 AM	to 07:30 AM	0	0	0	1	8	0	0	21	1	0	0	0	0	0	0	0	0	4	0	0		0.5	<u>_</u>	0.3	n/a	\downarrow	\uparrow					
07:30 AM	to 07:45 AM	0	0	0	0	8	0	0	36	0	0	0	0	0	0	0	0	0	11	0	0		œ	Ħ	Į.	U	j,	Г					
7:45 AM	to 08:00 AM	0	0	0	0	8	0	0	49	5	0	0	0	0	0	0	0	3	9	0	0		SBR	SB	SBL	SBU	ranc	i	\uparrow	10	WBR	0.50	
08:00 AM	to 08:15 AM	0	1	0	0	9	0	0	52	1	0	0	0	0	0	0	0	1	21	0	0			_		_	Ent	i	\leftarrow	150	WBT	0.72	
08:15 AM	to 08:30 AM	0	0	0	1	10	0	0	33	1	0	0	0	0	0	0	0	1	13	0	0		2	0	7	0	Site	i	\downarrow	0	WBL	n/a	0.74
08:30 AM	to 08:45 AM	0	0	0	1	9	0	0	16	3	0	0	0	0	0	0	1	3	12	0	0		\leftarrow	\downarrow	\rightarrow	\uparrow	uth.	i	\rightarrow	0	WBU	n/a	
08:45 AM	to 09:00 AM	0	0	0	2	8	0	0	24	0	0	0	0	0	0	0	0	3	13	0	0	153	←				Sol	G	alloway	Street	NE	←	160
09:00 AM	to 09:15 AM	0	0	0	3	5	0	0	8	0	0	0	0	0	0	0	1	3	12	0	0	64	\rightarrow	Gal	loway S	treet N	Ε					\rightarrow	56
09:15 AM	to 09:30 AM	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	4	9	0	0		0.25	EBU	1	\leftarrow		i	\downarrow	\leftarrow	↑	\rightarrow	
09:30 AM	to 09:45 AM																					0.72	0.67	EBL	8	\uparrow		lΓ	_	_		_	
09:45 AM	to 10:00 AM																					0.73	0.65	EBT	55	\rightarrow		1	0	0	0	0	
10:00 AM	to 10:15 AM																						n/a	EBR	0	\downarrow		1 1	D.	ĭ.	F	BR	
10:15 AM	to 10:30 AM																											1	NBU	NBI	NBT	B	
10:30 AM	to 10:45 AM																										\downarrow	\uparrow	в	а	в	а	
10:45 AM	to 11:00 AM																												n/a	n/a	/u	_ 	
11:00 AM	to 11:15 AM																										0	0		n	/a		
11:15 AM	to 11:30 AM																									1							
SYSTEM	PEAK HR (VEH.)			3		26		1	60					0		0		6	4		0												
07:45 AM	to 08:45 AM	0	1	0	2	36	0	0	150	10	0	0	0	0	0	0	1	8	55	0	0												
Dook Hou	Overall	- 11	Loft	Thru	Diabt	CD	- 11	l oft	There	Diabt	VA/D	- 11	Loft	There	Diabt	NID	- 11	Loft	Thru	Diabt	ГР												

06:30 AM to 09:30 AM

		0.	0%		0	1					
	%0:0	%0.0	%0.0	%0.0	→	↑					
	SBR	SBT	SBL	SBU	South Site Entrance			1	WBR	10.0%	
	0	0	0	0	Enti		\leftarrow	0	WBT	0.0%	0.0
	0)	O	0	Site		\downarrow	0	WBL	0.0%	0.0
	←	\downarrow	\rightarrow	\uparrow	uth		\rightarrow	0	WBU	0.0%	
0	←				So	G	Gallowa	y Street	NE	\leftarrow	:
0	\rightarrow	Ga	lloway S	Street N	ΙE					\rightarrow	(
	0.0%	EBU	0	←			\downarrow	\leftarrow	\uparrow	\rightarrow	_
0.0%	0.0%	EBL	0	\uparrow			0	0	0	0	İ
0.076	0.0%	EBT	0	\rightarrow)			İ
	0.0%	EBR	0	↓			NBU	NBL	NBT	NBR	
											İ
					\downarrow	↑	0.0%	0.0%	0.0%	0.0%	l

PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Pe	eak (vel	nicle)			
					0 +	0					
PEDS	SBR	SBT	SBL	SBU	rance		\leftrightarrow	36 0	PEDS WBR		
0	0	0	0	0	South Site Entrance		←	6	WBT WBL		
\$	←	\downarrow	\rightarrow	\uparrow	uth.		\rightarrow	0	WBU		
6	←				50	G	Gallowa	y Street	NE	←	6
2	\rightarrow	Ga	lloway S	Street N	Έ					\rightarrow	2
		EBU	0	\leftarrow			\downarrow	\leftarrow	\uparrow	\rightarrow	\$
		EBL	0	\uparrow							
		EDL	U	'			0	0	0	0	0
		EBT	2	\rightarrow			0	0	0	0	
		EBT EBR	2	\rightarrow							
		EBT	2	\rightarrow			0 NBU	0 NBI 0	NBT 0	NBR 0	PEDS 0
		EBT EBR	2	\rightarrow	\downarrow	↑					
		EBT EBR	2	\rightarrow	→ 0	← 0					

	Intersection:	1.	South 9			& Gallo	way Str														
ALL	Direction:			uthbou					/estboui				No	orthbou	nd				astbour		
VEHICLES	Roadway:			Site En					way Stre				. 6						way Str		
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
	to 06:45 AM	0	0	0	0	5	0	0	8	0	0	0	0	0	0	0	0	2	9	0	0
06:45 AM	to 07:00 AM	0	0	0	0	6	0	0	9	0	0	0	0	0	0	0	0	2	10	0	0
07:00 AM	to 07:15 AM	0	2	0	0	7	0	0	24	1	0	0	0	0	0	0	0	3	3	0	0
07:15 AM	to 07:30 AM	0	0	0	1	8	0	0	21	1	0	0	0	0	0	0	0	0	4	0	0
07:30 AM	to 07:45 AM	0	0	0	0	8	0	0	36	0	0	0	0	0	0	0	0	0	11	0	0
07:45 AM	to 08:00 AM	0	0	0	0	8	0	0	49	5	0	0	0	0	0	0	0	3	9	0	0
08:00 AM	to 08:15 AM	0	1	0	0	9	0	0	52	1	0	0	0	0	0	0	0	1	21	0	0
08:15 AM	to 08:30 AM	0	0	0	1	10	0	0	33	1	0	0	0	0	0	0	0	1	13	0	0
	to 08:45 AM	0	0	0	1	9	0	0	16	3	0	0	0	0	0	0	1	3	12	0	0
	to 09:00 AM	0	0	0	2	8	0	0	24	0	0	0	0	0	0	0	0	3	13	0	0
						_					-	_				-					
	to 09:15 AM	0	0	0	3	5	0	0	8	0	0	0	0	0	0	0	1	3	12	0	0
	to 09:30 AM	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	4	9	0	0
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
	to 11:15 AM																				
	to 11:30 AM																				
				3				1	60				,)					54		
	PEAK HR (VEH.)	0			2	36	0			10	0	0				0	4			0	0
	to 08:45 AM	0	1	0	2		0	0	150	10		0	0	0	0		1	8	55	0	-
Peak Hour		U	Left	Thru	Right	SB	U	Left ,	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHI	•	n/a	0.25	n/a	0.50	0.75	n/a	n/a	0.72	0.50	0.74	n/a	n/a	n/a	n/a	n/a	0.25	0.67	0.65	n/a	0.73
HEAVY	Direction:			uthbou					/estboui				No	orthbou	nd				astbour		
VEHICLES	Roadway:			Site En					way Stre										way Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM	to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM	to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM	to 07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	to 07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
					0			0	0	1		0			0		0		0	0	
	to 08:15 AM	0	0	0			0	0	0			0	0	0			0	0		0	
	to 08:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM	to 09:00 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM	to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM	to 09:30 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10·15 ΔM	to 10:30 AM																				
	to 10:45 AM																				
	to 11:00 AM																				
	to 11:15 AM																				
11:15 AM	to 11:30 AM																				
SYSTEM	PEAK HR (VEH.)			0					1				()					0		
07:45 AM	to 08:45 AM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
Heavy	Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEA	K HR (HV ONLY)			0					2				()					0		
07:15 AM	to 08:15 AM	0	0	0	0		0	0	1	1		0	0	0	0		0	0	0	0	
	Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	14.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:		Sc	uthbou	nd			W	/estboui					orthbou	nd			F	astbour	nd	
BICYCLES	Roadway:			Site En					way Stre				,,,						way Str		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06·30 VV	to 06:45 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
	to 00:43 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
			-				-					-									
	to 07:15 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	to 07:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	to 07:45 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
07:45 AM	to 08:00 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:00 AM	to 08:15 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
08:15 AM	to 08:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
08:30 AM	to 08:45 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	1	0	
08:45 AM	to 09:00 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	3	0	
09:00 AM	to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	3	0	
	to 09:30 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
	to 09:30 AM		J	J	J			J	۷	U			U	J	J			J	_	U	
	to 10:00 AM																				
	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
	to 11:30 AM																				
	PEAK HR (VEH.)			0					6				()					2		
	to 08:45 AM	0	0	0	0		0	0	6	0		0	0	0	0		0	0	2	0	
	PEAK HR (BIKES)	0		0					5	-		J)			0		9		
INT. F	LAN IIN (DINES)		0	0	0		0	0	5	0		0	0	0	0		0	0	9	0	
08.30 444	to 00.20 AM	- ()			U		U			U		U	U	T.	· U		U	· U			
08:30 AM	to 09:30 AM	0	U																		

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022 Weather: Partly Cloudy

06:30 AM to 09:30 AM

Volumes Displayed as: 2. System Peak (vehicle) Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM 07:45 AM to 08:45 AM System Peak Hour (all vehicles): 07:30 AM to 08:30 AM User-Defined Peak Hour:

	Intersection:	1.				oway St	reet NE		(a a t la a				N	م ما ما خاند م					·	1	
ALL	Direction: Roadway:			uthbou h Street					estbour				No	orthbou	ınd				astbour way Str		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM	o 06:45 AM	0	0	0	2	1	0	0	8	0	0	0	0	0	0	0	0	0	9	0	0
06:45 AM to		0	0	0	1	7	0	0	6	0	0	0	0	0	0	0	0	1	8	0	0
07:00 AM to		0	1 0	0	6 2	6 9	0	0	19 23	1 0	0	0	0 0	0	0	0	0	0	4 3	0	0
07:30 AM to		0	2	0	3	8	0	0	33	0	0	0	0	0	0	0	0	0	8	0	0
07:45 AM to		0	1	0	3	7	0	0	49	1	0	0	0	0	0	0	0	0	9	0	0
08:00 AM to	o 08:15 AM	0	0	0	7	5	0	0	41	0	0	0	0	0	0	0	0	3	13	0	0
08:15 AM to		0	0	0	5	8	0	0	31	0	0	0	0	0	0	0	0	1	7	0	0
08:30 AM to		0	0	0	5	9	0	0	17	3	0	0	0	0	0	0	0	1	11	0	0
08:45 AM to		0	0	0	4 2	3	0	0	21 5	1 0	0	0	0	0	0	0	0	0	7 10	0	0
09:15 AM to		0	0	0	4	2	0	0	7	1	0	0	0	0	0	0	0	0	8	0	0
09:30 AM to	o 09:45 AM																				
09:45 AM to	to 10:00 AM																				
10:00 AM to																					
10:15 AM to																					
10:35 AM to																					
11:00 AM to	o 11:15 AM																				
11:15 AM to																					
	EAK HR (VEH.)			21		29		_	42		0			0		0			15		0
07:45 AM to	o 08:45 AM Overall	0 U	Left	0 Thru	20 Pight	SB	U U	0 Left	138 Thru	4 Right	WB	0 U	0 Left	0 Thru	0 Right	NB	0 U	5 Left	40 Thru	0 Pight	EB
Factor (PHF)		n/a	0.25	n/a	Right 0.71	о.75	n/a	n/a	0.70	0.33	0.71	n/a	n/a	n/a	n/a	n/a	n/a	0.42	0.77	Right n/a	0.70
HEAVY	Direction:			uthbou			•	-	estbour/	nd		,		orthbou		-		E	astbour	-	
VEHICLES	Roadway:		7tl	n Street	NE			Gallo	way Stre	et NE								Gallo	way Str	eet NE	
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to		0	0	0	0		0	0	0	0		0	0 0	0	0		0	0	0	0	
07:00 AM to		0	1	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
07:15 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
07:30 AM to	o 07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	o 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:00 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:00 AM to	o 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to	o 09:30 AM	0	0	0	1		0	0	1	0		0	0	0	0		0	0	0	0	
09:30 AM to																					
09:45 AM to																					
10:00 AW to																					
10:30 AM to																					
10:45 AM to	to 11:00 AM																				
11:00 AM to																					
11:15 AM to				0					0					0					0		
	o 08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	ehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK	HR (HV ONLY)			1					2					0					0		
	o 07:30 AM	0	1	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
Heavy Ve	ehicle % (PHV): Direction:	0.0%	100.0%	0.0% outhbou	0.0%	8.3%	0.0%	0.0%	3.6%	0.0%	3.5%	0.0%	_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
BICYCLES	Roadway:			n Street					estbour				INC	orthbou	illu				astbour way Str		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM	o 06:45 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
06:45 AM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
07:15 AM to		0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
07:45 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	o 08:15 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
08:15 AM to		0	0	0	0		0	0	1	0		0	0	0	0		0	0	1	0	
08:30 AM to	0 08:45 AM 0 09:00 AM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	1	0	
	to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	3	0	
09:15 AM to		0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	0	
09:30 AM to	o 09:45 AM																				
09:45 AM to																					
10:00 AM to																					
10:15 AM to																					
10:30 AM to																					
11:00 AM to																					
11:15 AM to	o 11:30 AM																				
	EAK HR (VEH.)			0					6					0					2		
07:45 AM to		0	0	0	0		0	0	6	0		0	0	0	0		0	0	2	0	
08:30 AM to	O 09:30 AM	0	0	0	0		0	0	5	0		0	0	0	0		0	0	9	0	
20.007.1141 (23.037.441								,	,											

		0.	75								
	1	е	52	в	21	6					
	0.71	n/a	0.25	n/a	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	lu			4	WBR	0.33	
	_				7th Street NE		· ←	138	WBT	0.33	
	20	0	1	0	Stre		↓	0	WBL	n/a	
	←	V	\rightarrow	\uparrow	7th		\rightarrow	0	WBU	n/a	ĺ
58	←					G	Gallowa	y Street	NE	←	
15	\rightarrow	Ga	lloway S	Street N	ΙE					\rightarrow	
	n/a	EBU	0	←			\downarrow	\leftarrow	\uparrow	\rightarrow	
70	0.42	EBL	5	\uparrow			0	0	0	0	
	0.77	EBT	40	\rightarrow							l
	n/a	EBR	0	\downarrow			NBU	NBL	NBT	NBR	
							Z	_		Z	
							n/a	n/a	n/a	n/a	
					0	0			/a		i

HEAVY	VEH PE	AK HOL	JR VOLS	S AND P	PHV: S	ystem	Peak (\	vehicle)			
		0.	0%			0					
	%0:0	%0:0	%0.0	%0.0	0						
	SBR	SBT (SBL	SBU	↓	<u> </u>					
	SE	1S	3S	SE	ΝĒ		\uparrow	0	WBR	0.0%	
	0	0	0	0	7th Street NE		\leftarrow	0	WBT	0.0%	0.0%
	O	U	0		Str		\downarrow	0	WBL	0.0%	0.0%
,	←	\downarrow	\rightarrow	\uparrow	7th		\rightarrow	0	WBU	0.0%	
0	+					,	~!!~	y Street	NΓ	,	0
						Ċ	aulowa	y Street	INE	\leftarrow	U
0	\rightarrow	Ga	lloway :	Street N	ΙE		anowa	y street	IVE	←	0
0	→ 0.0%	Ga EBU	lloway :	Street N ←	IE		- - ↓	y street ←	↑		
				1	IE		V	+	↑	<i>→</i>	
0.0%	0.0%	EBU	0	←	IE					\rightarrow	
	0.0%	EBU EBL	0	←	IE		0	÷	↑	→0	
	0.0% 0.0% 0.0%	EBU EBL EBT	0 0	← ↑ →	IE		V	+	↑	<i>→</i>	
	0.0% 0.0% 0.0%	EBU EBL EBT	0 0	← ↑ →	<i>→</i> 0	↑	0	÷	↑	→0	

PLD AI	ND BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Pe	eak (veh	nicle)			
					0	0					
					→	↑					
PEDS	SBR	SBT	SBL	SBU			\leftrightarrow	29	PEDS		
- B	S	S	S	IS	NE		\uparrow	0	WBR		
0	0	0	0	0	7th Street NE		\leftarrow	6	WBT		
					h Sti		\downarrow	0	WBL		
\$	\leftarrow	. ↓	\rightarrow	\uparrow	7£l		\rightarrow	0	WBU		
6	←					G	iallowa	y Street	NE	←	6
2	\rightarrow	Gal	lloway S	Street N	Έ					\rightarrow	2
		EBU	0	←			\downarrow	\leftarrow	\uparrow	\rightarrow	\$
		EBL	0	\uparrow			0	0	0	0	0
		EBT	2	\rightarrow							
										8	SC
		EBR	0	\downarrow			30	BL	I	ω	_
		EBR PEDS	0	\leftrightarrow			NBU	NBL	NBT	NBR	PEDS

Analysis Period: STUDY_PERIOD

Project # : 2919-001

Location District of Columbia

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 04:45 PM to 05:45 PM System Pe

04:00 PM to 07:00 PM

05:45 PM 06:00 PM

Use

eak Hour (all vehicles):	04:45 PM	to
er-Defined Peak Hour:	05:00 PM	to

Locatio Data Source				tes. Inc.			W	eather:	Partly (loudy										
				·																
Intersection Direction			Dakota outhbou	Avenue	& Kenn	edy Str		/estbou	nd			No	orthbou	nd			F	Eastboui	nd	
ALL Roadway				Avenue				edy Stre						Avenue				edy Str		
Movement	: U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM to 04:15 PM	1	12	188	5	10	0	17	2	3	27	0	10	169	19	1	0	23	6	9	8
04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	0	6 7	180 175	5 3	5 8	0	20 15	2	2 1	14 10	0	2	206 183	11 14	12 4	0	3 4	4 0	6 6	5 2
04:45 PM to 05:00 PM	1	9	187	9	7	0	13	4	5	7	0	10	176	18	3	0	5	5	4	4
05:00 PM to 05:15 PM	0	6	183	10	7	0	6	2	5	5	0	3	223	9	4	0	3	2	5	7
05:15 PM to 05:30 PM	0	9	192	8	5	0	12	3	6	2	0	8	200	13	4	0	8	2	6	10
05:30 PM to 05:45 PM	0	5	201	2	5	0	22	1	4	13	0	4	182	26	3	0	4	2	11	2
05:45 PM to 06:00 PM 06:00 PM to 06:15 PM	0	19 6	195 180	3 1	5 2	0	13 15	0 1	2 7	13 6	0	1 0	150 158	19 13	4 4	0	1 8	4 2	4 5	10 4
06:15 PM to 06:30 PM	0	11	159	1	2	0	17	0	5	4	0	1	158	12	2	0	7	0	6	5
06:30 PM to 06:45 PM	1	9	173	2	4	0	12	0	7	3	0	0	125	17	2	0	6	4	3	10
06:45 PM to 07:00 PM	0	10	166	1	2	0	13	0	3	8	0	0	130	12	4	0	0	0	2	3
07:00 PM to 07:15 PM 07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM 08:45 PM to 09:00 PM																				
SYSTEM PEAK HR (VEH.)	8	22		24		8	33		27		8	72		1.1		į	57		22
04:45 PM to 05:45 PM	1	29	763	29	24	0	53	10	20	27	0	25	781	66	14	0	20	11	26	23
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.98 HEAVY Direction	0.25	0.81 Sc	0.95 outhbou	0.73	0.98	n/a	0.60 W	0.63 /estbou	0.83	0.77	n/a	0.63 No	0.88 orthbou	0.63 nd	0.93	n/a	0.63	0.55 astbou	0.59	0.84
VEHICLES Roadway				Avenue				edy Stre						Avenue				edy Str		
(FHWA 4+) Movement		Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	13	0		0	0	0	0		0	0	5	0		0	0	0	0	
04:15 PM to 04:30 PM	0	0	12	0		0	0	0	0		0	0	9	0		0	0	0	0	
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	11 10	0		0	0	0	0		0	0	5 3	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	4	0		0	0	0	0		0	0	4	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	3	0		0	0	0	0		0	0	4	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	2	0		0	0	0	0		0	0	4	0		0	0	0	0	
05:45 PM to 06:00 PM	0	1	4	1		0	0	0	0		0	0	2	0		0	0	1	0	
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0 0	0 0	3 1	0 0		0	0	0 0	0		0	0 0	2 3	1 0		0	0	0 0	0 0	
06:30 PM to 06:45 PM	0	0	3	0		0	0	0	0		0	0	2	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	3	0		0	0	0	0		0	0	1	0		0	0	0	0	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM 07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM	1	,	19					0				1	.6					0		
SYSTEM PEAK HR (VEH. 04:45 PM to 05:45 PM	$'$ \bigcirc	0	19	0		0	0	0	0		0	0	15	1		0	0	0	0	
Heavy Vehicle % (PHV			2.5%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	1.5%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY)		16					1				2	:3					0		
04:00 PM to 05:00 PM	0	0	46	0	= 00/	0	1	0	0	4.40/	0	0	22	1	2.00/	0	0	0	0	2.00/
Heavy Vehicle % (PHV		_	6.3%	0.0%	5.8%	0.0%	1.5%	0.0% /estbou	0.0%	1.1%	0.0%	0.0%	3.0% orthbou	1.6%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%
BICYCLES Roadway				Avenue				edy Stre						Avenue				edy Str		
Movement	: U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM to 04:30 PM	0	0	0	0		0	2	0	0		0	0	0	1		0	0	0	0	
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	1	2	0		0	0	0	0		0	0	2	0	
05:45 PM to 06:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM 06:15 PM to 06:30 PM	0	0 0	0 0	0 0		0	0 0	0 0	0 0		0	0 0	0 1	0 1		0	0 0	0 0	0 0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	2	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	1	0		0	0	0	0		0	0	1	0		0	1	0	0	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM 07:30 PM to 07:45 PM																				
07:30 PM to 07:45 PM 07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM)		0					1					1					2		
SYSTEM PEAK HR (VEH. 04:45 PM to 05:45 PM	'	0	0 0	0		0	1	2	1		0	0	1	0		0	0	2 2	0	
INT. PEAK HR (BIKES)	_		1					4					1					2		
05:00 PM to 06:00 PM	0	0	1	0		0	1	2	1		0	0	1	0		0	0	2	0	

			OLS AI	TO FIII.	Syste	III I G	ak (vehi	cie <i>j</i>			
		0.	98		822	822					
	0.73	0.95	0.81	0.25	82	82					
L	0.	0.	0.	0.	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	anu		ı	1			
	S	S	S	S	4ve		\uparrow	20	WBR	0.83	
	29	763	29	П	ota,		\leftarrow	10	WBT	0.63	0.77
	2)/	7	, ,	Jako		\downarrow	53	WBL	0.60	0.77
_	←	\downarrow	\rightarrow	\uparrow	South Dakota Avenue		\rightarrow	0	WBU	n/a	
64	\leftarrow				Sou	F	(ennedy	Street	NE	\leftarrow	83
57	\rightarrow	Kei	nnedy S	treet NI	Ε	anı				\rightarrow	106
	n/a	EBU	0	←		Aver	\downarrow	\leftarrow	\uparrow	\rightarrow	
0.84	0.63	EBL	20	\uparrow		ota /	0	25	781	99	
0.04	0.55	EBT	11	\rightarrow		Jako		2	78	9	
	0.59	EBR	26	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
						sor	ž	Z	Z	Ē	
					\downarrow	↑	n/a	0.63	0.88	0.63	
					842	872	u'u	0.	0.	0.	
					8	.8		0.	93		

		2.3	3%		19	15					
	%0.0	2.5%	%0.0	%0:0							
	0.	2.	0.	0.	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue		1	0	WBR	0.0%	
		-			ta Aı		←	0	WBT	0.0%	
	0	19	0	0	ako		\downarrow	0	WBL	0.0%	0.0
	+	\	\rightarrow	1	th [\rightarrow	0	WBU	0.0%	
0	+				Sol	F	(enned)	Street	NE	+	(
0	\rightarrow	Kei	nnedy S	treet N	E	an				\rightarrow	:
	0.0%	EBU	0	←		tven	\downarrow	\leftarrow	\uparrow	\rightarrow	_
0.0%	0.0%	EBL	0	\uparrow		ota /	0	0	15	1	
0.078	0.0%	EBT	0	\rightarrow		Jako)		1	` '	
	0.0%	EBR	0	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
				=		Soı	IN	Ž	Ē	ž	
					\downarrow	\uparrow	%0:0	0.0%	1.9%	1.5%	

	PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Po	eak (veh	nicle)			
						0	2					
_						\downarrow	1					
	PEDS	SBR	SBT	SBL	SBU	nue		\leftrightarrow	24	PEDS		
	PE	S	S	ıs	SE	South Dakota Avenue		\uparrow	1	WBR		
	23	0	0	0	0	ota /		\leftarrow	2	WBT		
Ĺ	2))	Jake		\downarrow	1	WBL		
_	\$	\leftarrow	\downarrow	\rightarrow	\uparrow	ith [\rightarrow	0	WBU		
	2	+				00	,	(ennedy	Street	NF	+	4
T						U)		termeay	Street			4
L	2	\rightarrow	Ке	nnedy S	treet N			termeay	Street		\rightarrow	2
Į.	2	\rightarrow	Ke.	nnedy S 0	treet Ni ←			↓ 	←	1		
Ļ	2	\rightarrow			1			\downarrow	←	↑	<i>→</i>	2
L	2	\rightarrow	EBU	0	←						\rightarrow	2
ļ	2	\rightarrow	EBU EBL	0	←			→ 0	÷	1 >	→O	2
ļ	2	→	EBU EBL EBT	0 0 2	← ↑ →	E	South Dakota Avenue	\downarrow	←	↑	<i>→</i>	2
Į	2	→	EBU EBL EBT EBR	0 0 2 0	← ↑ → →			→ 0	÷	1 >	→O	2
ļ	2	→	EBU EBL EBT EBR	0 0 2 0	← ↑ → →	E	South Dakota Avenue	→ 0	÷	1 >	→O	2

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

04:00 PM to 07:00 PM

Intersection Peak Hour (all vehicles): 04:45 PM to 05:45 PM System Peak Hour (all vehicles):

04:45 PM to

05:45 PM

User-Defined Peak Hour:

Volumes Displayed as: 2. System Peak (vehicle)

05:00 PM to 06:00 PM

	Intersection:	1	South	Dakota .	Δνεημε	& loffe	rson Sti	reet NF/	,												
ALL	Direction:	1.		outhbou		Q Jelle	3011 30	•	estbou	nd			N	orthbou	ınd			E	astbour	nd	
VEHICLES	Roadway: Movement:	U	South Left	Dakota . Thru	Avenue Right	Peds	U	Jeffer Left	son Stre	eet NE Right	Peds	U	South Left	Dakota Thru	Avenue Right	Peds	U	Left	Thru	Right	Peds
04:00 PM t	to 04:15 PM	0	5	209	0	0	0	5	0	2	17	0	0	196	3	0	0	0	0	0	0
04:15 PM t	to 04:30 PM	0	1	205	0	1	0	7	0	2	18	0	0	217	3	0	0	0	0	0	0
	to 04:45 PM	0	3	193	0	2	0	5	0	3	12	0	0	199	7	0	0	0	0	0	0
	to 05:00 PM to 05:15 PM	0	1 4	203 190	0	0	0	4	0	3 5	14 4	0	0	201	8	2 1	0	0	0	0	0
05:15 PM t	to 05:30 PM	0	3	207	0	0	0	4	0	2	10	0	0	219	8	0	0	0	0	0	0
	to 05:45 PM	1	2	231	0	6	0	3	0	2	13	0	0	212	10	0	0	0	0	0	0
	to 06:00 PM to 06:15 PM	0	2 1	210 199	0	1 2	0	4 3	0	0	8	0	0	165 171	7 3	0 1	0	0	0	0	0
	to 06:30 PM	0	3	179	0	0	0	3	0	2	8	0	0	169	5	0	0	0	0	0	0
06:30 PM t	to 06:45 PM	0	7	181	0	0	0	3	0	1	4	0	0	141	6	0	0	0	0	0	0
	to 07:00 PM	0	3	178	0	0	0	4	0	1	7	0	0	141	2	0	0	0	0	0	0
	to 07:15 PM to 07:30 PM																				
07:30 PM t	to 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM to 08:30 PM																				
	to 08:45 PM																				
08:45 PM t	to 09:00 PM																				
	to 05:45 PM	1	10	831	0	9	0	14	0	12	41	0	0	91 862	29	3	0	0	0 0	0	0
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)		0.25	0.63	0.90	n/a	0.90	n/a	0.88	n/a	0.60	0.81	n/a	n/a	0.94	0.73	0.96	n/a	n/a	n/a	n/a	n/a
HEAVY VEHICLES	Direction:			outhbou					estboui					orthbou				E	astbour	nd	
(FHWA 4+)	Roadway: Movement:	U	Left	Dakota . Thru	Avenue Right		U	Left	son Stre Thru	Right		U	Left	Thru	Avenue Right		U	Left	Thru	Right	
04:00 PM t	to 04:15 PM	0	0	13	0		0	0	0	0		0	0	5	0		0	0	0	0	
	to 04:30 PM	0	0	12	0		0	0	0	0		0	0	9	0		0	0	0	0	
	to 04:45 PM to 05:00 PM	0	0	12 10	0		0	0	0	0		0	0	5 4	0		0	0	0	0	
	to 05:15 PM	0	0	4	0		0	0	0	0		0	0	4	0		0	0	0	0	
05:15 PM t	to 05:30 PM	0	0	3	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 05:45 PM to 06:00 PM	0	0	2	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 06:00 PM	0	0	4 3	0		0	0	0 0	0		0	0	2 3	0		0	0	0	0	
06:15 PM t	to 06:30 PM	0	0	1	0		0	0	0	0		0	0	3	0		0	0	0	0	
	to 06:45 PM	0	0	3	0		0	0	0	0		0	0	2	0		0	0	0	0	
	to 07:00 PM to 07:15 PM	0	0	3	0		0	0	0	0		0	0	1	0		0	0	0	0	
	to 07:30 PM																				
07:30 PM t	to 07:45 PM																				
	to 08:00 PM to 08:15 PM																				
	to 08:30 PM																				
08:30 PM t	to 08:45 PM																				
	to 09:00 PM			10					2					-					•		
	PEAK HR (VEH.) to 05:45 PM	0	0	19	0		0	0	0	0		0	0	17	1		0	0	0 0	0	-
	ehicle % (PHV):				0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	1.9%	3.4%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%
	HR (HV ONLY)			47)				_	24					0		
	to 05:00 PM 'ehicle % (PHV):	0.0%	0.0%	5.8%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23	4.8%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:	0.070	_	outhbou		01170	0.070		estbou		0.075	0.070	_	orthbou		2.070	0.070		astbour		0.070
BICYCLES	Roadway:	, .		Dakota					son Stre						Avenue		, .			P: 1	
04:00 PM +	to 04:15 PM	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0	
	to 04:13 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:15 PM to 06:30 PM	0	0 0	0 0	0 0		0	0	0 0	0		0	0 0	0 1	0 1		0	0	0	0	
	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
	to 07:15 PM																				
	to 07:30 PM to 07:45 PM																				
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- OO.DU PIVI I																					
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08:45 PM t SYSTEM P 04:45 PM t	PEAK HR (VEH.) to 05:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 PM t SYSTEM P 04:45 PM t	PEAK HR (VEH.)	0	0	1	0		0	0		0		0	0		0		0	0		0	

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	n/a	06:0	0.63	0.25							
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	0	831	0	Н	ta A		\leftarrow	0	WBT	n/a	0.81
		83	10	7	Jako		\downarrow	14	WBL	0.88	0.81
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0	+				Sol	J	effersor	Street	NE	←	26
0	\rightarrow			_		anı				\rightarrow	39
0	→ n/a	EBU	0	←		Avenue	\	←	↑	\rightarrow	39
		EBU EBL	0	↑		ota Avenue				\rightarrow	39
n/a	n/a		_	•		Dakota Avenue	0	÷	862 >		39
	n/a n/a	EBL	0	↑		outh Dakota Avenue	0	0	862	↑ 67	39
	n/a n/a n/a	EBL EBT	0	↑ →		. South Dakota Avenue				\rightarrow	39
	n/a n/a n/a	EBL EBT	0	↑ →	5	\uparrow	0	0	862	↑ 67	39
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		- 6			ta Av		-	0	WBT	0.0%	
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PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Pe	eak (vel	icle)			
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Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

04:00 PM to 07:00 PM

Volumes Displayed as: 2. System Peak (vehicle) Intersection Peak Hour (all vehicles): System Peak Hour (all vehicles):

04:45 PM to 05:45 PM 04:45 PM to 05:00 PM to

User-Defined Peak Hour:

05:45 PM 06:00 PM

	Intersection:	1.	South	Dakota .	Avenue	& Ingra	ham St	reet NE													
ALL	Direction:		Sc	outhbou	nd			V	/estboui	nd			N	orthbou	ınd			E	astbour	nd	
VEHICLES	Roadway:			Dakota .					nam Stre		5 1				Avenue				nam Str		
04:00 DN4	Movement:	0	Left	Thru	Right	Peds	0	Left 0	Thru 0	Right	Peds	U	Left	Thru	Right	Peds 8	U	Left	Thru	Right	Peds
_	to 04:15 PM to 04:30 PM	0	1 0	200 203	13 8	3 2	0	0	1	2 1	8 17	1 0	4 5	190 207	2 1	9	0	7 12	0	12 3	11 6
	to 04:45 PM	0	0	189	8	1	0	0	0	1	8	0	8	194	2	4	0	11	1	4	5
04:45 PM	to 05:00 PM	0	1	198	8	2	0	0	0	1	12	0	5	202	1	7	0	7	1	12	12
	to 05:15 PM	0	0	183	10	4	0	1	0	2	3	0	7	223	0	4	0	8	0	14	16
	to 05:30 PM	0	1	197 223	13	2 5	0	1	0	2	4 7	0	2 5	213	1	14 5	0	12 9	0	8	12
	to 05:45 PM to 06:00 PM	0	2	199	10 14	5	0	0	0	3	8	0	7	210 152	0	6	0	11	0	10 10	15 10
	to 06:15 PM	0	3	191	8	4	0	0	0	3	8	0	3	168	0	3	0	8	0	18	15
06:15 PM	to 06:30 PM	0	2	172	8	0	1	0	0	3	9	0	4	153	1	6	0	18	1	11	8
	to 06:45 PM	0	0	168	16	5	0	0	0	1	6	0	3	136	0	6	0	10	0	6	7
	to 07:00 PM to 07:15 PM	0	2	169	11	5	0	4	1	3	7	0	3	130	3	8	0	10	2	9	5
	to 07:30 PM																				
07:30 PM	to 07:45 PM																				
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	PEAK HR (VEH.)		8	345		13		1	.0		26		8	71		30		8	31		55
04:45 PM	to 05:45 PM	0	3	801	41	13	0	3	0	7	20	2	19	848	2	30	0	36	1	44	22
Peak Hou		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHI	,	n/a	0.75	0.90 outhbou	0.79	0.90	n/a	0.75	n/a	0.88	0.83	0.25	0.68	0.95 orthbou	0.50	0.95	n/a	0.75	0.25 astbour	0.79	0.92
HEAVY VEHICLES	Direction: Roadway:			Dakota					estbour						Avenue				nam Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM	to 04:15 PM	0	1	12	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 04:30 PM	0	0	12	0		0	0	1	0		0	0	9	0		0	0	0	1	
	to 04:45 PM to 05:00 PM	0	0	12 9	0		0	0	0	0		0	1	5	0		0	0	0	0	
	to 05:00 PM	0	0	4	0		0	0	0	0		0	0	5 4	0		0	0	0	0	
	to 05:30 PM	0	0	3	0		0	0	0	0		0	0	4	0		0	0	0	0	
05:30 PM	to 05:45 PM	0	0	2	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 06:00 PM	0	0	4	0		0	0	0	0		0	0	2	0		0	0	0	0	
	to 06:15 PM to 06:30 PM	0	0	3 1	0 0		0	0	0 0	0 0		0	0 0	3 3	0 0		0	0	0	0 0	
	to 06:45 PM	0	0	3	0		0	0	0	0		0	0	2	0		0	0	0	0	
	to 07:00 PM	0	0	3	0		0	0	0	0		0	0	1	0		0	0	0	0	
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SYSTEM	to 09:00 PM		_	19	1		0		0	0		0		17	0		0		0	0	
SYSTEM 04:45 PM	to 09:00 PM PEAK HR (VEH.) to 05:45 PM	0	0	18	1 2.4%	2.2%	0	0	0	0	0.0%	0	0	17	0 0.0%	2.0%	0	0	0	0	0.0%
SYSTEM 04:45 PM Heavy	to 09:00 PM	0: 0.0%	0.0%	18	1 2.4%	2.2%	0 0.0%	0 0.0%		0 0.0%	0.0%	0 0.0%	0.0%	1	0 0.0%	2.0%	0 0.0%	0	·	0 0.0%	0.0%
O4:45 PM Heavy INT. PEA	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to HR (HV ONLY) to 05:00 PM	0 0.0%	0 0.0%	18 2.2% 47 45	2.4%	2.2%		0 0.0%	0 0.0% 1 1	0.0%			0 0.0%	24 23	0.0%	2.0%		0.0%	0.0%	0.0%	0.0%
O4:45 PM Heavy INT. PEA	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV)	0 0.0%	0 0.0%	18 2.2% 47 45 5.7%	2.4% 1 2.7%	2.2%	0.0%	0 0.0%	0 0.0% 1 1 100.0%	0.0%		0.0%	0 0.0%	24 23 2.9%	0.0%	2.0%	0.0%	0 0.0%	0 0.0% 1 0 0.0%	0.0%	0.0%
SYSTEM 04:45 PM Heavy INT. PEA 04:00 PM Heavy	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV) Direction:	0 0.0%	0 0.0% 1 50.0%	18 2.2% 47 45 5.7% outhbou	2.4% 1 2.7%	5.7%	0.0%	0 0.0% 0 0.0% W	0 0.0% 1 1 100.0%	0.0% 0 0.0%		0.0%	0 0.0% 2 1 4.5%	24 23 2.9% orthbou	0.0% 0 0.0%		0.0%	0 0.0% 0 0.0%	0 0.0% 1 0 0.0% astbour	0.0% 1 3.2%	
O4:45 PM Heavy INT. PEA	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV)	0 0.0%	0 0.0% 1 50.0%	18 2.2% 47 45 5.7%	2.4% 1 2.7%	5.7%	0.0%	0 0.0% 0 0.0% W	0 0.0% 1 1 100.0%	0.0% 0 0.0%		0.0%	0 0.0% 2 1 4.5%	24 23 2.9% orthbou	0.0% 0 0.0% und Avenue		0.0%	0 0.0% 0 0.0%	0 0.0% 1 0 0.0%	0.0% 1 3.2%	
O4:45 PM Heavy INT. PEA 04:00 PM Heavy BICYCLES	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV): K HR (HV ONLY) to 05:00 PM Vehicle % (PHV): Direction: Roadway:	0 0.0%	0 0.0% 1 50.0% South	18 2.2% 47 45 5.7% outhbou Dakota	2.4% 1 2.7% nd Avenue	5.7%	0.0%	0 0.0% 0 0.0% W	0 0.0% 1 1 100.0% /estbournam Stre	0.0% 0 0.0% and eet NE		0.0%	0 0.0% 1 4.5% No	24 23 2.9% orthbou	0.0% 0 0.0% und Avenue		0.0%	0 0.0% 0 0.0% E	0 0.0% 1 0 0.0% astbour	0.0% 1 3.2% and eet NE	
SYSTEM 04:45 PM Heavy INT. PEA 04:00 PM Heavy BICYCLES 04:00 PM 04:15 PM	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV) Direction: Roadway: Movement: to 04:15 PM to 04:30 PM	0 0.0% 0 0.0% U 0 0	0 0.0% 1 50.0% South Left 0	18 2.2% 47 45 5.7% buthbou Dakota Thru 0 3	2.4% 1 2.7% nd Avenue Right 0 3	5.7%	0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% W Ingrah Left 0	0 0.0% 1 1 100.0% /estbour nam Stre Thru 0	0.0% 0 0.0% nd eet NE Right 0 0		0.0% 0 0.0% U 0	0 0.0% 1 4.5% No South Left 0	17 2.0% 24 23 2.9% orthbou Dakota Thru 1 0	0.0% 0 0.0% Ind Avenue Right 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% Engral Left 0	0 0.0% 1 0 0.0% astbournam Str Thru 0 0	0.0% 1 3.2% and eet NE Right 0 0	
SYSTEM 04:45 PM Heavy INT. PEA. 04:00 PM Heavy BICYCLES 04:00 PM 04:15 PM 04:30 PM	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV) Direction: Roadway: Movement: to 04:15 PM to 04:30 PM to 04:45 PM	0 0.0% 0 0 0.0% U 0 0	0 0.0% 1 50.0% South Left 0 0	18 2.2% 47 45 5.7% buthbou Dakota a Thru 0 3 0	2.4% 1 2.7% nd Avenue Right 0 3 0	5.7%	0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% W Ingrah Left 0 0	0 0.0% 1 1 100.0% /estbour Thru 0 0	0.0% 0 0.0% nd eet NE Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 1 4.5% No South Left 0 0	24 23 2.9% orthbou Dakota Thru 1 0	0.0% 0 0.0% Ind Avenue Right 0 0		0.0% 0 0.0% U 0 0	0 0.0% 0.0% EIngral Left 0 1	0 0.0% 1 0 0.0% astbour Thru 0 0	0.0% 1 3.2% and eet NE Right 0 0	
94:45 PM Heavy INT. PEA 04:00 PM Heavy BICYCLES 04:00 PM 04:15 PM 04:30 PM 04:45 PM	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV) Direction: Roadway: Movement: to 04:15 PM to 04:30 PM	0 0.0% 0 0.0% U 0 0	0 0.0% 1 50.0% South Left 0	18 2.2% 47 45 5.7% buthbou Dakota Thru 0 3	2.4% 1 2.7% nd Avenue Right 0 3	5.7%	0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% W Ingrah Left 0	0 0.0% 1 1 100.0% /estbour nam Stre Thru 0	0.0% 0 0.0% nd eet NE Right 0 0		0.0% 0 0.0% U 0	0 0.0% 1 4.5% No South Left 0	17 2.0% 24 23 2.9% orthbou Dakota Thru 1 0	0.0% 0 0.0% Ind Avenue Right 0		0.0% 0 0.0% U 0 0	0 0.0% 0 0.0% Engral Left 0	0 0.0% 1 0 0.0% astbournam Str Thru 0 0	0.0% 1 3.2% and eet NE Right 0 0	
94:45 PM Heavy INT. PEA 04:00 PM Heavy BICYCLES 04:00 PM 04:15 PM 04:30 PM 04:45 PM 05:00 PM	to 09:00 PM PEAK HR (VEH.) to 05:45 PM Vehicle % (PHV) to 05:00 PM Vehicle % (PHV): Direction: Roadway: Movement: to 04:15 PM to 04:30 PM to 04:45 PM to 05:00 PM	0 : 0.0% 0 : 0.0% U 0 0 0	0 0.0% 1 50.0% South Left 0 0	18 2.2% 47 45 5.7% buthbou Dakota Thru 0 3 0	2.4% 1 2.7% nd Avenue Right 0 3 0 0	5.7%	0.0% 0 0.0% U 0 0 0	0 0.0% 0 0.0% W Ingrah Left 0 0	0 0.0% 1 1 100.0% /estbour nam Stre Thru 0 0 0	0.0% 0 0.0% nd eet NE Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 1 4.5% No South Left 0 0 0	17 2.0% 24 23 2.9% orthbou Dakota Thru 1 0 0	0.0% 0 0.0% Ind Avenue Right 0 0 0		0.0% 0 0.0% U 0 0 0	0 0.0% 0.0% Eingral Left 0 1 0	0 0.0% 1 0 0.0% astbour nam Str Thru 0 0 0	0.0% 1 3.2% and eet NE Right 0 0 0	
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	+	V	\rightarrow	1	th [\rightarrow	0	WBU	0.0%	
1	+				Sol	Ir	ngrahan	n Street	NE	←	
0	\rightarrow	Ing	raham .	Street N	ΙE	anı				\rightarrow	
	0.0%	EBU	0	←		Aven	\downarrow	\leftarrow	\uparrow	\rightarrow	_
0.0%	0.0%	EBL	0	\uparrow		ota /	0	0	17	0	
J.070	0.0%	EBT	0	\rightarrow		Jako			1		
	0.0%	EBR	0	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
						Sou	Z	z	Z	Ž	
					\downarrow	\uparrow	%0.0	%0.0	2.0%	%0.0	

					2	4					
					\downarrow	↑					
PEDS	SBR	SBT	SBL	SBU	anu		\leftrightarrow	13	PEDS		
- B	IS	S	S	IS	South Dakota Avenue		\uparrow	0	WBR		
55	2	0	0	0	ota,		\leftarrow	0	WBT		
					Dakı		\downarrow	0	WBL		
\$	\leftarrow	\downarrow	\rightarrow	\uparrow	th I		\rightarrow	0	WBU		
3	←				Sol	Ir	ngrahan	n Street	NE	←	0
3	\rightarrow	Ing	raham .	Street N	ΙE	anı				\rightarrow	1
		EBU	0	\leftarrow		4ver	\downarrow	\leftarrow	\uparrow	\rightarrow	\$
		EBL	2	\uparrow		ota ,	0	П	2	0	26
		EBT	1	\rightarrow		South Dakota Avenue			. ,		2
		EBR	0	\downarrow		uth i	NBU	NBL	NBT	NBR	PEDS
		PEDS	30	\leftrightarrow		Sou	Ź	Z	Z	Ž	Эd
					\downarrow	\uparrow					

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

04:00 PM to 07:00 PM

Volumes Displayed as: 2. System Peak (vehicle) Intersection Peak Hour (all vehicles): 04:45 PM to 05:45 PM 04:45 PM to System Peak Hour (all vehicles):

05:45 PM

05:00 PM to 06:00 PM User-Defined Peak Hour:

	Intersection:	1.				& Ham	ilton St	reet NE			ce										
ALL	Direction: Roadway:			outhbou Dakota					estbour					orthbou Dakota	ınd Avenue				astbour		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM t	to 04:15 PM	0	5	201	5	1	0	2	0	5	1	0	5	189	3	2	0	3	0	3	9
04:15 PM t	to 04:30 PM	0	5	196	5	1	0	3	0	5	5	0	2	206	4	3	0	2	1	2	6
	to 04:45 PM	0	6	181	6	1	0	3	1	5	2	0	3	199	4	1	0	1	0	3	15
	to 05:00 PM to 05:15 PM	0	4 0	196 182	8 16	0 4	0	2	2	6 6	10 3	0	3 5	199 222	8	10 6	0	3	0	5 2	15 22
	to 05:30 PM	0	9	191	6	0	0	2	0	1	7	0	10	211	7	6	0	4	0	4	24
	to 05:45 PM	0	6	225	7	3	0	2	0	7	5	0	10	208	2	8	0	2	0	4	29
05:45 PM t	to 06:00 PM	0	2	193	14	1	0	1	0	3	6	0	14	143	2	5	0	6	0	5	27
	to 06:15 PM	0	6	194	8	3	0	0	1	5	6	1	6	164	5	2	0	7	0	4	20
	to 06:30 PM	0	6	165	12	1	0	4	0	4	6	0	10	151	4	4	0	3	0	7	31
	to 06:45 PM to 07:00 PM	0	3 4	161 162	7 16	0 3	0	2 0	0	1 3	1 4	0	12 8	132 126	1 3	3 9	0	6 7	0 1	9 6	29 20
	to 07:00 FM	U	7	102	10	3	ľ	O	U	3	4		0	120	3	3		,	_	U	20
07:15 PM t	to 07:30 PM																				
07:30 PM t	to 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
	to 08:30 PM to 08:45 PM																				
	to 09:00 PM																				
SYSTEM P	PEAK HR (VEH.)		8	50		7		2	29		25		8	88		30		2	26		90
04:45 PM t	to 05:45 PM	0	19	794	37		0	7	2	20	25	0	28	840	20	30	0	11	0	15	90
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)		n/a	0.53	0.88	0.58	0.89	n/a	0.88	0.25	0.71	0.73	n/a	0.70	0.95	0.63	0.97	n/a	0.69	n/a	0.75	0.81
HEAVY VEHICLES	Direction: Roadway:			outhbou Dakota					estbour					orthbou Dakota	Avenue				astbour age Entr		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM t	to 04:15 PM	0	0	13	0		0	0	0	0		0	0	4	0		0	0	0	0	
04:15 PM t	to 04:30 PM	0	0	13	0		0	1	0	0		0	0	9	0		0	0	0	0	
	to 04:45 PM	0	0	12	0		0	0	0	0		0	0	6	0		0	0	0	0	
	to 05:00 PM to 05:15 PM	0	0	9	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 05:15 PM to 05:30 PM	0	0	3	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 05:45 PM	0	0	1	0		0	0	0	0		0	0	3	0		0	0	0	0	
05:45 PM t	to 06:00 PM	0	0	4	0		0	0	0	0		0	0	2	0		0	0	0	0	
06:00 PM t	to 06:15 PM	0	0	4	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 06:30 PM	0	0	1	0		0	0	0	0		0	0	3	0		0	0	0	0	
	to 06:45 PM	0	0	3	0		0	0	0	0		0	0	2	0		0	0	0	0	
	to 07:00 PM to 07:15 PM	0	0	3	0		0	U	0	0		0	0	1	0		0	U	0	0	
	to 07:30 PM																				
07:30 PM t	to 07:45 PM																				
07:45 PM t	to 08:00 PM																				
	to 08:15 PM																				
	to 08:30 PM																				
	to 08:45 PM to 09:00 PM																				
	PEAK HR (VEH.)		1	16					0				1	.5					0		
04:45 PM t	to 05:45 PM	0	0	16	0		0	0	0	0		0	0	15	0		0	0	0	0	
	ehicle % (PHV):	0.0%	0.0%	2.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		1.8%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%
	HR (HV ONLY)			47				T	1				_	23					0		
	to 05:00 PM 'ehicle % (PHV):	0.0%	0.0%	6.1%	0.0%	5.7%	0 0%	10.0%	0 0%	0.0%	2.9%	0.0%	0.0%	2.9%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:	0.070		outhbou		51775	0.070		/estbou		2.070	0.070	_	orthbou		2.070	0.070		astbour		0.070
BICYCLES	Roadway:		South	Dakota	Avenue			Hami	lton Stre	eet NE			South I	Dakota	Avenue			Gara	age Entr	ance	
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	to 04:15 PM	0	0	0	0		0	0	0	0		0	0	2	0		0	0	0	0	
	to 04:30 PM to 04:45 PM	0	1 0	2	0		0	0	0	0		0	0 0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	1	0		0	0	0	0		0	0	3	0		0	0	0	0	
05:15 PM t	to 05:30 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
05:30 PM t	to 05:45 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM	0	0	2	0		0	0	0	0		0	0	1	0		0	0	0	0	
	to 06:15 PM to 06:30 PM	0	0	1 0	0		0	0 0	0 0	0 0		0	0 0	0 2	0 0		0	0 0	0 0	0 0	
	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	3	0		0	0	0	0		0	0	1	0		0	0	0	0	
07:00 PM t	to 07:15 PM																				
	to 07:30 PM																				
	to 07:45 PM																				
	to 08:00 PM to 08:15 PM																				
	to 08:15 PM to 08:30 PM																				
	to 08:45 PM																				
	to 09:00 PM																				
	PEAK HR (VEH.)			3					0					4					0		
	to 05:45 PM	0	0	3	0		0	0	0	0		0	0	4	0		0	0	0	0	
	to 06:00 PM	0	0	5 5	0		0	0	0 0	0		0	0	5 5	0		0	0	0	0	
	10 00.00 PIVI	U	U	2	U		U	U	U	U		U	U	3	U		U	U	U	U	

VEHICL	E PEAK	HOUR \	/OLS AN	ND PHF:	Syste	m Pea	ak (vehi	cle)			
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	0.58	0.88	0.53	n/a	85	871					
	0.	0.	0.	Ľ.	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue			ı			
	S	S	- 5	s	Ave		\uparrow	20	WBR	0.71	
	37	794	19	0	ota.		\leftarrow	2	WBT	0.25	0.73
	e	7	1		Jake		\downarrow	7	WBL	0.88	0.73
	+	\	\rightarrow	\uparrow	th [\rightarrow	0	WBU	n/a	
67	+				Sou	H	lamiltor	1 Street	NE	\leftarrow	29
26	\rightarrow	G	arage E	ntrance		anı				\rightarrow	39
	n/a	EBU	0	←		Aven		\leftarrow	\uparrow	\rightarrow	
0.81	0.69	EBL	11	\uparrow		ta /	0	28	840	20	
0.01	n/a	EBT	0	\rightarrow		Jako)	2	8	2	
	0.75	EBR	15	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
						Sou	Z	Z	Z	Ž	
					\downarrow	1	n/a	0.70	0.95	0.63	
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	0.0%	2.0%	%0:0	%0:0	1	1					
	0.0	2.0	0.0	0.0	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue		1	0	WBR	0.0%	<u> </u>
		.0			ta Av		· ←	0	WBT	0.0%	
	0	16	0	0	ako		\downarrow	0	WBL	0.0%	0.0
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	0.0%	EBU	0	←		tven	\downarrow	\leftarrow	\uparrow	\rightarrow	
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		,,,			Dake		\downarrow	0	WBL		
\$	\leftarrow	\downarrow	\rightarrow	\uparrow	th I		\rightarrow	0	WBU		
0	+				Sol	F	lamiltoi	n Street	NE	\leftarrow	0
0	\rightarrow	G	arage E	ntrance		anı				\rightarrow	0
		EBU	0	←		4 <i>ver</i>	\downarrow	\leftarrow	\uparrow	\rightarrow	1
		EBL	0	\uparrow		South Dakota Avenue	0	0	4	0	25
		EBT	0	\rightarrow		Jake			,		2
		EBR	0	\downarrow		ıth l	NBU	NBL	NBT	NBR	PEDS
		PEDS	30	\leftrightarrow		soı	IN	Ν	Ž	IN	PE
				•	\downarrow	\uparrow					

Location District of Columbia

Data Source: Gorove/Slade Associates, Inc.

Project #: 2919-001

DATA COLLECTION NOTES :

Analysis Period: STUDY_PERIOD

Date of Counts: Tuesday, September 20, 2022

04:00 PM to 07:00 PM

Weather: Partly Cloudy

Intersection Peak Hour (all vehicles): 04:45 PM to 05:45 PM System Peak Hour (all vehicles):

04:45 PM to 05:45 PM

User-Defined Peak Hour:

Volumes Displayed as: 2. System Peak (vehicle)

05:00 PM to 06:00 PM

	Intersection:	1.	South	Dakota	Avenue	& Gallo	way St	reet NE													
ALL	Direction:		Sc	outhbou	ınd			W	estbou	nd			N	orthbou	nd			E	astbour	nd	
VEHICLES	Roadway: Movement:	U	South Left	Dakota Thru	Avenue Right	Peds	U	Gallov Left	way Stre	eet NE Right	Peds	U	South Left	Dakota . Thru	Avenue Right	Peds	U	Gallo Left	way Stre	eet NE Right	Peds
04:00 PM to		0	3	177	5	6	0	4	9	1	1	0	37	205	8	1	0	9	5	35	5
04:15 PM to		0	0	205	3	12	1	9	9	5	2	0	31	185	7	4	0	15	11	36	7
04:30 PM to	04:45 PM	0	3	193	4	4	0	3	13	1	3	0	37	178	3	0	0	9	10	20	3
04:45 PM to		0	5	174	4	15	0	5	7	5	9	0	36	224	10	5	0	11	7	24	7
05:00 PM to		0	6	170	13	15	0	6	10	2	3	0	34	194	6	5	0	6	14	25	6
05:15 PM to 05:30 PM to		0	1 5	180 197	9 5	13 8	0	3	6 7	3	5 5	0	30 22	213 216	4	1 2	0	13 10	11 12	27 29	14 13
05:45 PM to		0	4	207	5	10	0	2	7	3	3	0	25	167	5	1	0	7	10	31	9
06:00 PM to	06:15 PM	0	2	184	8	14	0	2	6	2	6	0	32	151	4	2	0	14	12	33	5
06:15 PM to		0	5	172	5	5	0	3	7	1	3	0	28	161	3	7	0	7	3	30	7
06:30 PM to		0	2	174	5	8	0	4	5	4	3	0	19	145	3	2	0	9	5	21	11
06:45 PM to 07:00 PM to		0	1	153	5	6	0	5	4	2	1	0	24	112	1	3	0	6	2	20	8
07:15 PM to																					
07:30 PM to	07:45 PM																				
07:45 PM to	08:00 PM																				
08:00 PM to																					
08:15 PM to 08:30 PM to																					
08:45 PM to																					
	EAK HR (VEH.)		7	69		F1		5	9		22		9	93		12		1	89		40
04:45 PM to		0	17	721	31	51	0	16	30	13	22	0	122	847	24	13	0	40	44	105	40
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.98	n/a	0.71	0.91	0.60	0.93	n/a	0.67	0.75	0.65	0.82	n/a	0.85	0.95	0.60	0.92	n/a	0.77	0.79	0.91	0.93
HEAVY VEHICLES	Direction: Roadway:			outhbou Dakota					estbou					orthbou Dakota					astbour way Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM to	04:15 PM	0	0	12	0		0	1	0	0		0	5	4	0		0	1	0	5	
04:15 PM to		0	0	11	0		0	0	0	0		0	5	7	0		0	2	0	4	
04:30 PM to		0	0	13	0		0	0	0	0		0	3	2	0		0	1	0	3	
04:45 PM to 05:00 PM to		0	0	13 4	0		0	0	0	0		0	6	4 2	0		0	2	0	5 4	
05:15 PM to		0	0	3	0		0	0	0	0		0	5	3	0		0	1	0	4	
05:30 PM to		0	0	2	0		0	0	0	0		0	5	1	0		0	2	0	4	
05:45 PM to	o 06:00 PM	0	0	4	0		0	0	0	0		0	1	1	0		0	1	0	4	
06:00 PM to		0	0	5	0		0	0	0	0		0	9	1	0		0	3	0	6	
06:15 PM to		0	0	0	0		0	0	0	0		0	3	2	0		0	1	0	7	
06:30 PM to		0	0	2 4	0		0	0	0	0		0	1 8	0	0		0	2	1 0	3 5	
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08:00 PM to 08:15 PM to																					
08:30 PM to																					
08:45 PM to																					
SYSTEM PE	EAK HR (VEH.)		2	22)				. 2	29				2	24		
04:45 PM to		0	0	22	0		0	0	0	0		0	19	10	0		0	7	0	17	
	ehicle % (PHV):	0.0%	0.0%		0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	2.9%	0.0%	17.5%		16.2%	12.7%
04:00 PM to	HR (HV ONLY)	0	0	49	0		0	1	0	0		0	19	17	0		0	6	23	17	-
	ehicle % (PHV):	0.0%	0.0%	6.5%	0.0%	6.3%	0.0%	4.8%	0.0%	0.0%	1.4%	0.0%	_		0.0%	3.7%	_		-	14.8%	12.0%
	Direction:		Sc	outhbou	ınd	•		W	estbou	nd			N	orthbou	nd			E	astbour	nd	•
BICYCLES	Roadway:			Dakota					way Stre					Dakota .					way Str		
04.00 DM +0	Movement:	0	Left 0	Thru 0	Right 0		0	Left 0	Thru 1	Right 0		0	Left 0	Thru 2	Right 0		0	Left 0	Thru 0	Right 0	
04:00 PM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to		0	0	2	0		0	0	1	0		0	0	0	0		0	1	1	0	
04:45 PM to	05:00 PM	0	0	0	0		0	0	0	0		0	0	0	1		0	1	0	0	
05:00 PM to	05:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	3	0	
05:15 PM to		0	0	0	0		0	0	2	1		0	2	1	0		0	0	0	1	
05:30 PM to		0	0	0	0		0	0	0	0		0	0	0	0		0	0	3	0	
05:45 PM to 06:00 PM to		0	0	1 0	0		0	0	1 1	0		0	0	0	0		0	0	1 2	1	
06:15 PM to		0	0	0	0		0	0	2	0		0	2	0	0		0	0	0	0	
06:30 PM to	o 06:45 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	2	3	
06:45 PM to		0	0	1	0		0	0	2	0		0	0	1	0		0	0	0	0	
07:00 PM to																					
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08:00 PIVI 10	08:30 PM																				
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08:15 PM to 08:30 PM to 08:45 PM to	09:00 PM			n					1					E					0		
08:15 PM to 08:30 PM to 08:45 PM to SYSTEM PE	09:00 PM	0		0 0	0		0		4 3	1		0	_	5	1		0		8 6	1	
08:15 PM to 08:30 PM to 08:45 PM to SYSTEM PE 04:45 PM to	09:00 PM	0	0	0 0 1	0		0	0	3	1		0	3	5 1 5	1		0	1		1	
08:15 PM to 08:30 PM to 08:45 PM to SYSTEM PE 04:45 PM to	0 09:00 PM EAK HR (VEH.) 0 05:45 PM AK HR (BIKES)	0	0	0	0		0	0	3	1		0	3	1	1		0	1	6	1 2	

		0.	93		692	006					
	09.0	0.91	0.71	n/a							
					↓	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue		\uparrow	13	WBR	0.65	
	1	던	7	_	ta A		\leftarrow	30	WBT	0.75	
	31	721	17	0	ako		\downarrow	16	WBL	0.67	0.8
	←	\downarrow	\rightarrow	\uparrow	ith [\rightarrow	0	WBU	n/a	
183	←				Sou	G	Galloway	Street	NE	+	59
189	\rightarrow	Ga	lloway S	Street N	ΙE	anı				\rightarrow	8.
	n/a	EBU	0	←		aver.	\downarrow	\leftarrow	\uparrow	\rightarrow	
0.93	0.77	EBL	40	\uparrow		ota /	0	122	847	24	
0.55	0.79	EBT	44	\rightarrow		Dake		Ħ	8	2	
	0.91	EBR	105	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
						So	z	z	z	Z	
					\downarrow	^	n/a	0.85	0.95	09.0	
					842	993	u	0	0	0	

		2.9	9%		22	17					
	%0:0	3.1%	0.0%	0.0%							
	0	3.	Ö	Ö	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	South Dakota Avenue		\uparrow	0	WBR	0.0%	
		2	_	_	ta A		\leftarrow	0	WBT	0.0%	0.0
	0	22	0	0	Jako		\downarrow	0	WBL	0.0%	0.0
	+	→	\rightarrow	\uparrow	th [\rightarrow	0	WBU	0.0%	
19	\leftarrow				Sol	G	Gallowa	y Street	NE	\leftarrow	(
24	\rightarrow	Ga	lloway S	Street N	ΙE	anı				\rightarrow	(
	0.0%	EBU	0	←		1ven	\downarrow	\leftarrow	\uparrow	\rightarrow	
12.7%	17.5%	EBL	7	\uparrow		ota /	0	19	10	0	
12.7/0	0.0%	EBT	0	\rightarrow		Jakc)	1	1		
	16.2%	EBR	17	\downarrow		South Dakota Avenue	NBU	NBL	NBT	NBR	
						soı	ž	Z	Ž	ž	
					\downarrow	\uparrow	%0:0	15.6%	1.2%	0.0%	
					39	29	0.0	15.	∺	0.0	ĺ

PED AN	ID BIKE	PEAK H	OUR VO	DLUME	S: Syst	em Pe	eak (veh	icle)			
					0	3					
					\downarrow	\uparrow					
PEDS	SBR	SBT	SBL	SBU	nue		\leftrightarrow	51	PEDS		
PE	SE	S	ls	SE	South Dakota Avenue		\uparrow	1	WBR		
40	0	0	0	0	ota,		\leftarrow	3	WBT		
					Dakı		\downarrow	0	WBL		
\$	←	\downarrow	\rightarrow	\uparrow	uth I		\rightarrow	0	WBU		
6	←				So	G	alloway	y Street	NE	\leftarrow	4
8	\rightarrow	Gal	lloway S	Street N	ΙE	anı				\rightarrow	7
		EBU	0	←		Ave	\downarrow	\leftarrow	1	\rightarrow	\$
		EBL	1	\uparrow		ota .	0	æ	1	1	22
		EBT	6	\rightarrow		South Dakota Avenue					
		EBR	1	. ↓		uth	NBU	NBL	NBT	NBR	PEDS
		PEDS	13	\leftrightarrow		So	Z	2	2	Z	PI
					\downarrow	1					
					1	2					

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc.

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 04:00 PM to 05:00 PM System Peak Hour (all vehicles):

04:00 PM to 07:00 PM

04:45 PM to

05:45 PM

User-Defined Peak Hour:

05:00 PM to 06:00 PM

	Intersection:	1	South I	Dakota	Avenue	& Galla	tin Stre	et NF													
011	Direction:	1		uthbou		a cana			/estbou	nd			N	orthbou	nd			E	astbour	nd	
ALL VEHICLES	Roadway:		South I	Dakota .	Avenue			Galla	tin Stre	et NE			South	Dakota	Avenue			Galla	tin Stre	et NE	
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
	to 04:15 PM to 04:30 PM	0	36 22	177 225	5 3	1 0	0	6 6	2 0	22 26	3 9	0	0	223 196	1 4	4 3	0	5 1	2	3 4	14 6
	to 04:35 PM	0	32	182	2	0	0	3	0	25	2	0	1	190	4	3	0	4	6	3	5
	to 05:00 PM	0	33	166	4	1	0	2	1	20	13	0	2	242	4	2	0	8	2	2	4
05:00 PM	to 05:15 PM	0	30	170	2	1	0	5	0	27	7	0	3	205	3	1	0	2	2	0	1
05:15 PM	to 05:30 PM	0	24	180	6	1	0	4	2	24	5	0	0	221	2	6	0	3	2	8	20
	to 05:45 PM	0	34	193	1	0	0	0	3	15	3	0	0	221	2	2	0	6	2	2	8
	to 06:00 PM to 06:15 PM	0 0	35 35	203 179	2 5	1 3	0	5 1	1 2	26 21	10 4	0	0	171 165	2 0	1 1	0	1 1	0 3	2 4	10 8
	to 06:30 PM	0	20	180	5	0	0	0	2	21	5	0	0	168	2	0	0	3	2	0	11
06:30 PM	to 06:45 PM	0	23	174	2	1	0	2	2	19	5	0	0	142	0	8	0	6	1	1	14
06:45 PM	to 07:00 PM	0	35	141	2	0	0	2	1	21	1	0	0	114	2	1	0	2	1	1	6
	to 07:15 PM																				
	to 07:30 PM																				
	to 07:45 PM to 08:00 PM																				
	to 08:00 PM																				
08:15 PM	to 08:30 PM																				
08:30 PM	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
	PEAK HR (VEH.)		1	43	12	3			03	0.0	28		_	05	10	11			9	12	33
04:45 PM Peak Hou	to 05:45 PM Ir Overall	0 U	121 Left	709 Thru	13 Right	SB	0 U	Left	6 Thru	86 Right	WB	0 U	5 Left	889 Thru	11 Right	NB	0 U	19 Left	8 Thru	12 Right	EB
Factor (PH		n/a	0.89	0.92	0.54	0.92	n/a	0.55	0.50	0.80	0.80	n/a	0.42	0.92	0.69	0.91	n/a	0.59	1.00	0.38	0.75
HEAVY	Direction:		Sc	uthbou	nd				/estbou	nd				orthbou	nd				astbour	nd	
VEHICLES	Roadway:				Avenue				tin Stre					Dakota					tin Stre		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	to 04:15 PM to 04:30 PM	0	1 1	16 14	1 0		0	0	0	1 1		0	0	8 11	0		0	0	0	0	
	to 04:30 PM	0	2	14	0		0	0	0	2		0	0	3	0		0	0	0	0	
	to 05:00 PM	0	2	16	0		0	0	0	0		0	1	9	0		0	1	0	0	
05:00 PM	to 05:15 PM	0	1	8	0		0	0	0	2		0	1	3	0		0	0	0	0	
05:15 PM	to 05:30 PM	0	0	7	0		0	0	0	1		0	0	6	0		0	0	0	1	
	to 05:45 PM	0	1	5	0		0	0	0	2		0	0	4	0		0	0	0	0	
	to 06:00 PM to 06:15 PM	0	1 3	7 8	0		0	0	0	2		0	0	1 10	0		0	0	0	0 0	
	to 06:30 PM	0	1	6	0		0	0	0	1		0	0	3	0		0	1	0	0	
06:30 PM	to 06:45 PM	0	0	5	0		0	0	0	1		0	0	1	0		0	0	0	0	
06:45 PM	to 07:00 PM	0	3	6	0		0	0	0	1		0	0	7	0		0	0	0	1	
	to 07:15 PM																				
	to 07:30 PM																				
	to 07:45 PM to 08:00 PM																				
	to 08:00 PM																				
08:15 PM	to 08:30 PM																				
08:30 PM	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
	PEAK HR (VEH.)			10	0				5				1	24					2	1	
	to 05:45 PM Vehicle % (PHV):	0.0%	3.3%	36 5.1%	0.0%	4.7%	0.0%	0.0%	0.0%	5.8%	4.9%	0.0%	40.0%	2.5%	0.0%	2.7%	0.0%	5.3%	0.0%	8.3%	5.1%
-	AK HR (HV ONLY)			57	0.070	41770	0.070		4	3.070	41370	0.070		32	0.070	21770	0.070		1	0.370	5.17.0
	to 05:00 PM	0	6	60	1		0	0	0	4		0	1	31	0		0	1	0	0	
Heavy	Vehicle % (PHV):	0.0%	4.9%	8.0%	7.1%	7.6%	0.0%	0.0%	0.0%	4.3%	3.5%	0.0%	33.3%	3.6%	0.0%	3.7%	0.0%	5.6%	0.0%	0.0%	2.3%
210/0150	Direction:			uthbou					estbou					orthbou					astbour		
BICYCLES	Roadway: Movement:	U	Left	Dakota . Thru	Avenue Right		U	Left	tin Stre Thru	et NE Right		U	Left	Dakota Thru	Avenue Right		U	Left	tin Stre Thru	et NE Right	
04:00 PM	to 04:15 PM	0	0	0	2		0	0	0	0		0	0	2	0		0	1	0	0	
	to 04:30 PM	0	0	3	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	1	2	0		0	0	0	0		0	0	1	0		0	1	0	0	
	to 05:15 PM	0	0	2	0		0	0	0	0		0	0	3	0		0	0	0	0	
	to 05:30 PM to 05:45 PM	0	0	1 1	0		0	0	1 0	0 1		0	0	0 1	0		0	0	0	0 0	
	to 05:45 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	1	0	
	to 06:15 PM	0	0	0	0		0	0	0	0		0	0	2	0		0	0	0	0	
06:15 PM	to 06:30 PM	0	0	3	0		0	0	1	0		0	0	0	0		0	0	1	0	
	to 06:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:15 PM to 07:30 PM	l																			
	to 07:30 PM to 07:45 PM	1																			
	to 08:00 PM																				
08:00 PM	to 08:15 PM																				
	to 08:30 PM	l																			
	to 08:45 PM																				
	to 09:00 PM I PEAK HR (VEH.)			7					2					5					1		
	to 05:45 PM	0	1	6	0		0	0	1	1		0	0	5	0		0	1	0	0	
	PEAK HR (BIKES)			7					2					5					1		
INT.	LAK IIK (DIKES)																				

•	VEHICL								·			
			0.	92		843	994					
		0.54	0.92	0.89	n/a							
						→ •	↑					
		SBR	SBT	SBL	SBU	South Dakota Avenue		\uparrow	86	WBR	0.80	
		3	602	11	0	ta A		\leftarrow	6	WBT	0.50	0.80
		13)/	121	O	Jako		\downarrow	11	WBL	0.55	0.80
_		←	\downarrow	\rightarrow	\uparrow	ıth [\rightarrow	0	WBU	n/a	
	24	+				Sou		Gallatin	Street I	NE	←	103
Į	39	\rightarrow	Go	allatin S	treet NE		anı				\rightarrow	140
Ī	39	→ n/a	EBU	allatin S 0	treet NE ←		Avenue	\downarrow	←	↑	\rightarrow	140
Ī					1		ota Avenue				\rightarrow	140
-	39 0.75	n/a	EBU	0	←		Dakota Avenue	→	5	← 688		140
		n/a 0.59	EBU EBL	0 19	←		outh Dakota Avenue	0	2	889	11 💠	140
		n/a 0.59 1.00	EBU EBL EBT	0 19 8	← ↑ →		, South Dakota Avenue		NBL 5		NBR 11 ←	140
		n/a 0.59 1.00	EBU EBL EBT	0 19 8	← ↑ →	→	1	0	2	889	11 💠	140
		n/a 0.59 1.00	EBU EBL EBT	0 19 8	← ↑ →			O NBN	0.42 NBL 5	NBT 889	NBR 11 ←	140

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						9	2					

Project #: 2919-001

DATA COLLECTION NOTES :

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY_PERIOD

Weather: Partly Cloudy

04:00 PM to 07:00 PM Date of Counts: Tuesday, September 20, 2022

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 04:00 PM to 05:00 PM 04:45 PM to System Peak Hour (all vehicles):

User-Defined Peak Hour: 05:00 PM to 06:00 PM

05:45 PM

	Intersection:	1.	/North	n Site Er	trance	& Hami	lton Str	eet NE													
ALL	Direction: Roadway:		Sc	uthbou	nd				estbour					orthbou Site En					astbour		
VEHICLES	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
04:00 PM	to 04:15 PM	0	0	0	0	0	0	0	5	0	0	0	1	0	0	1	0	0	8	1	1
04:15 PM	to 04:30 PM	0	0	0	0	0	0	0	7	0	0	0	2	0	3	4	0	0	6	0	1
	to 04:45 PM	0	0	0	0	0	0	0	3	0	0	0	5	0	2	2	0	0	8	0	0
	to 05:00 PM	0	0	0	0	0	0	0	7	0	1	0	2	0	1	2	0	0	12	0	0
	to 05:15 PM	0	0	0	0	0	0	0	8	0	0	0	1	0	0	2	0	0	5	0	0
	to 05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0 5	0	0	0	0 2	0	0	1 10	0	0	8 8	1 1	0
	to 06:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	7	0	0	4	0	0
	to 06:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	8	0	0
	to 06:30 PM	0	0	0	0	0	0	0	9	0	0	0	0	0	0	2	0	0	13	0	0
06:30 PM	to 06:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	3	0	0
06:45 PM	to 07:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	8	0	0	4	0	0
07:00 PM	to 07:15 PM																				
	to 07:30 PM																				
	to 07:45 PM to 08:00 PM																				
	to 08:00 PM																				
	to 08:30 PM																				
	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
SYSTEM	PEAK HR (VEH.)			0		0		2	20		1		(6		15		3	35		0
	to 05:45 PM	0	0	0	0		0	0	20	0		0	5	0	1	13	0	0	33	2	
Peak Hou		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PH		n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.63	n/a	0.63	n/a	0.63	n/a	0.25	0.50	n/a	n/a	0.69	0.50	0.73
HEAVY VEHICLES	Direction: Roadway:		Sc	uthbou	nd				estbour					orthbou Site En					astbour		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM	to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:15 PM	to 04:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
04:30 PM	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 PM	to 07:15 PM																				
	to 07:30 PM																				
	to 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
	to 08:30 PM to 08:45 PM																				
	to 08:45 PM to 09:00 PM																				
	PEAK HR (VEH.)			0				(0				(0					0		
	to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEA	K HR (HV ONLY)			0					2				(0					0		
	to 05:00 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
Heavy	Vehicle % (PHV):	0.0%	_			0.0%	0.0%	0.0%		0.0%	9.1%	0.0%	0.0%			0.0%	0.0%	0.0%		0.0%	0.0%
BICYCLES	Direction: Roadway:		Sc	uthbou	nd				estbour					orthbou Site En					astbour		
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM	to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
	to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM	to 04:45 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 PM	to 07:15 PM																				
07:15 PM	to 07:30 PM																				
	to 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
	to 08:30 PM																				
	to 08:45 PM to 09:00 PM																				
	PEAK HR (VEH.)			0					0				(0					0		
	to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	PEAK HR (BIKES)			0					0					1					1		
	to 05:00 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	1	0	
04:00 PM			_	_																	_

		n	/a		0	0					
	n/a	n/a	n/a	n/a							
	ב	ם .	u	<u> </u>	\downarrow	\uparrow					
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					-		↑ ←	20	WBR	n/a 0.63	l
	0	0	0	0			\downarrow	0	WBL	n/a	
	←	V	\rightarrow	1	-		\rightarrow	0	WBU	n/a	
25	←					I.	lamiltor	Street	NE	←	
35	\rightarrow	На	milton S	Street N	ΙE	ге				\rightarrow	
	n/a	EBU	0	←		ran		\leftarrow	\uparrow	\rightarrow	_
.73	n/a	EBL	0	\uparrow		Ent	0	5	0	1	
.,,	0.69	EBT	33	\rightarrow		Site					l
	0.50	EBR	2	\downarrow		North Site Entrance	NBU	NBL	NBT	NBR	
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					2	9	ר	0	_	0	I

	0.0	0%))					
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+					F	lamiltor	n Street	NE	\leftarrow	
\rightarrow	На	milton S	Street N	Έ	a)				\rightarrow	
0.0%	EBU	0	\leftarrow		ran	\downarrow	\leftarrow	\uparrow	\rightarrow	
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0.0%	EBR	0	\downarrow		orth	30	BL	ВТ	3R	
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	O	0.0% EBU 0.0% EBL 0.0% EBL	##	%00	800	North Site Entrance Now EBR O O O O	NBN	NB	No.	Note

	PED AN	ID BIKE	PEAK H	OUR V	DLUME	S: Syst	em Po	eak (veh	icle)			
						0	0					
ĺ					ī	\downarrow	\uparrow				1	
	PEDS	SBR	SBT	SBL	SBU			\leftrightarrow	0	PEDS		
	Ы	S	S	- 8	S			\uparrow	0	WBR		
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	0	\leftarrow					F	lamiltor	Street	NE	\leftarrow	0
	0	\rightarrow	На	milton S	Street N	Έ	ы				\rightarrow	0
			EBU	0	←		ran	\downarrow	\leftarrow	\uparrow	\rightarrow	\$
			EBL	0	\uparrow		: Eni	0	0	0	0	1
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			EBR	0	\downarrow		North Site Entrance	NBU	NBL	NBT	NBR	PEDS
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						\downarrow	1					
						0	0					

Analysis Period: STUDY_PERIOD

Project # : 2919-001

DATA COLLECTION NOTES :

Location District of Columbia Data Source: Gorove/Slade Associates, Inc.

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): System Peak Hour (all vehicles):

04:00 PM to 07:00 PM

04:45 PM to 05:00 PM

04:00 PM to 05:00 PM 05:45 PM 06:00 PM

System reak mour (an vernicles).	
User-Defined Peak Hour:	

		HOOK (VULS AI	ND PHF:	Syste	m Pea	ak (veni	cie)			
		0.	56		9	12					
	0.50	0.75	0:20	n/a	. 0,	1					
	0.	0.	0.	u	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	Ingraham Street NE		↑	4	WBR	0.50	
					tree		· ←	10	WBT	0.50	
	2	3	4	0	m S		↓	0	WBL	n/a	0.75
	←	↓	\rightarrow	<u> </u>	aha		\rightarrow	1	WBU	0.25	
15	\ \	•	/	'	Ingr	ŀ		1 Street		←	15
25	· →	На	milton S	Street N	Ε					\rightarrow	21
	0.25	EBU	1	←		٧E	\downarrow	\leftarrow	\uparrow	\rightarrow	
0.60	0.50	EBL	2	\uparrow		7th Street NE					
0.63	0.46	EBT	13	\rightarrow		Stre	0	2	9	3	
	0.45	EBR	9	\downarrow		7th	NBU	NBL	NBT	<u>۾</u>	
	0.45	LDK									
	0.45	LDK					Z	Ž	ž	NBR	
	0.45	LDK			12	11 >	n/a NI	0.50 NI	0.75 NE	0.75 NB	

					12	11		0.	69		
							e/u	0.50	0.75	0.75	
					\downarrow	\uparrow		0	5	2	
	0.45	EBR	9	↓ ↓		71	NBU	NBL	NBT	NBR	
	0.46	EBT	13	→		h Sti					
0.63	0.50	EBL	2	↑		7th Street NE	0	7	9	ю	
	0.25	EBU	1	←		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	
25	\rightarrow	На	milton S	Street N	Έ					\rightarrow	
15	+				Jul	H	lamiltoi	n Street	NE	←	
	←	\downarrow	\rightarrow	\uparrow	ırah		\rightarrow	1	WBU	0.25	
	2	3	4	0	aт		\downarrow	0	WBL	n/a	(
				_	Stre		\leftarrow	10	WBT	0.50	١,
	SBR	SBT	SBL	SBU	Ingraham Street NE		↑	4	WBR	0.50	Ī
					↓	\uparrow					
	0.50	0.75	0.50	n/a							
		0.	56		6	12					

		0.0	0%		0	0					
	0.0%	0.0%	%0:0	0.0%)						
	SBR	SBT	SBL	SBU			1 ↑	0	WBR	0.0%	1
	0	0	0	0	Ingraham Street NE		←	0	WBT	0.0%	٥
					ıham		\	0	WBL	0.0%	ľ
0	←	↓	\rightarrow	↑	Ingro	F	→ Iamiltoi	0 n Street	NE NE	0.0%	
0	\rightarrow	На	milton :	Street N	ΙE					\rightarrow	
	0.0%	EBU	0	←		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	
0.0%	0.0%	EBL	0	\uparrow		7th Street NE	0	0	0	0	
7.070	0.0%	EBT	0	\rightarrow		ı Str					
	0.0%	EBR	0	\downarrow		7t	NBU	NBL	NBT	NBR	
					\downarrow	1	%0:0	%0.0	%0.0		l

	PED AN	ID BIKE	PEAK H	OUR VO	DLUMES	S: Syst	em Po	eak (veh	nicle)			
						0 +	0					
	PEDS	SBR	SBT	SBL	SBU	et NE		\leftrightarrow	4 0	PEDS WBR		
	3	0	0	0	0	Ingraham Street NE		←	0	WBT		
	\$	←	\downarrow	\rightarrow	↑	grahe		\rightarrow	0	WBU		
	0	←				ių	F	lamiltor	Street	NE	←	0
Į	0	\rightarrow	На	milton S	Street N	Ε					\rightarrow	0
			EBU	0	\leftarrow		NE	\downarrow	\leftarrow	\uparrow	\rightarrow	\$
			EBL	0	\uparrow		7th Street NE	0	0	0	0	1
			EBT	0	\rightarrow		h Sti					
			EBR	0	_ ↓		7	NBU	NBL	NBT	NBR	PEDS
			PEDS	8	\leftrightarrow			Z	Z	Z	Z	PE
						0	0					

Intersection	1.	Ingraha	am Stre	et NE/7	th Stree	t NE &	Hamilto	n Stree	t NE											
ALL			outhbou					estboui					orthbou					astbour		
VEHICLES Roadway. Movement.		Ingrah Left	ham Stro Thru	Right	Peds	U	Left	ton Stre Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Iton Str Thru	Right	Peds
04:00 PM to 04:15 PM	0	0	0	1	1	0	1	3	1	0	0	0	1	1	2	0	1	5	1	0
04:15 PM to 04:30 PM	0	0	0	1	0	0	0	3	1	2	1	1	0	2	2	0	1	5	4	0
04:30 PM to 04:45 PM	0	0	0	1	1	0	0	2	1	0	0	0	0	0	0	0	1	8	1	0
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	1	0	0	2	0	0	5 2	0	0	0	0	1	0	0	0	0	7 3	3	1 0
05:15 PM to 05:30 PM	0	0	1	0	1	0	0	1	1	1	0	1	2	1	5	0	1	2	5	1
05:30 PM to 05:45 PM	0	2	1	1	1	1	0	2	2	0	0	0	2	1	3	1	0	1	1	1
05:45 PM to 06:00 PM	0	0	1	1	3	0	0	1	1	1	0	1	1	0	1	0	2	1	0	1
06:00 PM to 06:15 PM	1	2	0	0	0	0	1	1	1	0	0	1	2	0	1	0	0	6	2	0
06:15 PM to 06:30 PM 06:30 PM to 06:45 PM	0	0 1	0	3 1	0 2	0	1	3 2	1 1	0 2	0	0	2 1	0 1	2 1	0	3 0	4 1	3 0	0
06:45 PM to 07:00 PM	0	3	0	1	0	0	0	2	2	0	0	0	1	0	1	0	2	1	1	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				ļ
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM 08:00 PM to 08:15 PM																				ļ
08:15 PM to 08:30 PM																				ļ
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM																				
SYSTEM PEAK HR (VEH.)			9		4			.5		1			.1		8			25		3
04:45 PM to 05:45 PM Peak Hour Overall	0 U	Left	3 Thru	2 Right	SB	1 U	0 Left	10 Thru	4 Right	WB	U U	2 Left	6 Thru	Right	NB	1 U	2 Left	13 Thru	9 Right	EB
Factor (PHF) 0.79	n/a	0.50	0.75	0.50	0.56	0.25	n/a	0.50	0.50	0.75	n/a	0.50	0.75	0.75	0.69	0.25	0.50	0.46	0.45	0.63
HEAVY Direction		Sc	outhbou	nd				/estboui				No	orthbou	ınd			E	astbour	nd	
VEHICLES Roadway. (FHWA 4+) Movement.		Ingrah Left	ham Stre Thru			U	Hami Left	ton Stre			U	7tl Left	1 Street Thru			U	Hami Left	Iton Str Thru		
04:00 PM to 04:15 PM	0	0	0	Right 0		0	0	0	Right 0		0	0	0	Right 0		0	0	0	Right 0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	0	0	0		0	0	0 0	0		0	0	0	0		0	0	0 0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	ļ
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	ļ
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	ļ
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07:15 PM to 07:30 PM																				ļ
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08:15 PM to 08:30 PM 08:30 PM to 08:45 PM																				ļ
08:45 PM to 09:00 PM																				ļ
SYSTEM PEAK HR (VEH.,			0					0					0					0		
04:45 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Heavy Vehicle % (PHV)	+	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY) 04:00 PM to 05:00 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
Heavy Vehicle % (PHV)	_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_	33.3%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%
Direction		Sc	uthbou	nd			V	/estboui	nd			No	orthbou	ınd			E	astbour	nd	
BICYCLES Roadway			ham Str					ton Stre					Street					Iton Str		
Movement. 04:00 PM to 04:15 PM	0 U	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 PM to 07:15 PM 07:15 PM to 07:30 PM																				
07:30 PM to 07:45 PM																				
07:45 PM to 08:00 PM																				
08:00 PM to 08:15 PM																				
08:15 PM to 08:30 PM																				
08:30 PM to 08:45 PM																				
08:45 PM to 09:00 PM SYSTEM PEAK HR (VEH.))		0					0					0					0		
04:45 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES)			0					0					0					0		
04:00 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

Analysis Period: STUDY_PERIOD

Project #: 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc. Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

04:00 PM to 07:00 PM

Intersection Peak Hour (all vehicles): 04:15 PM to 05:15 PM System Peak Hour (all vehicles):

04:45 PM to

05:45 PM

User-Defined Peak Hour:

05:00 PM to 06:00 PM

ALL	Intersection:				rance/	& Gallo	way Str														
	Direction:	-		outhbou					Vestbou				No	orthbou	nd				Eastbour		
/EHICLES	Roadway: Movement:		South Left	Site En Thru	trance Right	Peds	U	Gallo Left	way Stre Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Gallo Left	way Stre	eet NE Right	Peds
04:00 PM	to 04:15 PM	0	0	0	0	10	0	0	13	0	0	0	0	0	0	0	1	3	12	0	0
	to 04:30 PM	0	0	0	4	10	0	0	20	0	0	0	0	0	0	0	0	2	16	0	0
	I to 04:45 PM	0	0	0	5	15	0	0	12	0	0	0	0	0	0	0	0	2	14	0	0
	I to 05:00 PM	0	0	0	1	14	0	0	16	0	0	0	0	0	0	0	0	6	17	0	0
	I to 05:15 PM	0	0	0	1	10	0	0	17	2	0	0	0	0	0	0	0	6	20	0	0
05:15 PM	I to 05:30 PM	0	0	0	0	12	0	0	12	1	0	0	0	0	0	0	0	2	14	0	0
05:30 PM	I to 05:45 PM	0	0	0	2	9	0	0	10	2	0	0	0	0	0	0	0	3	18	0	0
05:45 PM	I to 06:00 PM	0	0	0	1	8	0	0	12	0	0	0	0	0	0	0	0	3	16	0	0
06:00 PM	l to 06:15 PM	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	0	1	16	0	0
06:15 PM	l to 06:30 PM	0	0	0	1	7	0	0	10	0	0	0	0	0	0	0	0	1	10	0	0
06:30 PM	l to 06:45 PM	0	0	0	0	8	0	0	13	0	0	0	0	0	0	0	0	1	9	0	0
06:45 PM	l to 07:00 PM	0	0	0	3	5	0	0	9	0	0	0	0	0	0	0	1	3	5	0	0
07:00 PM	l to 07:15 PM																				
07:15 PM	l to 07:30 PM																				
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08:45 PM	l to 09:00 PM																				
	1 PEAK HR (VEH.)			4		45			50		0)		0			86		0
	l to 05:45 PM	0	0	0	4		0	0	55	5		0	0	0	0		0	17	69	0	
Peak Hou		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB ,	U	Left	Thru	Right	EB
actor (PH	•	n/a	n/a	n/a	0.50	0.50	n/a	n/a	0.81	0.63	0.79	n/a	n/a	n/a	n/a	n/a	n/a	0.71	0.86	n/a	0.83
HEAVY	Direction:			outhbou					Vestboui				No	orthbou	nd				Eastbour		
EHICLES	Roadway:			Site En					way Stre				1.6	TI.	D:-1				way Str		
HWA 4+)	Movement:	_	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	to 04:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	I to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	I to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	I to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	I to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	I to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:15 PM to 06:30 PM	0 0	0 0	0 0	0 0		0	0	0	0		0	0 0	0 0	0		0	0	0 0	0 0	
			0	0	0		0	0	0	0		0	0		0		0				
	I to 06:45 PM I to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1 0	0 0	
	to 07:00 PM	ľ	U	U	U		U	U	U	U		U	U	U	U		U	U	U	U	
	to 07:30 PM																				
	to 07:30 PM																				
	to US-UU DIVI																				
US-UU DIVI	to 08:00 PM																				
	l to 08:15 PM																				
08:15 PM	to 08:15 PM to 08:30 PM																				
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08:15 PM 08:30 PM 08:45 PM	to 08:15 PM to 08:30 PM to 08:45 PM to 09:00 PM			0					0				(1					0		
08:15 PM 08:30 PM 08:45 PM SYSTEM	to 08:15 PM to 08:30 PM to 08:45 PM to 09:00 PM PEAK HR (VEH.)		1	0	0		0		0	0		0		0	0		0		0 0	0	
08:15 PM 08:30 PM 08:45 PM <i>SYSTEM</i> 04:45 PM	to 08:15 PM to 08:30 PM to 08:45 PM to 09:00 PM PEAK HR (VEH.)	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.09
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Analysis Period: STUDY_PERIOD

Project # : 2919-001

Location District of Columbia Data Source: Gorove/Slade Associates, Inc.

Date of Counts: Tuesday, September 20, 2022

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

Intersection Peak Hour (all vehicles): 04:15 PM to 05:15 PM System Peak Hour (all vehicles):

04:00 PM to 07:00 PM

04:45 PM to

05:45 PM

User-Defined Peak Hour: 05:00 PM to 06:00 PM

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	to 04:15 PM	0	3	0	1	10	0	0	17	0	0	0	0	0	0	0	0	1 2	19	0	0
	co 04:45 PM	0	1	0	2	4	0	0	12	0	0	0	0	0	0	0	0	0	16	0	0
04:45 PM t	co 05:00 PM	0	1	0	0	11	0	0	15	0	0	0	0	0	0	0	0	1	16	0	0
	to 05:15 PM	0	1	0	0	8	0	0	13	1	0	0	0	0	0	0	1	0	21	0	0
	:o 05:45 PM	1 0	3 2	0	1 0	10 5	0	0	11 9	3 0	0 0	0	0 0	0	0	0	0	0 2	15 13	0	0
	to 06:00 PM	0	3	0	0	11	0	0	15	1	0	0	0	0	0	0	0	1	17	0	0
06:00 PM to	co 06:15 PM	0	0	0	1	12	0	0	7	2	0	0	0	0	0	0	0	1	14	0	0
	:o 06:30 PM	0	3	0	1	5	0	0	6	1	0	0	0	0	0	0	0	2	6	0	0
06:30 PM to	06:45 PM	0	2 0	0	1 0	7 3	0	0	12 6	2 1	1 0	0	0	0	0	0	0	1 0	7 4	0	0
	:o 07:00 FM	O	U	U	U	3		U	U	-	U		U	O	Ü	U	ľ	O	7	U	U
07:15 PM t	:o 07:30 PM																				
	o 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
	o 08:45 PM																				
08:45 PM t	:o 09:00 PM																				
	EAK HR (VEH.)			9		34			2		0			0		0			59		0
	:o 05:45 PM	1	7 Left	0 Thru	1 Right		0	0 Left	48	4 Right	1A/D	0	0 Left	0 Thru	0 Right		1	3 Left	65 Thru	0 Right	
Peak Hour Factor (PHF)	Overall 0.88	U 0.25	Left 0.58	Thru n/a	Right 0.25	SB 0.45	U n/a	Left n/a	Thru 0.80	Right 0.33	WB 0.87	U n/a	Left n/a	Thru n/a	Right n/a	NB n/a	U 0.25	Left 0.38	Thru 0.77	Right n/a	EB 0.78
HEAVY	Direction:	,		uthbou			, 🥨		estbou			, 3	•	orthbou	•	, 🤝			astbour	•	
VEHICLES	Roadway:		7tl	n Street	NE			Gallo	way Stre	et NE									way Str		
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM t	to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	:o 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM t	o 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	:o 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM t	o 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	co 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
	07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	co 07:15 PM																				
	o 07:45 PM																				
07:45 PM t	co 08:00 PM																				
	co 08:15 PM																				
	08:30 PM																				
	to 08:45 PM																				
	EAK HR (VEH.)		(0				(0					0					0		
04:45 PM t	co 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	ehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	to 05:00 PM	0	0	0 0	0		0	0	1	0		0	0	0 0	0		0	0	0 0	0	
	ehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	1.6%	0.0%	-	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Direction:		So	uthbou	nd			W	/estboui	nd			N	orthbou	ınd			E	astbour	nd	
BICYCLES	Roadway:			Street					way Stre				, .	TI.	D'al				way Str		
04·00 PM +	Movement:	0	Left 0	Thru 0	Right 0		U 0	Left 0	Thru 1	Right 0		0	Left 0	Thru 0	Right 0		0	Left 0	Thru 0	Right 0	
	to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:30 PM t	co 04:45 PM	0	0	0	0		0	0	1	0	17717007000	0	0	0	0		0	0	0	0	
	co 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
	05:15 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	4	0	
	to 05:30 PM to 05:45 PM	0	0	0	0		0	0	2 0	0		0	0 0	0	0		0	0	0 3	0	
	:o 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
06:00 PM t	co 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0	
	co 06:30 PM	0	0	0	0		0	0	2	0		0	0	0	0		0	0	0	0	
	to 06:45 PM	0	0	0	0		0	0	2	0 0		0	0 0	0	0		0	0	2 0	0	
	:o 07:00 PM	U	J	U	U			U	۷	J		J	J	U	U			U	U	U	
	to 07:30 PM																				
	co 07:45 PM																				
	to 08:00 PM																				
	to 08:15 PM																				
	:o 08:45 PM																				
	to 09:00 PM																				
	EAK HR (VEH.)			0					4					0					8		
	05:45 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	8	0	
	EAK HR (BIKES) to 05:45 PM	0	0	0 0	0		0	0	4	0		0	0	0 0	0		0	0	8 8	0	
04:45 PIVI T			_																		

		0.	45		6	8					
	0.25	n/a	0.58	0.25							
	0	L	0	0	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	νE		1	4	WBR	0.33	
		_	_		set /		\leftarrow	48	WBT	0.80	
	1	0	7	1	7th Street NE		\downarrow	0	WBL	n/a	0.
'	←	\downarrow	\rightarrow	\uparrow	7th		\rightarrow	0	WBU	n/a	
50	+					Ġ	Gallowa	y Street	NE	+	5
69	\rightarrow	Ga	lloway S	Street N	ΙE					\rightarrow	7
	0.25	EBU	1	←				\leftarrow	\uparrow	\rightarrow	
0.78	0.38	EBL	3	\uparrow			0	0	0	0	
0.70	0.77	EBT	65	\rightarrow							
	n/a	EBR	0	\downarrow			NBU	NBL	NBT	NBR	
							Z	Z	z	z	
					\downarrow	1	n/a	n/a	n/a	n/a	
					0	0	'n	Ľ	נ	'n	
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		0.0	0%		0	0					
	%0:0	%0.0	0.0%	%0:0							
	0.	0.	0.	0.	\downarrow	\uparrow					
	SBR	SBT	SBL	SBU	JE		1	0	WBR	0.0%	Γ
	_	_	_	_	7th Street NE		\leftarrow	0	WBT	0.0%	L
	0	0	0	0	Stre		\downarrow	0	WBL	0.0%	ľ
	+	\	\rightarrow	\uparrow	7th		\rightarrow	0	WBU	0.0%	
0	\leftarrow					G	Gallowa	y Street	NE	\leftarrow	
0	\rightarrow	Ga	lloway S	Street N	ΙE					\rightarrow	
	0.0%	EBU	0	\leftarrow			\downarrow	\leftarrow	\uparrow	\rightarrow	
.0%	0.0%	EBL	0	\uparrow			0	0	0	0	
.070	0.0%	EBT	0	\rightarrow							
	0.0%	EBR	0	\downarrow			NBU	NBL	NBT	NBR	
							Z	Z	Z	Z	
					\downarrow	1	%0.0	%0.0	%0:0	0.0%	
					0	0	0.6	0.6	0.6	0.6	

							1				
					0	0					
					\downarrow	\uparrow					
PEDS	SBR	SBT	SBL	SBU			\leftrightarrow	34	PEDS		
Ы	S	S	s	S	NE		\uparrow	0	WBR		
0	0	0	0	0	7th Street NE		\leftarrow	4	WBT		
					h St.		\downarrow	0	WBL		
\$	←	. ↓	\rightarrow	\uparrow	74		\rightarrow	0	WBU		
4	+					G	Gallowa	/ Street	NE	\leftarrow	4
8	\rightarrow	Ga	lloway S	Street N	Έ					\rightarrow	8
		EBU	0	\leftarrow			\downarrow	\leftarrow	\uparrow	\rightarrow	\$
		EBL	0	\uparrow			0	0	0	0	0
		EBT	8	\rightarrow							
		EBR	0	\			NBU	NBL	NBT	NBR	PEDS
		PEDS	0	\leftrightarrow			Ž	Z	Z	Ž	PE
				-	0	← 0					

E. Level of Service (LOS) Definitions

All capacity analyses are based on the procedures specified by the Transportation Research Board, Special Report 209: Highway Capacity Manual (HCM), 2000. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below.

Signalized Intersections

Level of service is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection and the delay associated with each directional movement. The levels of service for signalized intersections are defined below:

- LOS A describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when
 progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short
 signal cycle lengths may also contribute to low delay.
- LOS B describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs
 with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average
 delay.
- LOS C describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result
 from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number
 of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is
 generally considered the lower end of the range of the acceptable level of service in rural areas.
- LOS D describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.
- LOS E describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values
 generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent
 occurrences. LOS E has been set as the limit of acceptable conditions.
- LOS F describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be
 unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that
 exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor
 progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections

At an unsignalized intersection, the major street through traffic and right turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left turn traffic is dependent on the volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn.

The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.

The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicate worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

• LOS A describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.

- LOS B describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.
- LOS C describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.
- LOS D describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.
- LOS E describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.
- LOS F describes operations with average total delay of 50 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal driver behavior.

F. Existing (2023) Capacity Analysis Worksheets

Existing (2023) Timing Plan: AM Peak

	-	•	Ť	¥
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	113	200	862	791
v/c Ratio	0.42	1.15	0.56	0.43
Control Delay	39.4	152.3	12.9	8.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	39.4	152.3	12.9	8.5
Queue Length 50th (ft)	61	~150	100	108
Queue Length 95th (ft)	115	#294	164	145
Internal Link Dist (ft)	467	571	219	744
Turn Bay Length (ft)				
Base Capacity (vph)	271	174	1547	1830
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	1.15	0.56	0.43

Intersection Summary

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Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			414	
Traffic Volume (vph)	55	8	47	141	24	29	71	718	48	24	694	49
Future Volume (vph)	55	8	47	141	24	29	71	718	48	24	694	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.98			0.99			0.99	
Flt Protected		0.98			0.97			1.00			1.00	
Satd. Flow (prot)		1697			1243			2855			2998	
FIt Permitted		0.81			0.70			0.80			0.91	
Satd. Flow (perm)		1405			903			2308			2731	
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)	57	8	48	145	25	30	73	740	49	25	715	51
RTOR Reduction (vph)	0	4	0	0	2	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	109	0	0	198	0	0	860	0	0	789	0
Confl. Peds. (#/hr)	23	.00	13	13		23	22		34	34	. 00	22
Heavy Vehicles (%)	2%	2%	4%	5%	2%	10%	2%	7%	6%	4%	4%	2%
Parking (#/hr)	270	_,,	170	0	0	0	_,,	. 70	0,0	170	.,,	270
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 01111	8		1 01111	4		1 01111	6		1 01111	2	
Permitted Phases	8			4	•		6	•		2	=	
Actuated Green, G (s)		17.0		•	17.0			65.0		_	65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		266			171			1546			1829	
v/s Ratio Prot		200			17.1			1040			1023	
v/s Ratio Perm		0.08			c0.22			c0.37			0.29	
v/c Ratio		0.41			1.16			0.56			0.43	
Uniform Delay, d1		35.6			40.5			8.7			7.7	
Progression Factor		1.00			1.00			1.30			1.00	
Incremental Delay, d2		4.6			116.8			1.3			0.7	
Delay (s)		40.2			157.3			12.6			8.4	
Level of Service		40.2 D			F			12.0 B			Α.4	
Approach Delay (s)		40.2			157.3			12.6			8.4	
Approach LOS		T0.2			F			В			Α	
Intersection Summary												
HCM 2000 Control Delay			27.2	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capac	city ratio		0.67									
Actuated Cycle Length (s)	,		100.0	S	um of los	time (s)			12.0			
Intersection Capacity Utilizat	tion		78.3%		U Level				D			
Analysis Period (min)			15									
c Critical Lane Group												

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Intersection Summary
Average Delay

Analysis Period (min)

Intersection Capacity Utilization

2: South Dakota A	ve NE &	Jeffer	son St	NE	,		Timing Plan: AM Peak
	•	•	†	/	/	Ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		↑ ↑			41₽	
Traffic Volume (veh/h)	29	17	820	13	8	874	
Future Volume (Veh/h)	29	17	820	13	8	874	
Sign Control	Stop		Free			Free	
Grade	0%		2%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	30	18	845	13	8	901	
Pedestrians	37					2	
Lane Width (ft)	12.0					12.0	
Walking Speed (ft/s)	4.0					4.0	
Percent Blockage	3					0	
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)			255			299	
pX, platoon unblocked	0.95	0.91			0.91		
vC, conflicting volume	1355	468			895		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	847	221			689		
tC, single (s)	6.8	7.0			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.4			2.2		
p0 queue free %	89	97			99		
cM capacity (veh/h)	274	680			795		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2		
Volume Total	48	563	295	308	601		
Volume Left	30	0	0	8	0		
Volume Right	18	0	13	0	0		
cSH	353	1700	1700	795	1700		
Volume to Capacity	0.14	0.33	0.17	0.01	0.35		
Queue Length 95th (ft)	12	0	0	1	0		
Control Delay (s)	16.8	0.0	0.0	0.4	0.0		
Lane LOS	С			Α			
Approach Delay (s)	16.8	0.0		0.1			
Approach LOS	C						

Existing (2023)

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ICU Level of Service

Α

0.5 43.7%

15

	→	←	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	76	19	851	930
v/c Ratio	0.30	0.07	0.45	0.43
Control Delay	27.6	26.8	3.7	4.7
Queue Delay	0.0	0.0	0.0	0.2
Total Delay	27.6	26.8	3.7	4.9
Queue Length 50th (ft)	30	8	45	104
Queue Length 95th (ft)	69	26	50	m119
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	383	400	1909	2154
Starvation Cap Reductn	0	0	75	0
Spillback Cap Reductn	1	0	0	414
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.05	0.46	0.53
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T>			€ 1Ъ	
Traffic Volume (vph)	33	1	40	6	1	12	35	787	4	4	846	52
Future Volume (vph)	33	1	40	6	1	12	35	787	4	4	846	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.97			0.98			1.00			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.93			0.91			1.00			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1244			1264			2854			2976	
Flt Permitted		0.89			0.94			0.88			0.95	
Satd. Flow (perm)		1134			1211			2514			2835	
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)	34	1	41	6	1	12	36	811	4	4	872	54
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	65	0	0	18	0	0	851	0	0	928	0
Confl. Peds. (#/hr)	14		35	35	10	14	35	001	33	33	020	35
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	6%	7%	2%	2%	4%	10%
Parking (#/hr)	0	0	0	0	0	0	070	1 /0	270	2 /0	770	1070
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 Cilli	4		1 Cilli	4		1 Cilli	2		1 Cilli	2	
Permitted Phases	4	7		4	т.		2			2		
Actuated Green, G (s)		17.6			17.6			72.4			72.4	
Effective Green, g (s)		19.6			19.6			74.4			74.4	
Actuated g/C Ratio		0.20			0.20			0.74			0.74	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		222			237			1870			2109	
v/s Ratio Prot		222			201			1070			2103	
v/s Ratio Perm		c0.06			0.02			c0.34			0.33	
v/c Ratio		0.29			0.08			0.46			0.44	
Uniform Delay, d1		34.3			32.8			5.0			4.9	
Progression Factor		1.00			1.00			0.47			0.64	
Incremental Delay, d2		0.3			0.1			0.6			0.6	
Delay (s)		34.5			32.9			2.9			3.7	
Level of Service		C C			C			Α.			A	
Approach Delay (s)		34.5			32.9			2.9			3.7	
Approach LOS		C			C			2.5 A			Α	
Intersection Summary												
HCM 2000 Control Delay			4.9	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capaci	ity ratio		0.42		OW 2000	LOVOI OI	001 1100		, , , , , , , , , , , , , , , , , , ,			
Actuated Cycle Length (s)	ity rullo		100.0	Sı	um of lost	t time (s)			6.0			
Intersection Capacity Utilizati	on		77.3%			of Service	ı		D.0			
Analysis Period (min)	011		15	- 10	J LOVOI (J. OOI VIOC			U			
c Critical Lane Group			10									
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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	42	27	865	927
v/c Ratio	0.21	0.13	0.70	0.76
Control Delay	38.5	35.2	14.3	20.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	38.5	35.2	14.3	20.8
Queue Length 50th (ft)	22	14	167	275
Queue Length 95th (ft)	54	38	m222	355
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	240	265	1230	1218
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.70	0.76
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

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Ť **EBL EBT EBR** WBR **NBL NBT** NBR **SBL** SBT Movement **WBL WBT SBR** Lane Configurations 4 4 4P 4Tb Traffic Volume (vph) 17 22 12 1 12 13 792 25 16 18 1 855 Future Volume (vph) 17 1 22 12 1 12 13 792 25 16 855 18 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 Lane Width 12 10 10 10 12 12 12 10 12 10 10 12 Grade (%) 0% -5% 1% -2% Total Lost time (s) 3.0 3.0 4.0 4.0 Lane Util. Factor 1.00 0.95 1.00 0.95 Frpb, ped/bikes 0.98 0.99 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 Frt 0.93 0.94 1.00 1.00 Flt Protected 0.98 0.98 1.00 1.00 Satd. Flow (prot) 1491 1551 2803 2777 Flt Permitted 0.98 0.98 0.93 0.93 1491 Satd. Flow (perm) 1551 2621 2589 Peak-hour factor, PHF 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 Adj. Flow (vph) 23 825 891 19 18 1 12 1 12 14 26 17 RTOR Reduction (vph) 0 2 0 0 2 0 0 0 0 0 0 Lane Group Flow (vph) 0 40 0 0 25 0 0 865 0 0 926 0 Confl. Peds. (#/hr) 6 6 33 33 11 11 18 18 2% 2% 7% 4% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 6% 2% Parking (#/hr) 0 0 0 Turn Type Split NA Split NA Perm NA Perm NA Protected Phases 3 3 4 4 6 2 Permitted Phases 6 2 Actuated Green, G (s) 9.8 10.4 42.6 42.6 Effective Green, g (s) 11.8 12.4 44.6 44.6 Actuated g/C Ratio 0.12 0.12 0.45 0.45 Clearance Time (s) 6.0 6.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 1.0 1.0 Lane Grp Cap (vph) 175 192 1168 1154 v/s Ratio Prot c0.03 c0.02 0.33 c0.36 v/s Ratio Perm 0.23 0.13 0.80 v/c Ratio 0.74 40.0 39.0 23.9 Uniform Delay, d1 22.9 1.00 0.74 **Progression Factor** 1.00 0.60 0.3 Incremental Delay, d2 0.7 1.7 5.5 40.7 23.3 39.3 15.5 Delay (s) Level of Service D D В С Approach Delay (s) 40.7 39.3 15.5 23.3 Approach LOS D D В С Intersection Summary HCM 2000 Control Delay HCM 2000 Level of Service С 20.3 HCM 2000 Volume to Capacity ratio 0.48 Sum of lost time (s) 17.0 Actuated Cycle Length (s) 100.0 ICU Level of Service Intersection Capacity Utilization 53.9% Analysis Period (min) 15

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Critical Lane Group

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	220	162	1085	979
v/c Ratio	0.80	0.85	0.91	0.68
Control Delay	57.7	74.8	27.7	18.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.7	74.8	27.7	18.1
Queue Length 50th (ft)	126	99	124	135
Queue Length 95th (ft)	#248	#218	#222	214
Internal Link Dist (ft)	524	236	236	463
Turn Bay Length (ft)				
Base Capacity (vph)	276	191	1186	1446
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.85	0.91	0.68
Intersection Summary				

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			सीके	
Traffic Volume (vph)	39	25	140	52	80	19	197	788	24	14	852	45
Future Volume (vph)	39	25	140	52	80	19	197	788	24	14	852	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.91			0.98			1.00			0.99	
Flt Protected		0.99			0.98			0.99			1.00	
Satd. Flow (prot)		1468			1356			2795			2923	
Flt Permitted		0.89			0.69			0.55			0.93	
Satd. Flow (perm)		1320			946			1540			2719	
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)	42	27	151	56	86	20	212	847	26	15	916	48
RTOR Reduction (vph)	0	12	0	0	2	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	208	0	0	160	0	0	1083	0	0	975	0
Confl. Peds. (#/hr)	32	200	2	2	100	32	26	1000	19	19	010	26
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	9%	5%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)	• • •		• • •	0	0	0	J	•	•		•	J
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	1 Cilli	8		1 01111	4		5	2		1 01111	6	
Permitted Phases	8	U		4	-		2			6	- U	
Actuated Green, G (s)	•	18.0		•	18.0		_	66.0			51.0	
Effective Green, g (s)		20.0			20.0			68.0			53.0	
Actuated g/C Ratio		0.20			0.20			0.68			0.53	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		264			189			1197			1441	
v/s Ratio Prot		204			103			c0.11			1771	
v/s Ratio Perm		0.16			c0.17			c0.51			0.36	
v/c Ratio		0.79			0.84			0.91			0.68	
Uniform Delay, d1		38.0			38.5			13.3			17.2	
Progression Factor		1.00			1.00			1.52			0.93	
Incremental Delay, d2		20.8			34.6			9.6			1.8	
Delay (s)		58.8			73.1			29.8			17.9	
Level of Service		50.0 E			7 5.1 E			23.0 C			В	
Approach Delay (s)		58.8			73.1			29.8			17.9	
Approach LOS		E			E			C			В	
Intersection Summary												
HCM 2000 Control Delay			30.5	H	CM 2000	Level of	Service		С			,
HCM 2000 Volume to Capacit	y ratio		0.91									
Actuated Cycle Length (s)			100.0	Sı	um of lost	t time (s)			14.0			
Intersection Capacity Utilization	n		86.9%		U Level)		E			
Analysis Period (min)			15									
c Critical Lane Group												

Existing (2023)	
Timing Plan: AM Peak	

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	59	178	896	1089
v/c Ratio	0.21	0.51	0.63	0.68
Control Delay	33.4	37.2	19.5	14.6
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	33.4	37.2	19.5	14.9
Queue Length 50th (ft)	30	91	204	188
Queue Length 95th (ft)	66	161	269	192
Internal Link Dist (ft)	495	513	594	236
Turn Bay Length (ft)				
Base Capacity (vph)	284	349	1433	1597
Starvation Cap Reductn	0	0	0	130
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.21	0.51	0.63	0.74
Intersection Summary				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T>			€ 1₽	•
Traffic Volume (vph)	27	12	17	21	13	136	11	847	3	78	952	15
Future Volume (vph)	27	12	17	21	13	136	11	847	3	78	952	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			1.00			1.00	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1518			1586			2942			2970	
Flt Permitted		0.83			0.96			0.94			0.76	
Satd. Flow (perm)		1285			1535			2759			2268	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	28	12	18	22	14	142	11	882	3	81	992	16
RTOR Reduction (vph)	0	2	0	0	12	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	166	0	0	896	0	0	1088	0
Confl. Peds. (#/hr)	4	<u> </u>	8	8		4	43	000	28	28	1000	43
Heavy Vehicles (%)	10%	10%	6%	2%	10%	4%	9%	6%	2%	9%	4%	7%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0	•	•	•					•	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		. •	4			6		5	2	
Permitted Phases	4			4			6			2		
Actuated Green, G (s)	•	20.0		•	20.0		-	50.0		-	65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		282			337			1434			1603	
v/s Ratio Prot		202			001			1101			c0.08	
v/s Ratio Perm		0.04			c0.11			0.32			c0.37	
v/c Ratio		0.20			0.49			0.62			0.68	
Uniform Delay, d1		31.8			34.1			17.1			10.0	
Progression Factor		1.00			1.00			1.00			1.39	
Incremental Delay, d2		1.6			5.1			2.1			1.6	
Delay (s)		33.5			39.2			19.1			15.5	
Level of Service		С			D			В			В	
Approach Delay (s)		33.5			39.2			19.1			15.5	
Approach LOS		С			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			19.3	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.65									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			13.0			
Intersection Capacity Utilization	on		85.5%		CU Level		!		Е			
Analysis Period (min)			15									
c Critical Lane Group												

Analysis Period (min)

	→	•	•	←	1	<i>></i>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			4	W	
Traffic Volume (veh/h)	20	12	6	19	3	1
Future Volume (Veh/h)	20	12	6	19	3	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	24	14	7	22	4	1
Pedestrians			·		7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	110110			110110		
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			45		74	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			45		74	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					.	J. <u>_</u>
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1554		920	1028
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	38	29	5			
Volume Left	0	7	4			
Volume Right	14	0	1			
cSH	1700	1554	940			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (ft)	0.02	0.00	0.01			
Control Delay (s)	0.0	1.8	8.9			
Lane LOS	0.0	Α	Α			
Approach Delay (s)	0.0	1.8	8.9			
Approach LOS	0.0		A			
Intersection Summary						
			1.3			
Average Delay	otion			10	المدمانا	of Service
Intersection Capacity Utiliza	สแบท		16.9%	IC	U Level (o service

Existing (2023) Timing Plan: AM Peak

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HCM Unsignalized 8: 7th St NE/Ingrah			•	•	•						sting (2 g Plan: Al	
	۶	→	\rightarrow	•	←	•	•	†	/	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	8	8	3	17	4	1	3	2	6	9	6
Future Volume (vph)	2	8	8	3	17	4	1	3	2	6	9	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	9	9	4	20	5	1	4	2	7	11	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	20	29	7	25								
Volume Left (vph)	2	4	1	7								
Volume Right (vph)	9	5	2	7								
Hadj (s)	-0.22	-0.04	-0.11	-0.08								
Departure Headway (s)	3.8	3.9	3.9	3.9								
Degree Utilization, x	0.02	0.03	0.01	0.03								
Capacity (veh/h)	937	900	894	900								
Control Delay (s)	6.9	7.1	6.9	7.0								
Approach Delay (s)	6.9	7.1	6.9	7.0								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.0									
Level of Service			Α									
Intersection Capacity Utilizat	tion		15.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Analysis Period (min)

HCM Unsignalized 9: Galloway St NE			•	Existing (2023) Timing Plan: AM Peak			
	•	→	←	•	>	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	ĵ»		W		
Traffic Volume (veh/h)	9	55	150	10	1	2	
Future Volume (Veh/h)	9	55	150	10	1	2	
Sign Control		Free	Free		Stop		
Grade		0%	-1%		0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	11	65	176	12	1	2	
Pedestrians					36		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					4.0		
Percent Blockage					3		
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)		316					
pX, platoon unblocked							
vC, conflicting volume	224				305	218	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	224				305	218	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	99				100	100	
cM capacity (veh/h)	1304				661	797	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	76	188	3				
Volume Left	11	0	1				
	0	12	2				
Volume Right cSH	1304	1700	746				
Volume to Capacity	0.01	0.11	0.00				
Queue Length 95th (ft)	1	0.11	0.00				
Control Delay (s)	1.2	0.0	9.8				
Lane LOS	1.2 A	0.0	9.0 A				
Approach Delay (s)	1.2	0.0	9.8				
Approach LOS	1.2	0.0	9.0 A				
••			H				
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utiliza	tion		22.2%	IC	U Level o	of Service	A

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Intersection Summary Average Delay

Analysis Period (min)

Intersection Capacity Utilization

HCM Unsignalized 10: Galloway St NE		Existing (2023) Timing Plan: AM Peak					
	٠	→	-	•	/	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	ĵ.		W		
Traffic Volume (veh/h)	5	40	138	4	1	20	
Future Volume (Veh/h)	5	40	138	4	1	20	
Sign Control		Free	Free		Stop		
Grade		0%	-1%		0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	6	47	162	5	1	24	
Pedestrians					29		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					4.0		
Percent Blockage					2		
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)		671					
pX, platoon unblocked							
vC, conflicting volume	196				252	194	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	196				252	194	
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	97	
cM capacity (veh/h)	1344				715	827	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	53	167	25				
Volume Left	6	0	1				
Volume Right	0	5	24				
cSH	1344	1700	822				
Volume to Capacity	0.00	0.10	0.03				
Queue Length 95th (ft)	0	0	2				
Control Delay (s)	0.9	0.0	9.5				
Lane LOS	Α		Α				
Approach Delay (s)	0.9	0.0	9.5				
Approach LOS			Α				

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ICU Level of Service

Α

1.2

15

21.5%

Storage Cap Reductn Reduced v/c Ratio

Intersection Summary

0

0.20

0

0.42

0

0.49

0

0.46

1: South Dakota Av	ve NE &	Kenne	edy St	Timing Plan: PM Peak	
	-	←	†	Ţ	
Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	58	84	890	840	
v/c Ratio	0.20	0.42	0.49	0.46	
Control Delay	34.7	42.3	3.2	8.8	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	34.7	42.3	3.2	8.8	
Queue Length 50th (ft)	30	46	13	119	
Queue Length 95th (ft)	66	95	17	158	
Internal Link Dist (ft)	467	571	219	744	
Turn Bay Length (ft)					
Base Capacity (vph)	297	199	1830	1830	
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	

Existing (2023)

	۶	→	•	•	-	4	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T)			414	
Traffic Volume (vph)	20	11	26	53	10	20	25	781	66	30	763	29
Future Volume (vph)	20	11	26	53	10	20	25	781	66	30	763	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.98			0.99			0.99			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.97			0.99			0.99	
Flt Protected		0.98			0.97			1.00			1.00	
Satd. Flow (prot)		1709			1264			2983			3047	
FIt Permitted		0.89			0.80			0.91			0.89	
Satd. Flow (perm)		1554			1041			2727			2730	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	11	27	54	10	20	26	797	67	31	779	30
RTOR Reduction (vph)	0	2	0	0	2	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	56	0	0	82	0	0	888	0	0	839	0
Confl. Peds. (#/hr)	24		14	14	02	24	23	000	27	27	000	23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Parking (#/hr)		270	270	0	0	0		2,0		270	0,0	270
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 01111	8		1 01111	4		1 01111	6		1 01111	2	
Permitted Phases	8			4	•		6	•		2	=	
Actuated Green, G (s)		17.0		•	17.0			65.0		_	65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		295			197			1827			1829	
v/s Ratio Prot		233			131			1021			1023	
v/s Ratio Perm		0.04			c0.08			c0.33			0.31	
v/c Ratio		0.19			0.42			0.49			0.46	
Uniform Delay, d1		34.0			35.6			8.1			7.9	
Progression Factor		1.00			1.00			0.29			1.00	
Incremental Delay, d2		1.4			6.4			0.23			0.8	
Delay (s)		35.4			42.0			3.2			8.7	
Level of Service		D			42.0 D			3.2 A			Α	
Approach Delay (s)		35.4			42.0			3.2			8.7	
Approach LOS		D			42.0 D			3.2 A			Α	
								7.			71	
Intersection Summary			2.4		014 0000		2					
HCM 2000 Control Delay	.,		8.4	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capac	city ratio		0.46	<u>=</u>					10.0			
Actuated Cycle Length (s)			100.0		um of lost				12.0			
Intersection Capacity Utilizat	tion		69.8%	IC	U Level	of Service	: 		С			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Capacity Utilization

Analysis Period (min)

HCM Unsignalized 2: South Dakota A		Existing (2023) Timing Plan: PM Peak					
	•	•	†	/	-	ļ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W		↑ ↑			41∱	
Traffic Volume (veh/h)	14	12	862	29	10	831	
Future Volume (Veh/h)	14	12	862	29	10	831	
Sign Control	Stop		Free			Free	
Grade	0%		2%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	15	13	907	31	11	875	
Pedestrians	41		3			9	
Lane Width (ft)	12.0		12.0			12.0	
Walking Speed (ft/s)	4.0		4.0			4.0	
Percent Blockage	3		0			1	
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)			255			299	
pX, platoon unblocked	0.94	0.90			0.90		
vC, conflicting volume	1426	519			979		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	861	249			759		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	94	98			99		
cM capacity (veh/h)	263	649			739		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2		
Volume Total	28	605	333	303	583		
Volume Left	15	0	0	11	0		
Volume Right	13	0	31	0	0		
cSH	364	1700	1700	739	1700		
Volume to Capacity	0.08	0.36	0.20	0.01	0.34		
Queue Length 95th (ft)	6	0	0	1	0		
Control Delay (s)	15.7	0.0	0.0	0.5	0.0		
Lane LOS	С			Α			
Approach Delay (s)	15.7	0.0		0.2			
Approach LOS	С						
Intersection Summary							
Average Delay			0.3				
Avorage Dolay			45.00/	10			

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ICU Level of Service

Α

45.9%

15

	→	←	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	85	11	907	880
v/c Ratio	0.33	0.04	0.43	0.40
Control Delay	27.8	25.3	8.7	5.5
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	27.8	25.3	9.0	5.6
Queue Length 50th (ft)	34	5	91	97
Queue Length 95th (ft)	75	18	164	117
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	391	407	2100	2209
Starvation Cap Reductn	0	0	531	0
Spillback Cap Reductn	0	0	0	208
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.58	0.44
Intersection Summary				

Existing (2023)

Ar	nalysis Period (min)
С	Critical Lane Group

Intersection Capacity Utilization

UDC Lamond-Riggs CMP

GS

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ICU Level of Service

С

67.0%

15

	-	←	†	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	29	30	934	895
v/c Ratio	0.15	0.14	0.75	0.74
Control Delay	36.7	34.8	34.2	19.7
Queue Delay	0.0	0.0	0.0	1.0
Total Delay	36.7	34.8	34.2	20.6
Queue Length 50th (ft)	15	15	330	214
Queue Length 95th (ft)	41	41	397	352
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	234	259	1249	1207
Starvation Cap Reductn	0	0	0	118
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.75	0.82
Intersection Summary				

	۶	→	•	•	←	•	4	†	/	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T>			4î>	
Traffic Volume (vph)	11	1	15	7	2	20	28	840	20	19	794	37
Future Volume (vph)	11	1	15	7	2	20	28	840	20	19	794	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			0.98	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.91			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1457			1510			2935			2779	
Flt Permitted		0.98			0.99			0.90			0.92	
Satd. Flow (perm)		1457			1510			2657			2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	1	16	7	2	21	29	884	21	20	836	39
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	27	0	0	27	0	0	934	0	0	893	0
Confl. Peds. (#/hr)	7		30	30		7	90		25	25		90
Parking (#/hr)				0		0					0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		9.8			10.4			42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		171			187			1185			1143	
v/s Ratio Prot		c0.02			c0.02							
v/s Ratio Perm								c0.35			0.35	
v/c Ratio		0.16			0.15			0.79			0.78	
Uniform Delay, d1		39.6			39.1			23.7			23.5	
Progression Factor		1.00			1.00			1.41			0.72	
Incremental Delay, d2		0.4			0.4			3.8			5.0	
Delay (s)		40.1			39.4			37.2			22.0	
Level of Service		D			D			D			С	
Approach Delay (s)		40.1			39.4			37.2			22.0	
Approach LOS		D			D			D			С	
Intersection Summary												
HCM 2000 Control Delay			30.1	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capacit	ty ratio		0.47									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			17.0			
Intersection Capacity Utilization	on		65.4%	IC	U Level	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Summary

Queues 5: South Dakota Av	/e NE &	Gallo	way St	NE	Existing (2023) Timing Plan: PM Peak
	→	←	†	ţ	
Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	193	60	1012	785	
v/c Ratio	0.65	0.23	0.72	0.54	
Control Delay	45.5	33.9	12.5	28.6	
Queue Delay	0.0	0.0	0.1	0.0	
Total Delay	45.5	33.9	12.5	28.6	
Queue Length 50th (ft)	107	30	71	283	
Queue Length 95th (ft)	184	66	121	346	
Internal Link Dist (ft)	524	236	236	463	
Turn Bay Length (ft)					
Base Capacity (vph)	297	257	1410	1458	
Starvation Cap Reductn	0	0	22	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.65	0.23	0.73	0.54	

	۶	→	•	•	—	•	•	†	/	\	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			475			4î>	•
Traffic Volume (vph)	40	44	105	16	30	13	122	847	24	17	721	31
Future Volume (vph)	40	44	105	16	30	13	122	847	24	17	721	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.98			1.00			0.99	
Flpb, ped/bikes		0.98			1.00			1.00			1.00	
Frt		0.93			0.97			1.00			0.99	
Flt Protected		0.99			0.99			0.99			1.00	
Satd. Flow (prot)		1481			1323			2876			2923	
Flt Permitted		0.92			0.90			0.69			0.92	
Satd. Flow (perm)		1377			1212			1984			2696	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	45	107	16	31	13	124	864	24	17	736	32
RTOR Reduction (vph)	0	9	0	0	3	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	184	0	0	57	0	0	1011	0	0	781	0
Confl. Peds. (#/hr)	51		13	13		51	40		22	22		40
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	2%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)				0	0	0						
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		8			4		5	2			6	
Permitted Phases	8			4	•		5			6		
Actuated Green, G (s)	_	19.0			19.0		•	65.0		-	52.0	
Effective Green, g (s)		21.0			21.0			67.0			54.0	
Actuated g/C Ratio		0.21			0.21			0.67			0.54	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		289			254			1418			1455	
v/s Ratio Prot		200			201			c0.07			1100	
v/s Ratio Perm		c0.13			0.05			c0.41			0.29	
v/c Ratio		0.64			0.22			0.71			0.54	
Uniform Delay, d1		36.0			32.7			10.4			14.9	
Progression Factor		1.00			1.00			1.03			1.84	
Incremental Delay, d2		10.3			2.0			2.5			1.0	
Delay (s)		46.3			34.8			13.3			28.4	
Level of Service		D			С			В			C	
Approach Delay (s)		46.3			34.8			13.3			28.4	
Approach LOS		D			С			В			С	
Intersection Summary												
HCM 2000 Control Delay			22.8	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capacity	ratio		0.71									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			14.0			
Intersection Capacity Utilization	n		81.4%		CU Level				D			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Summary

NE &	Gallat	in St N	Existing (2023) Timing Plan: PM Peak	
→	←	†	Ţ	
EBT	WBT	NBT	SBT	
40	106	932	869	
0.13	0.31	0.62	0.64	
32.2	32.0	19.3	9.3	
0.0	0.0	0.0	0.0	
32.2	32.0	19.3	9.3	
20	51	211	73	
49	100	277	74	
495	513	594	236	
302	345	1495	1362	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0.13	0.31	0.62	0.64	
	40 0.13 32.2 0.0 32.2 20 49 495 302 0 0	EBT WBT 40 106 0.13 0.31 32.2 32.0 0.0 0.0 32.2 32.0 20 51 49 100 495 513 302 345 0 0 0 0 0 0	EBT WBT NBT 40 106 932 0.13 0.31 0.62 32.2 32.0 19.3 0.0 0.0 0.0 32.2 32.0 19.3 20 51 211 49 100 277 495 513 594 302 345 1495 0 0 0 0 0 0 0 0 0	40 106 932 869 0.13 0.31 0.62 0.64 32.2 32.0 19.3 9.3 0.0 0.0 0.0 0.0 32.2 32.0 19.3 9.3 20 51 211 73 49 100 277 74 495 513 594 236 302 345 1495 1362 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

	۶	→	*	•	—	•	1	†	~	/	Ţ	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4Te			413-	
Traffic Volume (vph)	19	8	12	11	6	86	5	889	11	121	709	13
Future Volume (vph)	19	8	12	11	6	86	5	889	11	121	709	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			1.00			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1566			1561			3023			2952	
Flt Permitted		0.86			0.98			0.95			0.62	
Satd. Flow (perm)		1373			1530			2875			1853	
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)	20	8	12	11	6	89	5	916	11	125	731	13
RTOR Reduction (vph)	0	1	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	39	0	0	97	0	0	932	0	0	869	0
Confl. Peds. (#/hr)	3	00	11	11	31	3	33	302	28	28	000	33
Heavy Vehicles (%)	5%	2%	8%	2%	2%	6%	10%	3%	2%	3%	5%	2%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0	'	•	•	U	U	U	O .	•	O
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1 Cilli	4		1 Cilli	4		1 Cilli	6		5	2	
Permitted Phases	4			4			6	<u> </u>		2		
Actuated Green, G (s)	7	20.0		7	20.0		U	50.0			65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		302			336			1495			1373	
v/s Ratio Prot		302			330			1495			c0.08	
v/s Ratio Prot v/s Ratio Perm		0.03			c0.06			0.32			c0.35	
v/c Ratio Uniform Delay, d1		0.13 31.3			0.29 32.5			0.62 17.0			0.63 9.5	
Progression Factor		1.00			1.00			1.00			0.90	
		0.9			2.2			2.0			1.9	
Incremental Delay, d2 Delay (s)		32.2			34.7			19.0			10.4	
Level of Service		32.2 C			34.7 C			19.0 B			10.4 B	
		32.2			34.7			19.0			10.4	
Approach Delay (s) Approach LOS		32.2 C			34.7 C			19.0 B			10.4 B	
Intersection Summary								_			_	
			16.2	ш	CM 2000	Level of S	Convice		В			
HCM 2000 Control Delay	-!11! -		16.3	П	CIVI ZUUU	Level of 3	Service		В			
HCM 2000 Volume to Capac	city ratio		0.56	^	المستداء	time (-)			12.0			
Actuated Cycle Length (s)	lian.		100.0		um of lost				13.0			
Intersection Capacity Utilizat	uon		80.7%	IC	U Level (of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	-	•	•	•	4	~
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	W	
Traffic Volume (veh/h)	33	2	1	20	5	1
Future Volume (Veh/h)	33	2	1	20	5	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	39	2	1	24	6	1
Pedestrians				1	15	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)	110110			710110		
Upstream signal (ft)	215					
pX, platoon unblocked	210					
vC, conflicting volume			56		81	56
vC1, stage 1 conf vol			00		01	00
vC2, stage 2 conf vol						
vCu, unblocked vol			56		81	56
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)			7.1		0.7	0.2
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1529		909	997
	5 7 (14/5			303	331
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	41	25	7			
Volume Left	0	1	6			
Volume Right	2	0	1			
cSH	1700	1529	921			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	8.9			
Lane LOS		Α	Α			
Approach Delay (s)	0.0	0.3	8.9			
Approach LOS			Α			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utiliza	ation		17.6%	IC	U Level o	of Service
Analysis Period (min)						

HCM Unsignalized I 8: 7th St NE/Ingraha			•	•	•						sting (2 g Plan: Pl	
	۶	→	•	•	←	•	•	†	/	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	13	9	1	10	4	2	6	3	4	3	2
Future Volume (vph)	3	13	9	1	10	4	2	6	3	4	3	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	15	11	1	12	5	2	7	4	5	4	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	30	18	13	11								
Volume Left (vph)	4	1	2	5								
Volume Right (vph)	11	5	4	2								
Hadj (s)	-0.16	-0.12	-0.12	0.02								
Departure Headway (s)	3.8	3.9	3.9	4.0								
Degree Utilization, x	0.03	0.02	0.01	0.01								
Capacity (veh/h)	932	921	901	878								
Control Delay (s)	6.9	6.9	6.9	7.1								
Approach Delay (s)	6.9	6.9	6.9	7.1								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.0									
Level of Service			Α									
Intersection Capacity Utilizati	on		16.6%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	•	-	←	•	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	f)		N/F		
Traffic Volume (veh/h)	17	69	55	5	1	4	
Future Volume (Veh/h)	17	69	55	5	1	4	
Sign Control		Free	Free		Stop		
Grade		0%	-1%		0%		
	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	20	81	65	6	1	5	
Pedestrians					45		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					4.0		
Percent Blockage					4		
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)		316					
pX, platoon unblocked							
vC, conflicting volume	116				234	113	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	116				234	113	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	99				100	99	
cM capacity (veh/h)	1417				716	905	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	101	71	6				
Volume Left	20	0	1				
Volume Right	0	6	5				
	1417	1700	866				
	0.01	0.04	0.01				
Queue Length 95th (ft)	1	0	1				
Control Delay (s)	1.6	0.0	9.2				
Lane LOS	A	0.0	Α.Δ				
Approach Delay (s)	1.6	0.0	9.2				
Approach LOS		0.0	A				
Intersection Summary							
Average Delay			1.2				
Intersection Capacity Utilization			21.7%	IC	ULevelo	of Service	
Analysis Period (min)			15	.0	2 23101	J. 001 1100	

To: Galleway Stri	_ 0, , , , ,						<u> </u>
	•	-	•	•	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	f)		W		
Traffic Volume (veh/h)	4	65	48	4	8	1	
Future Volume (Veh/h)	4	65	48	4	8	1	
Sign Control		Free	Free		Stop		
Grade		0%	-1%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	5	74	55	5	9	1	
Pedestrians		• •			34		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					4.0		
Percent Blockage					3		
Right turn flare (veh)					J		
		None	None				
Median type		None	NOHE				
Median storage veh)		674					
Upstream signal (ft)		671					
pX, platoon unblocked	0.4				470	00	
vC, conflicting volume	94				176	92	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	94				176	92	
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)	1458				789	939	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	79	60	10				
Volume Left	5	0	9				
Volume Right	0	5	1				
cSH	1458	1700	801				
Volume to Capacity	0.00	0.04	0.01				
Queue Length 95th (ft)	0	0	1				
Control Delay (s)	0.5	0.0	9.5				
Lane LOS	Α		Α				
Approach Delay (s)	0.5	0.0	9.5				
Approach LOS			А				
Intersection Summary							
			0.9				
	ation			IC	U Level o	of Service	A
							· ·
Average Delay Intersection Capacity Utiliz Analysis Period (min)	ation		0.9 20.1% 15	IC	U Level o	of Service	А

G. Future (2033) Conditions without Development Capacity Analysis Worksheets

1: South Dakota Ave NE & Kennedy St NE

	-	←	†	Ţ
			•	•
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	114	201	934	908
v/c Ratio	0.43	1.18	0.61	0.50
Control Delay	41.5	161.9	13.2	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.5	161.9	13.2	9.3
Queue Length 50th (ft)	65	~154	154	134
Queue Length 95th (ft)	119	#295	150	177
Internal Link Dist (ft)	467	571	219	744
Turn Bay Length (ft)				
Base Capacity (vph)	266	171	1519	1829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	1.18	0.61	0.50

Intersection Summary

Queue shown is maximum after two cycles.

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	•	→	•	•	←	•	4	†	/	/	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T>			€ 1Ъ	
Traffic Volume (vph)	56	8	47	142	24	29	72	787	48	25	804	51
Future Volume (vph)	56	8	47	142	24	29	72	787	48	25	804	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.98			0.99			0.99	
Flt Protected		0.98			0.96			1.00			1.00	
Satd. Flow (prot)		1697			1243			2860			3003	
Flt Permitted		0.81			0.70			0.79			0.91	
Satd. Flow (perm)		1403			902			2269			2730	
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)	58	8	48	146	25	30	74	811	49	26	829	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	114	0	0	201	0	0	934	0	0	908	0
Confl. Peds. (#/hr)	23	117	13	13	201	23	22	304	34	34	300	22
Heavy Vehicles (%)	2%	2%	4%	5%	2%	10%	2%	7%	6%	4%	4%	2%
Parking (#/hr)	270	270	770	0	0	0	270	1 70	070	770	770	270
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	i Giiii	8		i Giiii	4		i Giiii	6		i Giiii	2	
Permitted Phases	8	U		4	7		6	U		2	2	
Actuated Green, G (s)	U	17.0			17.0		U	65.0			65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
		266			171			1520			1829	
Lane Grp Cap (vph) v/s Ratio Prot		200			17.1			1320			1029	
v/s Ratio Prot v/s Ratio Perm		0.08			c0.22			c0.41			0.33	
v/c Ratio		0.08			1.18			0.61			0.50	
Uniform Delay, d1		35.7			40.5			9.3			8.2	
Progression Factor		1.00			1.00 123.9			1.22			1.00	
Incremental Delay, d2		5.0 40.7			164.4			1.5 12.8			1.0 9.1	
Delay (s)												
Level of Service		D			F			10.0			Α	
Approach LOC		40.7			164.4			12.8			9.1	
Approach LOS		D			F			В			Α	
Intersection Summary												
HCM 2000 Control Delay			26.9	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capac	city ratio		0.72									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utiliza	tion		83.9%		U Level o				Е			
Analysis Period (min)			15									
c Critical Lane Group												

Background (2033) Timing Plan: AM Peak

	•	•	†	<i>></i>	\	1
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥*	WDIX	†	NDIX	ODL	414
Traffic Volume (veh/h)	29	17	890	13	8	993
Future Volume (Veh/h)	29	17	890	13	8	993
Sign Control	Stop	17	Free	10	0	Free
Grade	0%		2%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	30	18	918	13	8	1024
Pedestrians	37	10	310	13	O	2
	12.0					12.0
Lane Width (ft)						4.0
Walking Speed (ft/s)	4.0					
Percent Blockage	3					0
Right turn flare (veh)			Nia			Ma:
Median type			None			None
Median storage veh)			055			000
Upstream signal (ft)	2.00	0.07	255		0.07	299
pX, platoon unblocked	0.93	0.87			0.87	
vC, conflicting volume	1490	504			968	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	140			671	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	90	98			99	
cM capacity (veh/h)	291	734			774	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	48	612	319	349	683	
Volume Left	30	0	0	8	0	
Volume Right	18	0	13	0	0	
cSH	376	1700	1700	774	1700	
Volume to Capacity	0.13	0.36	0.19	0.01	0.40	
Queue Length 95th (ft)	11	0	0	1	0	
Control Delay (s)	16.0	0.0	0.0	0.3	0.0	
Lane LOS	С			A		
Approach Delay (s)	16.0	0.0		0.1		
Approach LOS	С					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		47.4%	IC	الاعداد	of Service
	<u>Laliuii</u>			iC	O LEVEL	or oelvice
Analysis Period (min)			15			

3: South Dakota Ave NE & Ingraham St NE

	→	←	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	199	19	975	1048
v/c Ratio	0.72	0.07	0.62	0.53
Control Delay	46.1	25.3	8.8	6.2
Queue Delay	0.0	0.0	0.0	0.7
Total Delay	46.2	25.3	8.8	6.9
Queue Length 50th (ft)	102	8	50	111
Queue Length 95th (ft)	171	25	116	m126
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	381	395	1566	1994
Starvation Cap Reductn	0	0	0	67
Spillback Cap Reductn	2	0	0	564
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.05	0.62	0.73
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1}			414	
Traffic Volume (vph)	51	1	141	6	1	12	69	873	4	4	952	61
Future Volume (vph)	51	1	141	6	1	12	69	873	4	4	952	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.90			0.91			1.00			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1206			1268			2851			2974	
Flt Permitted		0.92			0.93			0.78			0.95	
Satd. Flow (perm)		1129			1197			2227			2832	
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)	53	1	145	6	1	12	71	900	4	4	981	63
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	188	0	0	18	0	0	975	0	0	1046	0
Confl. Peds. (#/hr)	14	100	35	35	10	14	35	310	33	33	1040	35
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	6%	7%	2%	2%	4%	10%
Parking (#/hr)	0	0	0	0	0	0	0 70	1 /0	2 /0	2 /0	7 70	10 70
Turn Type	Perm	NA	<u> </u>	Perm	NA	<u> </u>	Perm	NA		Perm	NA	
Protected Phases	reiiii	4		reiiii	4		reiiii	2		reiiii	2	
Permitted Phases	4	7		4	4		2	2		2	2	
Actuated Green, G (s)	4	21.6		4	21.6			68.4			68.4	
Effective Green, g (s)		23.6			23.6			70.4			70.4	
Actuated g/C Ratio		0.24			0.24			0.70			0.70	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		266			282			1567			1993	
v/s Ratio Prot		-0.47			0.00			-0.44			0.07	
v/s Ratio Perm		c0.17			0.02			c0.44			0.37	
v/c Ratio		0.71			0.06			0.62			0.52	
Uniform Delay, d1		35.0			29.6			7.8			6.9	
Progression Factor		1.00			1.00			0.80			0.64	
Incremental Delay, d2		6.9			0.0			1.1			0.8	
Delay (s)		41.9			29.7			7.3			5.3	
Level of Service		D			C			A 7.0			A	
Approach Delay (s)		41.9			29.7			7.3			5.3	
Approach LOS		D			С			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			9.6	H	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacity	ratio		0.64									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilization	n		91.5%			of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

4: South Dakota Ave NE & Garage Entrance/Hamilton St NE

	-	•	†	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	42	32	984	1144
v/c Ratio	0.21	0.15	0.81	0.98
Control Delay	38.5	36.0	16.9	44.5
Queue Delay	0.0	0.0	0.0	3.1
Total Delay	38.5	36.0	16.9	47.6
Queue Length 50th (ft)	22	16	248	387
Queue Length 95th (ft)	54	43	m228	#533
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	240	263	1219	1162
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	17
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.81	1.00
Intersection Summary				

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	—	4	1	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			414	
Traffic Volume (vph)	17	1	22	13	1	16	13	906	25	27	1052	19
Future Volume (vph)	17	1	22	13	1	16	13	906	25	27	1052	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.93			1.00			1.00	
FIt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1491			1541			2805			2778	
Flt Permitted		0.98			0.98			0.92			0.89	
Satd. Flow (perm)		1491			1541			2595			2474	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	1	23	14	1	17	14	944	26	28	1096	20
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	40	0	0	30	0	0	984	0	0	1143	0
Confl. Peds. (#/hr)	6		11	11		6	33		18	18		33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	6%	4%	2%
Parking (#/hr)				0		0					0	
Turn Type	Split	NA		Split	NA	-	Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases		_		-	-		6			2	_	
Actuated Green, G (s)		9.8			10.4			42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		175			191			1157			1103	
v/s Ratio Prot		c0.03			c0.02			1101			1100	
v/s Ratio Perm		00.00			00.02			0.38			c0.46	
v/c Ratio		0.23			0.16			0.85			1.04	
Uniform Delay, d1		40.0			39.1			24.7			27.7	
Progression Factor		1.00			1.00			0.70			0.84	
Incremental Delay, d2		0.7			0.4			0.8			35.1	
Delay (s)		40.7			39.5			18.2			58.3	
Level of Service		70.7 D			D D			В			50.5 E	
Approach Delay (s)		40.7			39.5			18.2			58.3	
Approach LOS		D			D			В			50.5 E	
Intersection Summary												
HCM 2000 Control Delay			39.8	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capacity	ratio		0.61	,,	000	_5.5.57	3					
Actuated Cycle Length (s)			100.0	Si	um of lost	time (s)			17.0			
Intersection Capacity Utilization	1		68.9%			of Service			17.0			
Analysis Period (min)			15	10	3 23701	COI VIOO						
c Critical Lane Group			10									
20												

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	258	188	1187	1194
v/c Ratio	1.05	1.01	1.05	0.86
Control Delay	110.4	108.8	59.3	26.1
Queue Delay	17.0	21.4	0.0	0.1
Total Delay	127.5	130.2	59.3	26.2
Queue Length 50th (ft)	~173	~120	~201	226
Queue Length 95th (ft)	#332	#265	#213	m236
Internal Link Dist (ft)	524	236	236	463
Turn Bay Length (ft)				
Base Capacity (vph)	245	187	1131	1388
Starvation Cap Reductn	0	0	0	6
Spillback Cap Reductn	16	12	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.13	1.07	1.05	0.86

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			€ 1}	
Traffic Volume (vph)	67	26	147	58	89	28	199	881	24	25	1000	86
Future Volume (vph)	67	26	147	58	89	28	199	881	24	25	1000	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.92			0.98			1.00			0.99	
Flt Protected		0.99			0.98			0.99			1.00	
Satd. Flow (prot)		1475			1348			2802			2903	
FIt Permitted		0.78			0.67			0.51			0.90	
Satd. Flow (perm)		1168			923			1442			2614	
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)	72	28	158	62	96	30	214	947	26	27	1075	92
RTOR Reduction (vph)	0	12	0	0	2	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	246	0	0	186	0	0	1185	0	0	1190	0
Confl. Peds. (#/hr)	32		2	2		32	26		19	19		26
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	9%	5%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)		• •	•	0	0	0	· ·				•	•
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	. 0	8		1 01111	4		5	2		1 01111	6	
Permitted Phases	8			4	•		2	_		6		
Actuated Green, G (s)	J	18.0		•	18.0		_	66.0			51.0	
Effective Green, g (s)		20.0			20.0			68.0			53.0	
Actuated g/C Ratio		0.20			0.20			0.68			0.53	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		233			184			1143			1385	
v/s Ratio Prot		200			104			c0.12			1000	
v/s Ratio Perm		c0.21			0.20			c0.12			0.46	
v/c Ratio		1.06			1.01			1.04			0.86	
Uniform Delay, d1		40.0			40.0			16.0			20.3	
Progression Factor		1.00			1.00			1.71			1.10	
Incremental Delay, d2		74.4			68.6			33.5			3.0	
Delay (s)		114.4			108.6			60.8			25.4	
Level of Service		F			F			E			C	
Approach Delay (s)		114.4			108.6			60.8			25.4	
Approach LOS		F			F			E			C	
Intersection Summary												
HCM 2000 Control Delay			53.9	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capacity	ratio		1.06									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			14.0			
Intersection Capacity Utilization	1		99.6%		CU Level	. ,)		F			
Analysis Period (min)			15									
c Critical Lane Group												

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	59	188	986	1256
v/c Ratio	0.21	0.54	0.69	0.84
Control Delay	33.4	38.2	21.1	15.3
Queue Delay	0.4	2.6	0.1	1.8
Total Delay	33.9	40.9	21.2	17.1
Queue Length 50th (ft)	30	98	235	183
Queue Length 95th (ft)	66	169	310	m210
Internal Link Dist (ft)	495	513	594	236
Turn Bay Length (ft)				
Base Capacity (vph)	279	349	1432	1500
Starvation Cap Reductn	0	0	0	120
Spillback Cap Reductn	64	79	28	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.70	0.70	0.91
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T+			4î>	
Traffic Volume (vph)	27	12	17	21	13	146	11	933	3	92	1097	16
Future Volume (vph)	27	12	17	21	13	146	11	933	3	92	1097	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			1.00			1.00	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1518			1584			2943			2972	
FIt Permitted		0.81			0.96			0.93			0.70	
Satd. Flow (perm)		1264			1536			2753			2095	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	28	12	18	22	14	152	11	972	3	96	1143	17
RTOR Reduction (vph)	0	2	0	0	12	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	176	0	0	986	0	0	1255	0
Confl. Peds. (#/hr)	4	<u> </u>	8	8		4	43		28	28		43
Heavy Vehicles (%)	10%	10%	6%	2%	10%	4%	9%	6%	2%	9%	4%	7%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0	•	•	•		· ·		· ·	•	•
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	1 01111	4		1 01111	4		1 01111	6		5	2	
Permitted Phases	4	•		4	•		6			2	_	
Actuated Green, G (s)	•	20.0		•	20.0			50.0		_	65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		278			337			1431			1508	
v/s Ratio Prot		210			301			1701			c0.10	
v/s Ratio Perm		0.05			c0.11			0.36			c0.46	
v/c Ratio		0.21			0.52			0.69			0.83	
Uniform Delay, d1		31.9			34.4			18.0			12.3	
Progression Factor		1.00			1.00			1.00			1.10	
Incremental Delay, d2		1.7			5.7			2.7			2.5	
Delay (s)		33.5			40.1			20.7			16.0	
Level of Service		C			D			C			В	
Approach Delay (s)		33.5			40.1			20.7			16.0	
Approach LOS		C			D			C			В	
Intersection Summary												
HCM 2000 Control Delay			20.1	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacit	v ratio		0.77									
Actuated Cycle Length (s)	,		100.0	Si	um of lost	time (s)			13.0			
Intersection Capacity Utilization	n		93.1%			of Service			F			
Analysis Period (min)			15						•			
c Critical Lane Group			, 0									

	→	•	•	←	4	/
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	W	
Traffic Volume (veh/h)	32	13	6	27	3	1
Future Volume (Veh/h)	32	13	6	27	3	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	38	15	7	32	4	1
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			60		98	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			60		98	52
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)			1535		891	1009
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	53	39	5			
Volume Left	0	7	4			
Volume Right	15	0	1			
cSH	1700	1535	912			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	1.3	9.0			
Lane LOS		Α	Α			
Approach Delay (s)	0.0	1.3	9.0			
Approach LOS			Α			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utiliza	ation		17.3%	IC	U Level o	f Service
Analysis Period (min)			15	,,,		2200
rangelor enea (min)			10			

Background ((2033)
Timing Plan:	AM Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	19	9	3	25	4	1	3	2	6	9	6
Future Volume (vph)	2	19	9	3	25	4	1	3	2	6	9	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	22	11	4	29	5	1	4	2	7	11	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	38	7	25								
Volume Left (vph)	2	4	1	7								
Volume Right (vph)	11	5	2	7								
Hadj (s)	-0.14	-0.02	-0.11	-0.08								
Departure Headway (s)	3.9	4.0	4.0	4.0								
Degree Utilization, x	0.04	0.04	0.01	0.03								
Capacity (veh/h)	917	892	878	883								
Control Delay (s)	7.0	7.1	7.0	7.1								
Approach Delay (s)	7.0	7.1	7.0	7.1								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.1									
Level of Service			Α									
Intersection Capacity Utilizati	on		15.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	•	→	←	4	-	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1 >		*/*	
Traffic Volume (veh/h)	9	68	174	11	1	2
Future Volume (Veh/h)	9	68	174	11	1	2
Sign Control		Free	Free		Stop	
Grade		0%	-1%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	80	205	13	1	2
Pedestrians					36	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked		0.0				
vC, conflicting volume	254				350	248
vC1, stage 1 conf vol	201					_ 10
vC2, stage 2 conf vol						
vCu, unblocked vol	254				350	248
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)	7.1				J. .	J.2
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1272				623	767
		MD 4	05.4		020	101
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	91	218	3			
Volume Left	11	0	1			
Volume Right	0	13	2			
cSH	1272	1700	712			
Volume to Capacity	0.01	0.13	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	1.0	0.0	10.1			
Lane LOS	Α		В			
Approach Delay (s)	1.0	0.0	10.1			
Approach LOS			В			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utiliz	zation		22.7%	IC	U Level o	f Service
Analysis Period (min)			15			
Analysis Penou (min)			13			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ĵ»		W	
Traffic Volume (veh/h)	5	52	160	4	1	20
Future Volume (Veh/h)	5	52	160	4	1	20
Sign Control		Free	Free		Stop	
Grade		0%	-1%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	61	188	5	1	24
Pedestrians					29	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		671				
pX, platoon unblocked						
vC, conflicting volume	222				292	220
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	222				292	220
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	97
cM capacity (veh/h)	1314				678	800
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	67	193	25			
Volume Left	6	0	1			
Volume Right	0	5	24			
cSH	1314	1700	795			
Volume to Capacity	0.00	0.11	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.7	0.0	9.7			
Lane LOS	A	0.0	A			
Approach Delay (s)	0.7	0.0	9.7			
Approach LOS	<u> </u>	0.0	A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilizati	ion		21.9%	IC	U Level c	of Service
Analysis Period (min)	1011		15	IC	O LEVEL C	n Jei vice
Alialysis Feliou (IIIIII)			10			

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	58	85	1057	1018
v/c Ratio	0.20	0.42	0.58	0.56
Control Delay	34.7	42.4	3.3	10.2
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	34.7	42.4	3.6	10.2
Queue Length 50th (ft)	30	47	18	160
Queue Length 95th (ft)	66	96	m20	212
Internal Link Dist (ft)	467	571	219	744
Turn Bay Length (ft)				
Base Capacity (vph)	297	200	1820	1814
Starvation Cap Reductn	0	0	255	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.42	0.68	0.56
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1}			414	
Traffic Volume (vph)	20	11	26	54	10	20	26	942	68	32	935	30
Future Volume (vph)	20	11	26	54	10	20	26	942	68	32	935	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.98			0.99			0.99			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.97			0.99			1.00	
Flt Protected		0.98			0.97			1.00			1.00	
Satd. Flow (prot)		1709			1265			2992			3052	
FIt Permitted /		0.89			0.80			0.91			0.89	
Satd. Flow (perm)		1553			1046			2715			2708	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	11	27	55	10	20	27	961	69	33	954	31
RTOR Reduction (vph)	0	2	0	0	2	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	56	0	0	83	0	0	1055	0	0	1017	0
Confl. Peds. (#/hr)	24	00	14	14		24	23	1000	27	27	1017	23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Parking (#/hr)	270	270	270	0	0	0	270	270	270	270	070	270
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		17.0			17.0			65.0			65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		295			198			1819			1814	
v/s Ratio Prot												
v/s Ratio Perm		0.04			c0.08			c0.39			0.38	
v/c Ratio		0.19			0.42			0.58			0.56	
Uniform Delay, d1		34.0			35.7			8.9			8.7	
Progression Factor		1.00			1.00			0.29			1.00	
Incremental Delay, d2		1.4			6.5			0.6			1.3	
Delay (s)		35.4			42.1			3.2			10.0	
Level of Service		D			D			Α			Α	
Approach Delay (s)		35.4			42.1			3.2			10.0	
Approach LOS		D			D			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			8.6	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capac	city ratio		0.53	- 11	J.II. 2000	_0.0.01	2311100		- / (
Actuated Cycle Length (s)	,		100.0	Sı	um of lost	t time (s)			12.0			
Intersection Capacity Utilizat	tion		76.6%			of Service			12.0 D			
Analysis Period (min)			15	10	.5 25401	J. OGI VIOO	·					
c Critical Lane Group												

Background (2033) Timing Plan: PM Peak

	•	4	†	/	>	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		↑ ↑			4₽
Traffic Volume (veh/h)	14	12	1025	30	12	1006
Future Volume (Veh/h)	14	12	1025	30	12	1006
Sign Control	Stop		Free			Free
Grade	0%		2%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	13	1079	32	13	1059
Pedestrians	41		3			9
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	3		0			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			255			299
pX, platoon unblocked	0.88	0.81			0.81	
vC, conflicting volume	1694	606			1152	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	754	30			708	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	98			98	
cM capacity (veh/h)	287	802			690	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	719	392	366	706	
Volume Left	15	0	0	13	0	
Volume Right	13	0	32	0	0	
cSH	409	1700	1700	690	1700	
Volume to Capacity	0.07	0.42	0.23	0.02	0.42	
Queue Length 95th (ft)	5	0	0	1	0	
Control Delay (s)	14.4	0.0	0.0	0.6	0.0	
Lane LOS	В	0.0	0.0	A	0.0	
Approach Delay (s)	14.4	0.0		0.2		
Approach LOS	В	0.0		V. <u> </u>		
Intersection Summary						
			0.3			
Average Delay Intersection Capacity Utiliz	zation		52.9%	10	III ovol	of Service
	auon			IU	U Level	or Service
Analysis Period (min)			15			

3: South Dakota Ave NE & Ingraham St NE

	→	•	†	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	220	11	1261	1045
v/c Ratio	0.75	0.04	0.89	0.52
Control Delay	47.1	23.4	26.2	7.4
Queue Delay	0.0	0.0	8.6	1.1
Total Delay	47.2	23.4	34.8	8.6
Queue Length 50th (ft)	115	5	271	117
Queue Length 95th (ft)	185	17	m219	163
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	393	403	1410	2018
Starvation Cap Reductn	0	0	136	79
Spillback Cap Reductn	3	0	0	679
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.56	0.03	0.99	0.78
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	1	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1}			414	
Traffic Volume (vph)	56	1	155	3	1	7	120	1089	2	3	940	60
Future Volume (vph)	56	1	155	3	1	7	120	1089	2	3	940	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.97			0.98			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.90			0.91			1.00			0.99	
FIt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1236			1273			2984			3040	
FIt Permitted		0.93			0.95			0.68			0.95	
Satd. Flow (perm)		1160			1223			2025			2895	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	58	1	161	3	1	7	125	1134	2	3	979	62
RTOR Reduction (vph)	0	12	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	208	0	0	10	0	0	1261	0	0	1043	0
Confl. Peds. (#/hr)	13		30	30		13	55		26	26		55
Parking (#/hr)	0	0	0	0	0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		22.3			22.3			67.7			67.7	
Effective Green, g (s)		24.3			24.3			69.7			69.7	
Actuated g/C Ratio		0.24			0.24			0.70			0.70	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		281			297			1411			2017	
v/s Ratio Prot												
v/s Ratio Perm		c0.18			0.01			c0.62			0.36	
v/c Ratio		0.74			0.03			0.89			0.52	
Uniform Delay, d1		34.9			28.9			12.2			7.2	
Progression Factor		1.00			1.00			1.78			0.78	
Incremental Delay, d2		8.5			0.0			0.9			0.8	
Delay (s)		43.4			28.9			22.6			6.4	
Level of Service		D			С			С			Α	
Approach Delay (s)		43.4			28.9			22.6			6.4	
Approach LOS		D			С			С			А	
Intersection Summary												
HCM 2000 Control Delay			17.8	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.85									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilizatio	n		100.0%		U Level o				F			
Analysis Period (min)			15									
c Critical Lane Group												

Background (2033) Timing Plan: PM Peak

	-	•	T	¥
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	29	38	1274	1162
v/c Ratio	0.15	0.18	1.14	1.19
Control Delay	36.7	36.2	101.0	119.2
Queue Delay	0.0	388.4	0.2	0.5
Total Delay	36.7	424.6	101.1	119.6
Queue Length 50th (ft)	15	19	~520	~490
Queue Length 95th (ft)	41	49	m#570	#626
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	234	257	1119	977
Starvation Cap Reductn	0	0	0	88
Spillback Cap Reductn	0	255	43	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	19.00	1.18	1.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 4: South Dakota Ave NE & Garage Entrance/Hamilton St NE

	•	-	•	•	←	•	4	†	/	/	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1Ъ			4î>	
Traffic Volume (vph)	11	1	15	7	2	28	29	1160	21	33	1032	39
Future Volume (vph)	11	1	15	7	2	28	29	1160	21	33	1032	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.90			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1457			1497			2941			2791	
FIt Permitted		0.98			0.99			0.81			0.74	
Satd. Flow (perm)		1457			1497			2383			2075	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	1	16	7	2	29	31	1221	22	35	1086	41
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	27	0	0	35	0	0	1274	0	0	1160	0
Confl. Peds. (#/hr)	7		30	30		7	90		25	25		90
Parking (#/hr)				0		0					0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases				•			6			2	_	
Actuated Green, G (s)		9.8			10.4			42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		171			185			1062			925	
v/s Ratio Prot		c0.02			c0.02			1002			020	
v/s Ratio Perm		00.02			00.02			0.53			c0.56	
v/c Ratio		0.16			0.19			1.20			1.25	
Uniform Delay, d1		39.6			39.3			27.7			27.7	
Progression Factor		1.00			1.00			1.34			0.89	
Incremental Delay, d2		0.4			0.5			93.6			122.0	
Delay (s)		40.1			39.8			130.9			146.7	
Level of Service		D			D			F			F	
Approach Delay (s)		40.1			39.8			130.9			146.7	
Approach LOS		D			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			135.8	H	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capacity	/ ratio		0.72		000	_5.5.51	3		•			
Actuated Cycle Length (s)	,		100.0	Şı	um of lost	time (s)			17.0			
Intersection Capacity Utilization	n		76.1%		CU Level				D			
Analysis Period (min)			15	,,	3 23.01							
c Critical Lane Group												

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	290	84	1240	1027
v/c Ratio	1.06	0.35	0.94	0.75
Control Delay	109.0	36.9	30.3	29.5
Queue Delay	0.0	0.0	1.5	0.4
Total Delay	109.0	36.9	31.7	29.9
Queue Length 50th (ft)	~198	44	165	373
Queue Length 95th (ft)	#364	90	#276	m315
Internal Link Dist (ft)	524	236	236	463
Turn Bay Length (ft)				
Base Capacity (vph)	274	240	1313	1366
Starvation Cap Reductn	0	0	21	67

Intersection Summary

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.

0

0

1.06

0

0

0.35

0

0

0.96

0

0

0.79

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	—	•	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			र्सीके	
Traffic Volume (vph)	119	49	117	17	32	33	126	1063	25	31	893	82
Future Volume (vph)	119	49	117	17	32	33	126	1063	25	31	893	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.96			1.00			0.99	
Flpb, ped/bikes		0.97			1.00			1.00			1.00	
Frt		0.94			0.95			1.00			0.99	
Flt Protected		0.98			0.99			0.99			1.00	
Satd. Flow (prot)		1477			1271			2890			2889	
FIt Permitted		0.84			0.88			0.62			0.87	
Satd. Flow (perm)		1265			1133			1813			2524	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	50	119	17	33	34	129	1085	26	32	911	84
RTOR Reduction (vph)	0	9	0	0	3	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	281	0	0	81	0	0	1239	0	0	1023	0
Confl. Peds. (#/hr)	51		13	13	<u> </u>	51	40	1200	22	22	.020	40
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	2%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)	• •	• •		0	0	0	•				•	•
Turn Type	Perm	NA		Perm	NA	-	custom	NA		Perm	NA	
Protected Phases	i Oiiii	8		1 01111	4		5	2		1 01111	6	
Permitted Phases	8			4	•		5	_		6		
Actuated Green, G (s)		19.0		•	19.0			65.0			52.0	
Effective Green, g (s)		21.0			21.0			67.0			54.0	
Actuated g/C Ratio		0.21			0.21			0.67			0.54	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		265			237			1322			1362	
v/s Ratio Prot		200			201			c0.09			1002	
v/s Ratio Perm		c0.22			0.07			c0.53			0.41	
v/c Ratio		1.06			0.34			0.94			0.75	
Uniform Delay, d1		39.5			33.6			14.6			17.8	
Progression Factor		1.00			1.00			1.42			1.60	
Incremental Delay, d2		72.5			3.9			10.2			0.4	
Delay (s)		112.0			37.5			31.0			28.9	
Level of Service		F			D			C			C	
Approach Delay (s)		112.0			37.5			31.0			28.9	
Approach LOS		F			D			С			C	
Intersection Summary												
HCM 2000 Control Delay			39.3	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capacity	ratio		0.99		O.III 2000	2010. 0.	0011100					
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization			105.4%		U Level				G			
Analysis Period (min)			15	10	5 20701	. OOI VIO						
c Critical Lane Group			10									
- CCarlo Group												

	→	←	†	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	40	126	1139	1054
v/c Ratio	0.13	0.37	0.76	0.84
Control Delay	32.2	33.7	23.2	18.0
Queue Delay	0.2	1.0	0.0	0.0
Total Delay	32.4	34.7	23.2	18.0
Queue Length 50th (ft)	20	62	288	109
Queue Length 95th (ft)	49	117	376	m166
Internal Link Dist (ft)	495	513	594	236
Turn Bay Length (ft)				
Base Capacity (vph)	300	344	1497	1254
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	72	81	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.48	0.76	0.84
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			र्सीके	
Traffic Volume (vph)	19	8	12	11	6	106	5	1089	11	140	869	14
Future Volume (vph)	19	8	12	11	6	106	5	1089	11	140	869	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.88			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1566			1554			3025			2957	
FIt Permitted		0.85			0.98			0.95			0.56	
Satd. Flow (perm)		1362			1528			2876			1660	
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)	20	8	12	11	6	109	5	1123	11	144	896	14
RTOR Reduction (vph)	0	1	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	39	0	0	117	0	0	1139	0	0	1054	0
Confl. Peds. (#/hr)	3		11	11		3	33	1100	28	28		33
Heavy Vehicles (%)	5%	2%	8%	2%	2%	6%	10%	3%	2%	3%	5%	2%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0	•	•	•				•	•	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			4			6		5	2	
Permitted Phases	4			4			6			2		
Actuated Green, G (s)		20.0			20.0			50.0			65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		299			336			1495			1267	
v/s Ratio Prot											c0.10	
v/s Ratio Perm		0.03			c0.08			0.40			c0.46	
v/c Ratio		0.13			0.35			0.76			0.83	
Uniform Delay, d1		31.3			33.0			19.1			12.3	
Progression Factor		1.00			1.00			1.00			1.29	
Incremental Delay, d2		0.9			2.9			3.7			4.1	
Delay (s)		32.2			35.8			22.8			19.9	
Level of Service		С			D			С			В	
Approach Delay (s)		32.2			35.8			22.8			19.9	
Approach LOS		С			D			С			В	
Intersection Summary												
HCM 2000 Control Delay			22.3	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	v ratio		0.73									
Actuated Cycle Length (s)	,		100.0	Sı	um of lost	time (s)			13.0			
Intersection Capacity Utilizatio	n		92.4%		U Level				F			
Analysis Period (min)			15									
c Critical Lane Group												

	-	•	•	•	1	_
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	¥	
Traffic Volume (veh/h)	47	2	1	40	5	1
Future Volume (Veh/h)	47	2	1	40	5	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	55	2	1	47	6	1
Pedestrians				1	15	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			72		120	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			72		120	72
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1509		864	977
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	57	48	7			
Volume Left	0	40	6			
Volume Right	2	0	1			
cSH	1700	1509	879			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	0.03	0.00	0.01			
Control Delay (s)	0.0	0.2	9.1			
Lane LOS	0.0	0.2 A	9.1 A			
Approach Delay (s)	0.0	0.2	9.1			
Approach LOS	0.0	0.2	9.1 A			
••						
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utiliza	ation		17.6%	IC	U Level c	of Service
Analysis Period (min)			15			

Ва	ackgro Timing	•	2033) PM Peak
	/	↓	1

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	26	9	1	30	4	2	6	3	4	3	2
Future Volume (vph)	3	26	9	1	30	4	2	6	3	4	3	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	31	11	1	35	5	2	7	4	5	4	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	41	13	11								
Volume Left (vph)	4	1	2	5								
Volume Right (vph)	11	5	4	2								
Hadj (s)	-0.09	-0.03	-0.12	0.02								
Departure Headway (s)	3.9	4.0	4.0	4.1								
Degree Utilization, x	0.05	0.05	0.01	0.01								
Capacity (veh/h)	910	897	875	853								
Control Delay (s)	7.1	7.1	7.0	7.2								
Approach Delay (s)	7.1	7.1	7.0	7.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.1									
Level of Service			Α									
Intersection Capacity Utiliza	ation		17.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

Background	(20	033)
Timing Plan:	PM	Peak

	•	→	←	4	-	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	1>		W	
Traffic Volume (veh/h)	4	85	69	4	8	1
Future Volume (Veh/h)	4	85	69	4	8	1
Sign Control		Free	Free		Stop	
Grade		0%	-1%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	97	78	5	9	1
Pedestrians					34	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		671				
pX, platoon unblocked						
vC, conflicting volume	117				222	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	117				222	114
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)	1430				742	911
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	102	83	10			
Volume Left	5	0	9			
Volume Right	0	5	1			
cSH	1430	1700	756			
Volume to Capacity	0.00	0.05	0.01			
Queue Length 95th (ft)	0.00	0.03	1			
Control Delay (s)	0.4	0.0	9.8			
Lane LOS	0.4 A	0.0	9.0 A			
Approach Delay (s)	0.4	0.0	9.8			
Approach LOS	0.4	0.0	9.0 A			
			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliz	zation		20.5%	IC	U Level c	f Service
Analysis Period (min)			15			
,						

H. Future (2033) Conditions with Development Capacity Analysis Worksheets	

	_	←	†	Ι
	_		'	•
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	114	201	935	911
v/c Ratio	0.43	1.18	0.62	0.50
Control Delay	41.5	161.9	13.3	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.5	161.9	13.3	9.3
Queue Length 50th (ft)	65	~154	153	135
Queue Length 95th (ft)	119	#295	151	178
Internal Link Dist (ft)	467	571	219	744
Turn Bay Length (ft)				
Base Capacity (vph)	266	171	1519	1829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	1.18	0.62	0.50

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	→	•	•	•	•	4	†	/	>	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4î>			414	
Traffic Volume (vph)	56	8	47	142	24	29	72	788	48	25	807	51
Future Volume (vph)	56	8	47	142	24	29	72	788	48	25	807	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.98			0.99			0.99	
Flt Protected		0.98			0.96			1.00			1.00	
Satd. Flow (prot)		1697			1243			2860			3004	
FIt Permitted		0.81			0.70			0.79			0.91	
Satd. Flow (perm)		1403			902			2267			2731	
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)	58	8	48	146	25	30	74	812	49	26	832	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	114	0	0	201	0	0	935	0	0	911	0
Confl. Peds. (#/hr)	23		13	13		23	22		34	34	• • • • • • • • • • • • • • • • • • • •	22
Heavy Vehicles (%)	2%	2%	4%	5%	2%	10%	2%	7%	6%	4%	4%	2%
Parking (#/hr)			.,,	0	0	0		. ,,	0,0	.,,	.,,	_,,
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		17.0			17.0			65.0			65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		266			171			1518			1829	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.22			c0.41			0.33	
v/c Ratio		0.43			1.18			0.62			0.50	
Uniform Delay, d1		35.7			40.5			9.3			8.2	
Progression Factor		1.00			1.00			1.22			1.00	
Incremental Delay, d2		5.0			123.9			1.5			1.0	
Delay (s)		40.7			164.4			12.9			9.1	
Level of Service		D			F			В			Α	
Approach Delay (s)		40.7			164.4			12.9			9.1	
Approach LOS		D			F			В			Α	
Intersection Summary												
HCM 2000 Control Delay			26.9	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capaci	ty ratio		0.72				-					
Actuated Cycle Length (s)			100.0	S	um of los	time (s)			12.0			
Intersection Capacity Utilization	on		84.0%			of Service			E			
Analysis Period (min)			15		,,,,,							
c Critical Lane Group												

HCM Unsignalized I 2: South Dakota Ave			•		ysis		Future (2033) Timing Plan: AM Peak
	•	•	†	/	>	ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	***		∱ β			4₽	
Traffic Volume (veh/h)	29	17	891	13	8	996	
Future Volume (Veh/h)	29	17	891	13	8	996	
Sign Control	Stop		Free			Free	
Grade	0%		2%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	30	18	919	13	8	1027	
Pedestrians	37					2	
Lane Width (ft)	12.0					12.0	
Walking Speed (ft/s)	4.0					4.0	
Percent Blockage	3					0	
Right turn flare (veh)							
Median type			None			None	
Median storage veh)			055			000	
Upstream signal (ft)	0.00	0.07	255		0.07	299	
pX, platoon unblocked	0.93	0.87			0.87		
vC, conflicting volume	1492	505			969		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	795	140			672		
vCu, unblocked vol	6.8	7.0			4.1		
tC, single (s)	0.0	7.0			4.1		
tC, 2 stage (s) tF (s)	3.5	3.4			2.2		
p0 queue free %	90	98			99		
cM capacity (veh/h)	291	734			773		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2		
Volume Total	48	613	319	350	685		
Volume Left	30	0	0	8	0		
Volume Right	18	0	13	0	0		
cSH	376	1700	1700	773	1700		
Volume to Capacity	0.13	0.36	0.19	0.01	0.40		
Queue Length 95th (ft)	11	0	0	1	0		
Control Delay (s)	16.0	0.0	0.0	0.3	0.0		
Lane LOS	С			Α			
Approach Delay (s)	16.0	0.0		0.1			
Approach LOS	С						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization	on		47.5%	IC	U Level	of Service	А
Analysis Period (min)			15				

	→	←	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	199	19	976	1052
v/c Ratio	0.72	0.07	0.62	0.53
Control Delay	46.1	25.3	8.8	6.2
Queue Delay	0.0	0.0	0.0	0.7
Total Delay	46.2	25.3	8.8	6.9
Queue Length 50th (ft)	102	8	50	111
Queue Length 95th (ft)	171	25	116	m127
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	381	395	1566	1994
Starvation Cap Reductn	0	0	0	65
Spillback Cap Reductn	2	0	0	564
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.05	0.62	0.74
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

	•	-	•	•	•	•	1	Ť	~	-	¥	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4Te			414	
Traffic Volume (vph)	51	1	141	6	1	12	69	874	4	4	955	61
Future Volume (vph)	51	1	141	6	1	12	69	874	4	4	955	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.90			0.91			1.00			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1206			1268			2851			2974	
FIt Permitted		0.92			0.93			0.78			0.95	
Satd. Flow (perm)		1129			1197			2225			2833	
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)	53	1	145	6	1	12	71	901	4	4	985	63
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	188	0	0	18	0	0	976	0	0	1050	0
Confl. Peds. (#/hr)	14		35	35		14	35		33	33		35
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	6%	7%	2%	2%	4%	10%
Parking (#/hr)	0	0	0	0	0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4	•		4	•		2	-		2	_	
Actuated Green, G (s)		21.6		•	21.6		_	68.4		_	68.4	
Effective Green, g (s)		23.6			23.6			70.4			70.4	
Actuated g/C Ratio		0.24			0.24			0.70			0.70	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		266			282			1566			1994	
v/s Ratio Prot		200			202			1000			1001	
v/s Ratio Perm		c0.17			0.02			c0.44			0.37	
v/c Ratio		0.71			0.06			0.62			0.53	
Uniform Delay, d1		35.0			29.6			7.8			7.0	
Progression Factor		1.00			1.00			0.80			0.64	
Incremental Delay, d2		6.9			0.0			1.1			0.8	
Delay (s)		41.9			29.7			7.4			5.3	
Level of Service		D			C			Α			A	
Approach Delay (s)		41.9			29.7			7.4			5.3	
Approach LOS		D			C			Α			A	
Intersection Summary												
HCM 2000 Control Delay			9.6	H	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacity	y ratio		0.64									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilizatio	n		91.6%		U Level o				F			
Analysis Period (min)			15									
c Critical Lane Group												

	-	•	†	ţ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	42	33	987	1146
v/c Ratio	0.21	0.15	0.81	0.99
Control Delay	38.5	36.1	17.1	45.0
Queue Delay	0.0	0.0	0.0	4.1
Total Delay	38.5	36.1	17.1	49.2
Queue Length 50th (ft)	22	17	250	388
Queue Length 95th (ft)	54	45	m226	#535
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	240	264	1218	1161
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	21
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.81	1.01
Intersection Cummery				

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis 4: South Dakota Ave NE & Garage Entrance/Hamilton St NE Future (2033) Timing Plan: AM Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			€ 1₽	
Traffic Volume (vph)	17	1	22	14	1	16	13	907	27	27	1054	19
Future Volume (vph)	17	1	22	14	1	16	13	907	27	27	1054	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.93			1.00			1.00	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1491			1544			2804			2778	
Flt Permitted		0.98			0.98			0.92			0.89	
Satd. Flow (perm)		1491			1544			2592			2471	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	1	23	15	1	17	14	945	28	28	1098	20
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	40	0	0	31	0	0	987	0	0	1145	0
Confl. Peds. (#/hr)	6		11	11	01	6	33	001	18	18	1110	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	6%	4%	2%
Parking (#/hr)	270	270	270	0	270	0	270	1 70	270	070	0	270
Turn Type	Split	NA		Split	NA	<u> </u>	Perm	NA		Perm	NA	
Protected Phases	3	3		4	4		1 Cilli	6		1 Cilli	2	
Permitted Phases	U	U		т.	-		6	U		2	_	
Actuated Green, G (s)		9.8			10.4		- U	42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		175			191			1156			1102	
v/s Ratio Prot		c0.03			c0.02			1130			1102	
v/s Ratio Perm		60.03			00.02			0.38			c0.46	
v/c Ratio		0.23			0.16			0.85			1.04	
Uniform Delay, d1		40.0			39.2			24.8			27.7	
Progression Factor		1.00			1.00			0.71			0.84	
Incremental Delay, d2		0.7			0.4			0.71			35.9	
Delay (s)		40.7			39.6			18.3			59.1	
Level of Service		40.7 D			39.0 D			10.3 B			59.1 E	
Approach Delay (s)		40.7			39.6			18.3			59.1	
Approach LOS		40.7 D			55.0 D			10.3 B			55.1 E	
Intersection Summary											_	
HCM 2000 Control Delay			40.2	H	CM 2000	l evel of S	Service		D			
HCM 2000 Volume to Capacity	ratio		0.62	1 1	CIVI 2000	-C V G1 G1 C	JOI VIOC		U			
Actuated Cycle Length (s)	iano		100.0	Q.	um of lost	time (e)			17.0			
Intersection Capacity Utilization	1		69.0%		U Level o				17.0 C			
Analysis Period (min)			15	10	O LEVEL	JI OCI VICE						
c Critical Lane Group			10									

	-	←	Ť	1
ane Group	EBT	WBT	NBT	S
ana Craun Flaur (veh)	262	101	1106	11

Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	262	194	1196	1197	
v/c Ratio	1.07	1.07	1.06	0.87	
Control Delay	115.0	125.2	62.3	26.4	
Queue Delay	11.8	12.8	0.0	0.1	
Total Delay	126.8	138.0	62.3	26.5	
Queue Length 50th (ft)	~178	~136	~210	227	
Queue Length 95th (ft)	#338	#277	#216	m236	
Internal Link Dist (ft)	524	236	236	463	
Turn Bay Length (ft)					
Base Capacity (vph)	245	182	1130	1379	
Starvation Cap Reductn	0	0	0	5	
Spillback Cap Reductn	18	13	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	1.15	1.15	1.06	0.87	

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.

 # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	<	←	•	4	†	/	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			€ 1}	
Traffic Volume (vph)	68	29	147	61	90	29	199	882	32	27	1001	86
Future Volume (vph)	68	29	147	61	90	29	199	882	32	27	1001	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.92			0.98			1.00			0.99	
Flt Protected		0.99			0.98			0.99			1.00	
Satd. Flow (prot)		1478			1347			2799			2903	
Flt Permitted		0.78			0.66			0.51			0.89	
Satd. Flow (perm)		1167			899			1440			2596	
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)	73	31	158	66	97	31	214	948	34	29	1076	92
RTOR Reduction (vph)	0	12	0	0	2	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	250	0	0	192	0	0	1194	0	0	1193	0
Confl. Peds. (#/hr)	32		2	2		32	26		19	19		26
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	9%	5%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)				0	0	0						
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		5	2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		18.0			18.0			66.0			51.0	
Effective Green, g (s)		20.0			20.0			68.0			53.0	
Actuated g/C Ratio		0.20			0.20			0.68			0.53	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		233			179			1142			1375	
v/s Ratio Prot								c0.13				
v/s Ratio Perm		c0.21			0.21			c0.59			0.46	
v/c Ratio		1.07			1.07			1.05			0.87	
Uniform Delay, d1		40.0			40.0			16.0			20.4	
Progression Factor		1.00			1.00			1.71			1.10	
Incremental Delay, d2		79.7			87.2			36.2			3.2	
Delay (s)		119.7			127.2			63.5			25.8	
Level of Service		F			F			E			С	
Approach Delay (s)		119.7			127.2			63.5			25.8	
Approach LOS		F			F			Е			С	
Intersection Summary												
HCM 2000 Control Delay			57.2	H	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capacity	/ ratio		1.07									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization	n		100.1%		U Level o		•		G			
Analysis Period (min)			15									
c Critical Lane Group												

Future (2033)
Timing Plan: AM Peak

	-	←	†	
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	59	189	995	1260
v/c Ratio	0.21	0.54	0.69	0.84
Control Delay	33.5	38.3	21.3	15.2
Queue Delay	0.5	3.2	0.1	2.0
Total Delay	33.9	41.6	21.4	17.2
Queue Length 50th (ft)	30	99	238	184
Queue Length 95th (ft)	66	171	315	m211
Internal Link Dist (ft)	495	513	594	236
Turn Bay Length (ft)				
Base Capacity (vph)	279	349	1432	1497
Starvation Cap Reductn	0	0	0	120
Spillback Cap Reductn	70	86	30	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.72	0.71	0.92
Intersection Summary	Classic			

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Int 6: South Dakota Av			•	•	S						iture (2 g Plan: Al	
	۶	→	•	•	←	4	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			414	
Traffic Volume (vph)	27	12	17	21	13	147	11	942	3	92	1101	16
Future Volume (vph)	27	12	17	21	13	147	11	942	3	92	1101	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			1.00			1.00	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1518			1584			2943			2972	
FIt Permitted		0.81			0.96			0.94			0.70	
Satd. Flow (perm)		1262			1536			2753			2088	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	28	12	18	22	14	153	11	981	3	96	1147	17
RTOR Reduction (vph)	0	2	0	0	12	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	177	0	0	995	0	0	1259	0
Confl. Peds. (#/hr)	4	01	8	8	111	4	43	330	28	28	1200	43
Heavy Vehicles (%)	10%	10%	6%	2%	10%	4%	9%	6%	2%	9%	4%	7%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0	•	•	•	U	U	U	· ·	•	U
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	r c iiii	4		r c iiii	4		r C illi	6		рит-рі 5	2	
Permitted Phases	4	7		4	7		6	U		2		
Actuated Green, G (s)	7	20.0		7	20.0		U	50.0			65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		277			337			1431			1505	
v/s Ratio Prot		0.05			-0.10			0.26			c0.10	
v/s Ratio Perm		0.05			c0.12			0.36			c0.46	
v/c Ratio		0.21			0.53			0.70			0.84	
Uniform Delay, d1		31.9			34.4			18.0			12.4	
Progression Factor		1.00			1.00			1.00			1.09	
Incremental Delay, d2		1.7			5.8			2.8			2.4	
Delay (s)		33.6			40.2			20.9			15.9	
Level of Service		C			D			C			B	
Approach Delay (s)		33.6			40.2			20.9			15.9	
Approach LOS		С			D			С			В	
Intersection Summary												
HCM 2000 Control Delay			20.1	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capac	city ratio		0.78									
Actuated Cycle Length (s)			100.0		um of lost				13.0			
Intersection Capacity Utiliza	tion		93.5%	IC	U Level o	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Synchro 11 Report Page 11 UDC Lamond-Riggs CMP GS

	→	•	•	+	•	<u> </u>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			4	¥#	
Traffic Volume (veh/h)	32	15	6	27	4	1
Future Volume (Veh/h)	32	15	6	27	4	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	38	18	7	32	5	1
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			63		100	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			63		100	54
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)			1531		889	1007
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	56	39	6			
Volume Left	0	7	5			
Volume Right	18	0	1			
cSH	1700	1531	907			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	1.3	9.0			
Lane LOS		Α	Α			
Approach Delay (s)	0.0	1.3	9.0			
Approach LOS			Α			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			17.3%	IC	U Level c	f Service
Analysis Period (min)			15			

	ized Intersection Capacity Analysis graham St NE & Hamilton St NE								Future (2033) Timing Plan: AM Peak			
	٠	→	\rightarrow	•	←	•	~	†	/	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	19	9	4	25	4	1	3	2	6	9	6
Future Volume (vph)	2	19	9	4	25	4	1	3	2	6	9	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	22	11	5	29	5	1	4	2	7	11	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	39	7	25								
Volume Left (vph)	2	5	1	7								
Volume Right (vph)	11	5	2	7								
Hadj (s)	-0.14	-0.02	-0.11	-0.08								
Departure Headway (s)	3.9	4.0	4.0	4.0								
Degree Utilization, x	0.04	0.04	0.01	0.03								
Capacity (veh/h)	917	891	877	883								
Control Delay (s)	7.0	7.2	7.0	7.1								
Approach Delay (s)	7.0	7.2	7.0	7.1								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.1									
Level of Service			Α									
Intersection Capacity Utiliza	tion		15.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	۶	→	+	•	\	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	7>	11511	¥	UDIT
Traffic Volume (veh/h)	22	68	174	12	2	7
Future Volume (Veh/h)	22	68	174	12	2	7
Sign Control		Free	Free	1.5	Stop	, ,
Grade		0%	-1%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	26	80	205	14	2	8
Pedestrians		- 00	200		36	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)		140110	140110			
Upstream signal (ft)		316				
pX, platoon unblocked		010				
vC, conflicting volume	255				380	248
vC1, stage 1 conf vol	200				000	2.0
vC2, stage 2 conf vol						
vCu, unblocked vol	255				380	248
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					• • •	V. =
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	99
cM capacity (veh/h)	1271				591	767
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	106 26	219	10 2			
Volume Left		0				
Volume Right	1071	14	8			
cSH	1271	1700	724			
Volume to Capacity	0.02	0.13	0.01			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	2.1	0.0	10.0			
Lane LOS	Α	0.0	B			
Approach Delay (s)	2.1	0.0	10.0			
Approach LOS			В			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utiliza	ation		31.3%	IC	U Level o	of Service
Analysis Period (min)			15			

To: Galleway Strike	_ 0	<u> </u>					<u> </u>
	•	-	←	•	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	f)		**		
Traffic Volume (veh/h)	5	52	161	4	1	20	
Future Volume (Veh/h)	5	52	161	4	1	20	
Sign Control		Free	Free	•	Stop		
Grade		0%	-1%		0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	6	61	189	5	1	24	
Pedestrians	U	U I	103	J	29	27	
Lane Width (ft)					12.0		
. ,					4.0		
Walking Speed (ft/s)							
Percent Blockage					2		
Right turn flare (veh)		N.	N.				
Median type		None	None				
Median storage veh)							
Upstream signal (ft)		671					
pX, platoon unblocked							
vC, conflicting volume	223				294	220	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	223				294	220	
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	97	
cM capacity (veh/h)	1313				677	799	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	67	194	25				
Volume Left	6	0	1				
Volume Right	0	5	24				
cSH	1313	1700	794				
Volume to Capacity	0.00	0.11	0.03				
Queue Length 95th (ft)	0	0	2				
Control Delay (s)	0.7	0.0	9.7				
Lane LOS	Α		Α				
Approach Delay (s)	0.7	0.0	9.7				
Approach LOS			Α				
Intersection Summary							
Average Delay 1.0							
			22.0%	IC	U Level o	of Service	A
Analysis Period (min)			15				
,							

1: South Dakota Av	e NE &	Kenne	edy St	Timing Plan: PM Pea	
	→	←	†	Ţ	
Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	58	85	1060	1023	
v/c Ratio	0.20	0.42	0.58	0.56	
Control Delay	34.7	42.4	3.2	10.2	
Queue Delay	0.0	0.0	0.3	0.0	
Total Delay	34.7	42.4	3.5	10.2	
Queue Length 50th (ft)	30	47	18	161	
Queue Length 95th (ft)	66	96	m20	214	
Internal Link Dist (ft)	467	571	219	744	
Turn Bay Length (ft)					
Base Capacity (vph)	297	200	1820	1814	
Starvation Cap Reductn	0	0	255	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.20	0.42	0.68	0.56	

Future (2033)

Intersection Summary m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized In 1: South Dakota Av			•	•	S						iture (2 g Plan: Pl	
	۶	→	•	√	←	•	•	†	~	>	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T>			413-	
Traffic Volume (vph)	20	11	26	54	10	20	26	945	68	32	940	30
Future Volume (vph)	20	11	26	54	10	20	26	945	68	32	940	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.98			0.99			0.99			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.97			0.99			1.00	
Flt Protected		0.98			0.97			1.00			1.00	
Satd. Flow (prot)		1709			1265			2993			3052	
Flt Permitted		0.89			0.80			0.91			0.89	
Satd. Flow (perm)		1553			1046			2715			2708	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	11	27	55	10	20	27	964	69	33	959	31
RTOR Reduction (vph)	0	2	0	0	2	0	0	2	09	0	1	
Lane Group Flow (vph)	0	56	0	0	83	0	0	1058	0	0	1022	0
Confl. Peds. (#/hr)	24	50	14	14	03	24	23	1036	27	27	1022	23
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Heavy Vehicles (%)	Z 70	Z 70	Z 70	0	0	0	Z 70	Z 70	Z 70	Z 7/0	370	∠ 70
Parking (#/hr)		N 1 A				U		NIA.			NIA.	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8	47.0		4	47.0		6	05.0		2	05.0	
Actuated Green, G (s)		17.0			17.0			65.0			65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		295			198			1819			1814	
v/s Ratio Prot												
v/s Ratio Perm		0.04			c0.08			c0.39			0.38	
v/c Ratio		0.19			0.42			0.58			0.56	
Uniform Delay, d1		34.0			35.7			8.9			8.7	
Progression Factor		1.00			1.00			0.29			1.00	
Incremental Delay, d2		1.4			6.5			0.6			1.3	
Delay (s)		35.4			42.1			3.2			10.0	
Level of Service		D			D			Α			В	
Approach Delay (s)		35.4			42.1			3.2			10.0	
Approach LOS		D			D			Α			В	

Intersection Summary				
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	А	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	76.7%	ICU Level of Service	D	
Analysis Period (min)	15			
0.10.11				

c Critical Lane Group

3: South Dakota Av	<u>re NE &</u>	Ingra	ham St	: NE	Timing Plan: PM Peal
	-	←	†	ļ	
Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	220	11	1265	1050	
v/c Ratio	0.75	0.04	0.90	0.52	
Control Delay	47.1	23.4	26.3	7.4	
Queue Delay	0.0	0.0	9.2	1.2	
Total Delay	47.2	23.4	35.5	8.7	
Queue Length 50th (ft)	115	5	273	118	
Queue Length 95th (ft)	185	17	m218	163	
Internal Link Dist (ft)	356	884	229	175	
Turn Bay Length (ft)					
Base Capacity (vph)	393	403	1407	2018	
Starvation Cap Reductn	0	0	134	79	
Spillback Cap Reductn	3	0	0	690	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.56	0.03	0.99	0.79	

Intersection Summary

UDC Lamond-Riggs CMP GS Synchro 11 Report

Page 4

Future (2033)

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	•	4	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4î>			414	
Traffic Volume (vph)	56	1	155	3	1	7	120	1092	2	3	945	60
Future Volume (vph)	56	1	155	3	1	7	120	1092	2	3	945	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.97			0.98			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.90			0.91			1.00			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1236			1273			2984			3040	
FIt Permitted		0.93			0.95			0.67			0.95	
Satd. Flow (perm)		1160			1223			2022			2896	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	58	1	161	3	1	7	125	1138	2	3	984	62
RTOR Reduction (vph)	0	12	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	208	0	0	10	0	0	1265	0	0	1048	0
Confl. Peds. (#/hr)	13	200	30	30		13	55	1200	26	26	1010	55
Parking (#/hr)	0	0	0	0	0	0	00		20	20		00
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 01111	4		1 01111	4		1 01111	2		1 01111	2	
Permitted Phases	4	•		4			2	_		2	_	
Actuated Green, G (s)		22.3			22.3			67.7			67.7	
Effective Green, g (s)		24.3			24.3			69.7			69.7	
Actuated g/C Ratio		0.24			0.24			0.70			0.70	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		281			297			1409			2018	
v/s Ratio Prot		201			201			1 100			2010	
v/s Ratio Perm		c0.18			0.01			c0.63			0.36	
v/c Ratio		0.74			0.03			0.90			0.52	
Uniform Delay, d1		34.9			28.9			12.3			7.2	
Progression Factor		1.00			1.00			1.77			0.78	
Incremental Delay, d2		8.5			0.0			1.0			0.8	
Delay (s)		43.4			28.9			22.8			6.4	
Level of Service		D			C			C			A	
Approach Delay (s)		43.4			28.9			22.8			6.4	
Approach LOS		D			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			17.8	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacit	ty ratio		0.85		000	_0.5/ 0/ (2					
Actuated Cycle Length (s)	.,		100.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilization	on		100.2%			of Service			G			
Analysis Period (min)			15	10	2 20101							
c Critical Lane Group												

4: South Dakota Ave NE & Garage Entrance/Hamilton St NE

→	•	T	¥
EBT	WBT	NBT	SBT
29	44	1281	1168
0.15	0.21	1.15	1.21
36.7	37.0	104.8	126.9
0.0	388.4	0.2	0.5
36.7	425.4	105.0	127.4
15	23	~525	~497
41	54	m#556	#635
251	135	463	229
234	259	1115	967
0	0	0	87
0	257	47	0
0	0	0	0
0.12	22.00	1.20	1.33
	29 0.15 36.7 0.0 36.7 15 41 251 234 0 0	29 44 0.15 0.21 36.7 37.0 0.0 388.4 36.7 425.4 15 23 41 54 251 135 234 259 0 0 0 257 0 0	29 44 1281 0.15 0.21 1.15 36.7 37.0 104.8 0.0 388.4 0.2 36.7 425.4 105.0 15 23 ~525 41 54 m#556 251 135 463 234 259 1115 0 0 0 0 257 47 0 0 0

Future (2033)

Timing Plan: PM Peak

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	1	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			4î.	
Traffic Volume (vph)	11	1	15	10	2	29	29	1163	25	34	1036	39
Future Volume (vph)	11	1	15	10	2	29	29	1163	25	34	1036	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.90			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1457			1508			2938			2791	
Flt Permitted		0.98			0.99			0.81			0.73	
Satd. Flow (perm)		1457			1508			2374			2055	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	1	16	11	2	31	31	1224	26	36	1091	41
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	27	0	0	41	0	0	1281	0	0	1166	0
Confl. Peds. (#/hr)	7		30	30		7	90		25	25		90
Parking (#/hr)	•			0		0					0	
Turn Type	Split	NA		Split	NA	-	Perm	NA		Perm	NA	
Protected Phases	3	3		4	4		1 01111	6		1 01111	2	
Permitted Phases				•			6	•		2	_	
Actuated Green, G (s)		9.8			10.4			42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		171			186			1058			916	
v/s Ratio Prot		c0.02			c0.03			1000			010	
v/s Ratio Perm		00.02			00.00			0.54			c0.57	
v/c Ratio		0.16			0.22			1.21			1.27	
Uniform Delay, d1		39.6			39.5			27.7			27.7	
Progression Factor		1.00			1.00			1.34			0.89	
Incremental Delay, d2		0.4			0.6			98.1			130.2	
Delay (s)		40.1			40.1			135.4			154.9	
Level of Service		D			D			F			F	
Approach Delay (s)		40.1			40.1			135.4			154.9	
Approach LOS		D			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			141.6	H	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capacity I	atio		0.74									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			17.0			
Intersection Capacity Utilization			77.1%		U Level o				D			
Analysis Period (min)			15									
c Critical Lane Group												

5: South Dakota Ave NE & Galloway St NE

	-	•	Ť	¥
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	297	103	1259	1034
v/c Ratio	1.10	0.46	0.96	0.77
Control Delay	123.0	41.0	33.3	30.0
Queue Delay	0.0	0.0	2.1	0.3
Total Delay	123.0	41.0	35.3	30.3
Queue Length 50th (ft)	~211	56	173	375
Queue Length 95th (ft)	#379	110	#294	m313
Internal Link Dist (ft)	524	236	236	463
Turn Bay Length (ft)				
Base Capacity (vph)	269	223	1307	1343
Starvation Cap Reductn	0	0	20	45
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.10	0.46	0.98	0.80

Future (2033) Timing Plan: PM Peak

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	•	•	†	<i>></i>	\	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4Te			413-	
Traffic Volume (vph)	120	55	117	28	36	36	126	1066	41	35	895	83
Future Volume (vph)	120	55	117	28	36	36	126	1066	41	35	895	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.97			1.00			0.99	
Flpb, ped/bikes		0.97			1.00			1.00			1.00	
Frt		0.95			0.95			0.99			0.99	
Flt Protected		0.98			0.99			0.99			1.00	
Satd. Flow (prot)		1485			1279			2882			2889	
Flt Permitted		0.82			0.81			0.62			0.86	
Satd. Flow (perm)		1239			1047			1806			2481	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	56	119	29	37	37	129	1088	42	36	913	85
RTOR Reduction (vph)	0	9	0	0	3	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	288	0	0	100	0	0	1258	0	0	1030	0
Confl. Peds. (#/hr)	51		13	13		51	40		22	22		40
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	2%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)	• •	• • •	• •	0	0	0				•		
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases	. 0	8		1 01111	4		5	2		1 01111	6	
Permitted Phases	8			4			5			6		
Actuated Green, G (s)		19.0		•	19.0			65.0		· ·	52.0	
Effective Green, g (s)		21.0			21.0			67.0			54.0	
Actuated g/C Ratio		0.21			0.21			0.67			0.54	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		260			219			1317			1339	
v/s Ratio Prot		200			210			c0.10			1003	
v/s Ratio Perm		c0.23			0.10			c0.54			0.42	
v/c Ratio		1.11			0.46			0.95			0.77	
Uniform Delay, d1		39.5			34.5			15.1			18.1	
Progression Factor		1.00			1.00			1.43			1.60	
Incremental Delay, d2		88.2			6.7			12.1			0.4	
Delay (s)		127.7			41.2			33.8			29.3	
Level of Service		F			D			C			C	
Approach Delay (s)		127.7			41.2			33.8			29.3	
Approach LOS		F			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			42.7	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capacity	ratio		1.01			12.0.01	2					
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization	1		106.7%		U Level o				G			
Analysis Period (min)			15		J =5107 C							
c Critical Lane Group			10									

Queues 6: South Dakota Av	ve NE &	Gallat	tin St N	ΝE	Future (2033) Timing Plan: PM Peak
	→	←	†	↓	
Lane Group	EBT	WBT	NBT	SBT	
Lane Group Flow (vph)	40	128	1157	1067	
v/c Ratio	0.13	0.37	0.77	0.86	
Control Delay	32.2	33.9	23.7	18.2	
Queue Delay	0.3	1.2	0.0	0.0	
Total Delay	32.5	35.1	23.7	18.2	
Queue Length 50th (ft)	20	63	296	115	
Queue Length 95th (ft)	49	119	386	m172	
Internal Link Dist (ft)	495	513	594	236	

Intersection Summary

Turn Bay Length (ft) Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

299

0

80

0

0.18

344

0

91

0

0.51

1497

0

0

0

0.77

1247

0

0

0

0.86

m Volume for 95th percentile queue is metered by upstream signal.

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	•	-	•	•	•	•	1	†		-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			4T+	
Traffic Volume (vph)	19	8	12	11	6	108	5	1107	11	141	881	14
Future Volume (vph)	19	8	12	11	6	108	5	1107	11	141	881	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.88			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1566			1554			3025			2957	
Flt Permitted		0.85			0.98			0.95			0.55	
Satd. Flow (perm)		1361			1528			2876			1647	
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)	20	8	12	11	6	111	5	1141	11	145	908	14
RTOR Reduction (vph)	0	1	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	39	0	0	119	0	0	1157	0	0	1067	0
Confl. Peds. (#/hr)	3		11	11		3	33		28	28		33
Heavy Vehicles (%)	5%	2%	8%	2%	2%	6%	10%	3%	2%	3%	5%	2%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0									
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	. •	4			4			6		5	2	
Permitted Phases	4			4	-		6			2	_	
Actuated Green, G (s)	•	20.0		•	20.0			50.0		_	65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		299			336			1495			1260	
v/s Ratio Prot		200			000			1100			c0.10	
v/s Ratio Perm		0.03			c0.08			0.40			c0.47	
v/c Ratio		0.13			0.36			0.77			0.85	
Uniform Delay, d1		31.3			33.0			19.3			12.6	
Progression Factor		1.00			1.00			1.00			1.25	
Incremental Delay, d2		0.9			2.9			4.0			4.3	
Delay (s)		32.2			35.9			23.2			20.1	
Level of Service		C			D			C			C	
Approach Delay (s)		32.2			35.9			23.2			20.1	
Approach LOS		C			D			C			C	
Intersection Summary					_							
HCM 2000 Control Delay			22.7	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capa	city ratio		0.74	11	JIVI 2000	_0 VOI OI (JOI 1100		U			
Actuated Cycle Length (s)	only rano		100.0	Q	um of lost	time (s)			13.0			
Intersection Capacity Utiliza	tion		93.4%			of Service			F			
Analysis Period (min)	iu OII		15	- IC	O LGVGI (JI OCI VICE						
c Critical Lane Group			10									

	→	•	•	+	1	<i>></i>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f >			4	W	
Traffic Volume (veh/h)	47	7	1	40	8	1
Future Volume (Veh/h)	47	7	1	40	8	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	55	8	1	47	9	1
Pedestrians				1	15	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			78		123	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		123	75
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)			1501		861	973
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	63	48	10			
Volume Left	0	1	9			
Volume Right	8	0	1			
cSH	1700	1501	871			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.2	9.2			
Lane LOS		A	Α			
Approach Delay (s)	0.0	0.2	9.2			
Approach LOS			Α			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utiliza	ation		17.6%	IC	U Level c	f Service
Analysis Period (min)			15			22.7.00
raidy old i oliou (illiii)			10			

	۶	→	•	√	←	4	•	†	<i>></i>	/	+	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	26	9	2	30	4	2	6	4	4	3	2
Future Volume (vph)	3	26	9	2	30	4	2	6	4	4	3	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	31	11	2	35	5	2	7	5	5	4	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	42	14	11								
Volume Left (vph)	4	2	2	5								
Volume Right (vph)	11	5	5	2								
Hadj (s)	-0.09	-0.03	-0.15	0.02								
Departure Headway (s)	3.9	4.0	3.9	4.1								
Degree Utilization, x	0.05	0.05	0.02	0.01								
Capacity (veh/h)	909	895	881	852								
Control Delay (s)	7.1	7.2	7.0	7.2								
Approach Delay (s)	7.1	7.2	7.0	7.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.1									
Level of Service			Α									
Intersection Capacity Utiliza	tion		16.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Movement EBL EBT WBT WBR SBL SBR	HCM Unsignalized 9: Galloway St NE				y Anal	ysis		Future (2033) Timing Plan: PM Peak
Lane Configurations		•	-	←	•	\	✓	
Traffic Volume (vehrh)	Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Volume (Veh/h) 46 90 77 8 2 22 Fiture Volume (Veh/h) 46 90 77 8 2 22 Sign Control Free Free Stop Grade 0 0% 1-1% 0% Peak Hour Factor 0.85 0.85 0.85 0.85 0.85 Hourly flow rate (vph) 54 106 91 9 2 26 Pedestrians 45 Lane Width (ft) 12.0 Walking Speed (ft/s) 4.0 Percent Blockage 4 Right turn fliare (veh) Median storage veh) Upstream signal (ft) 316 pX, platon unblocked vC2, conflicting volume 145 354 140 VC2, stage 2 cont vol vC2, stage 2 cont vol vC2, stage (S) 4.1 C, c. single (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 4.1 6.4 6.2 C, 2 stage (s) 6.4 6.2 C, 2 stage (s) 7 6.4 6.2 C, 2 stage (s) 7 7 8 2 2 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8	Lane Configurations		ર્ન	£		N/F		
Sign Control Free Grade Free Own Fre	Traffic Volume (veh/h)	46	90		8	2	22	
Grade 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85	Future Volume (Veh/h)	46	90	77	8	2	22	
Peak Hour Factor 0.85 0.	Sign Control		Free	Free		Stop		
Hourly flow rate (vph) 54 106 91 9 2 26	Grade		0%	-1%		0%		
Pedestrians	Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Lane Width (ft) 12.0 Walking Speed (ft/s) 4.0 Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) 316 pX, platoon unblocked vC, conflicting volume 145 354 140 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, stage 1 conf vol vC5, stage 1 conf vol vC6, stage 1 conf vol vC7, stage 2 conf vol vC8, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 3 conf vol vC9, stage 4, 1 6, 4 6, 2 Stage 1 conf vol vC9, stage 5 conf vol vC9, stage 6 sol stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 1 conf vol vC9, stage 2 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 1 conf vol vC1, stage 2 conf vol vC2, stage 2 conf vol vC1, stage 2 conf vol vC1, stage 2 conf vol	Hourly flow rate (vph)	54	106	91	9		26	
Walking Speed (ft/s) 4.0 Percent Blockage 4 Right turn flare (veh) None Median storage veh) Upstream signal (ft) Dy, platoon unblocked vC, conflicting volume 145 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage (s) 54 F(s) 4.1 6.4 6.2 C, 2 stage (s) 5 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach LOS A </td <td>Pedestrians</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Pedestrians							
Percent Blockage 4 Right turn flare (veh) None Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked VC2, conflicting volume vC1, stage 1 conf vol VC2, stage 2 conf vol vC2, stage 2 conf vol VC2, stage 2 conf vol vC1, unblocked vol 145 354 140 VC2, stage (s) 4,1 6,4 6,2 IC, 2 stage (s) 2,2 3,5 3,3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A								
Right turn flare (veh) Median type	• , ,					4.0		
Median type None None Median storage veh) Upstream signal (fit) 316 pX, platoon unblocked vC, conflicting volume 145 354 140 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, unblocked vol 145 354 140 vC1, single (s) 4.1 6.4 6.2 7.2 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 <						4		
Median storage veh) Upstream signal (ft) 316 pX, platoon unblocked vC, conflicting volume 145 354 140 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 145 354 140 vCu, unblocked vol 4.1 6.4 6.2 7.2 <t< td=""><td>• ,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	• ,							
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 145 354 140 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 145 354 140 tC5, single (s) 4.1 6.4 6.2 tC7, 2 stage (s) tF (s) 2.2 3.5 3.3 pp queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach LOS A A Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A			None	None				
pX, platoon unblocked vC, conflicting volume								
vC, conflicting volume 145 354 140 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 145 354 140 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) 5 5 5 tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A A Intersection Summary Average Delay 2.5 Intersect			316					
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 145 354 140 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (fit) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay Intersection Capacity Utilization 24.8% ICU Level of Service A								
vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % p6 100 p7 cM capacity (veh/h) p1 383 p0 queue free # FB 1 WB 1 SB 1 Folume Total Folume Tota		145				354	140	
vCu, unblocked vol 145 354 140 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A								
tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay Lers A S A A A A A A A A A A A A A A A A A A								
tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay Intersection Capacity Utilization 24.8% ICU Level of Service A								
tF (s) 2.2 3.5 3.3 p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A		4.1				6.4	6.2	
p0 queue free % 96 100 97 cM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay A ICU Level of Service A								
CM capacity (veh/h) 1383 595 873 Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A								
Direction, Lane # EB 1 WB 1 SB 1 Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A								
Volume Total 160 100 28 Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	cM capacity (veh/h)	1383				595	873	
Volume Left 54 0 2 Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Direction, Lane #	EB 1	WB 1	SB 1				
Volume Right 0 9 26 cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Volume Total	160	100	28				
cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Volume Left	54	0	2				
cSH 1383 1700 845 Volume to Capacity 0.04 0.06 0.03 Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Volume Right	0	9	26				
Queue Length 95th (ft) 3 0 3 Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A		1383	1700	845				
Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Volume to Capacity	0.04	0.06	0.03				
Control Delay (s) 2.8 0.0 9.4 Lane LOS A A Approach Delay (s) 2.8 0.0 9.4 Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A		3	0					
Approach Delay (s) Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Control Delay (s)	2.8	0.0	9.4				
Approach LOS A Intersection Summary Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Lane LOS	А		Α				
Intersection Summary Average Delay Intersection Capacity Utilization 24.8% ICU Level of Service A	Approach Delay (s)	2.8	0.0	9.4				
Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Approach LOS			Α				
Average Delay 2.5 Intersection Capacity Utilization 24.8% ICU Level of Service A	Intersection Summary							
Intersection Capacity Utilization 24.8% ICU Level of Service A				2.5				
		ition			IC	U Level c	of Service	A
	Analysis Period (min)			15				

HCM Unsignalized l 10: Galloway St NE			apacit	y Anal <u>y</u>	ysis		Future (2033) Timing Plan: PM Peak
	۶	→	←	•	\	✓	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	î,		N/F		
Traffic Volume (veh/h)	5	86	70	4	8	1	
Future Volume (Veh/h)	5	86	70	4	8	1	
Sign Control		Free	Free		Stop		
Grade		0%	-1%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	6	98	80	5	9	1	
Pedestrians					34		
Lane Width (ft)					12.0		
Walking Speed (ft/s)					4.0		
Percent Blockage					3		
Right turn flare (veh)							
Median type		None	None				
Median storage veh)		07.4					
Upstream signal (ft)		671					
pX, platoon unblocked	440				000	440	
vC, conflicting volume	119				226	116	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	440				000	440	
vCu, unblocked vol	119				226	116 6.2	
tC, single (s)	4.1				6.4	0.2	
tC, 2 stage (s)	2.2				3.5	3.3	
tF (s) p0 queue free %	100				99	100	
cM capacity (veh/h)	1427				737	909	
,					131	303	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	104	85	10				
Volume Left	6	0	9				
Volume Right	0	5	1				
cSH	1427	1700	751				
Volume to Capacity	0.00	0.05	0.01				
Queue Length 95th (ft)	0	0	1				
Control Delay (s)	0.5	0.0	9.9				
Lane LOS	A		A				
Approach Delay (s)	0.5	0.0	9.9				
Approach LOS			Α				
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilizati	ion		20.5%	IC	U Level c	of Service	А
Analysis Period (min)			15				

I. Future (2033) Conditions with Development – Mitigated Capacity Analysis Worksheet

	→	←	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	58	85	1060	1023
v/c Ratio	0.20	0.42	0.58	0.56
Control Delay	34.7	42.4	3.2	10.2
Queue Delay	0.0	0.0	0.3	0.0
Total Delay	34.7	42.4	3.5	10.2
Queue Length 50th (ft)	30	47	18	161
Queue Length 95th (ft)	66	96	m20	214
Internal Link Dist (ft)	467	571	219	744
Turn Bay Length (ft)				
Base Capacity (vph)	297	200	1820	1814
Starvation Cap Reductn	0	0	255	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.42	0.68	0.56
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	1	†	/	/	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			र्सी∳	
Traffic Volume (vph)	20	11	26	54	10	20	26	945	68	32	940	30
Future Volume (vph)	20	11	26	54	10	20	26	945	68	32	940	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	9	9	9	11	11	11	11	11	11
Grade (%)		-7%			-4%			2%			-2%	
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		0.98			0.99			0.99			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.97			0.99			1.00	
Flt Protected		0.98			0.97			1.00			1.00	
Satd. Flow (prot)		1709			1265			2993			3052	
FIt Permitted		0.89			0.80			0.91			0.89	
Satd. Flow (perm)		1553			1046			2715			2708	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	11	27	55	10	20	27	964	69	33	959	31
RTOR Reduction (vph)	0	2	0	0	2	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	56	0	0	83	0	0	1058	0	0	1022	0
Confl. Peds. (#/hr)	24		14	14		24	23		27	27		23
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Parking (#/hr)				0	0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		17.0			17.0			65.0			65.0	
Effective Green, g (s)		19.0			19.0			67.0			67.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		295			198			1819			1814	
v/s Ratio Prot												
v/s Ratio Perm		0.04			c0.08			c0.39			0.38	
v/c Ratio		0.19			0.42			0.58			0.56	
Uniform Delay, d1		34.0			35.7			8.9			8.7	
Progression Factor		1.00			1.00			0.29			1.00	
Incremental Delay, d2		1.4			6.5			0.6			1.3	
Delay (s)		35.4			42.1			3.2			10.0	
Level of Service		D			D			Α			В	
Approach Delay (s)		35.4			42.1			3.2			10.0	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			8.7	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capaci	ty ratio		0.53									
Actuated Cycle Length (s)	•		100.0	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utilizati	on		76.7%			of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	→	•	†	ļ
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	220	11	1265	1050
v/c Ratio	0.75	0.04	0.90	0.52
Control Delay	47.1	23.4	26.3	7.4
Queue Delay	0.0	0.0	9.2	1.2
Total Delay	47.2	23.4	35.5	8.7
Queue Length 50th (ft)	115	5	273	118
Queue Length 95th (ft)	185	17	m218	163
Internal Link Dist (ft)	356	884	229	175
Turn Bay Length (ft)				
Base Capacity (vph)	393	403	1407	2018
Starvation Cap Reductn	0	0	134	79
Spillback Cap Reductn	3	0	0	690
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.56	0.03	0.99	0.79
Intersection Summary				

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	•	4	†	/	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			413-			414	
Traffic Volume (vph)	56	1	155	3	1	7	120	1092	2	3	945	60
Future Volume (vph)	56	1	155	3	1	7	120	1092	2	3	945	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		2%			2%			5%			0%	
Total Lost time (s)		2.0			2.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.97			0.98			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.90			0.91			1.00			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1236			1273			2984			3040	
FIt Permitted		0.93			0.95			0.67			0.95	
Satd. Flow (perm)		1160			1223			2022			2896	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	58	1	161	3	1	7	125	1138	2	3	984	62
RTOR Reduction (vph)	0	12	0	0	1	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	208	0	0	10	0	0	1265	0	0	1048	0
Confl. Peds. (#/hr)	13		30	30		13	55		26	26		55
Parking (#/hr)	0	0	0	0	0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		22.3			22.3			67.7			67.7	
Effective Green, g (s)		24.3			24.3			69.7			69.7	
Actuated g/C Ratio		0.24			0.24			0.70			0.70	
Clearance Time (s)		4.0			4.0			6.0			6.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		281			297			1409			2018	
v/s Ratio Prot												
v/s Ratio Perm		c0.18			0.01			c0.63			0.36	
v/c Ratio		0.74			0.03			0.90			0.52	
Uniform Delay, d1		34.9			28.9			12.3			7.2	
Progression Factor		1.00			1.00			1.77			0.78	
Incremental Delay, d2		8.5			0.0			1.0			0.8	
Delay (s)		43.4			28.9			22.8			6.4	
Level of Service		D			С			С			Α	
Approach Delay (s)		43.4			28.9			22.8			6.4	
Approach LOS		D			С			С			Α	
Intersection Summary												
HCM 2000 Control Delay			17.8	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	v ratio		0.85									
Actuated Cycle Length (s)	,		100.0	Si	um of lost	time (s)			6.0			
Intersection Capacity Utilization	n		100.2%		CU Level		!		G			
Analysis Period (min)			15		3 = 3.01							
c Critical Lane Group												

4: South Dakota Ave NE & Garage Entrance/Hamilton St NE

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	29	44	1281	1168
v/c Ratio	0.15	0.21	1.15	1.21
Control Delay	36.7	37.0	104.4	126.9
Queue Delay	0.0	388.4	0.2	0.5
Total Delay	36.7	425.4	104.6	127.4
Queue Length 50th (ft)	15	23	~524	~497
Queue Length 95th (ft)	41	54	m#544	#635
Internal Link Dist (ft)	251	135	463	229
Turn Bay Length (ft)				
Base Capacity (vph)	234	259	1115	967
Starvation Cap Reductn	0	0	0	87
Spillback Cap Reductn	0	257	47	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	22.00	1.20	1.33

Intersection Summary

Queue shown is maximum after two cycles.

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			4îb	
Traffic Volume (vph)	11	1	15	10	2	29	29	1163	25	34	1036	39
Future Volume (vph)	11	1	15	10	2	29	29	1163	25	34	1036	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	12	10	12	10	10	10	10	12
Grade (%)		0%			-5%			1%			-2%	
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.93			0.90			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1457			1508			2938			2791	
Flt Permitted		0.98			0.99			0.81			0.73	
Satd. Flow (perm)		1457			1508			2374			2055	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	1	16	11	2	31	31	1224	26	36	1091	41
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	27	0	0	41	0	0	1281	0	0	1166	0
Confl. Peds. (#/hr)	7	<u>-</u> ,	30	30		7	90	1201	25	25	1100	90
Parking (#/hr)	•		00	0		0	00		20	20	0	00
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4		i Giiii	6		I CIIII	2	
Permitted Phases	J	3					6	U		2		
Actuated Green, G (s)		9.8			10.4		U	42.6			42.6	
Effective Green, g (s)		11.8			12.4			44.6			44.6	
Actuated g/C Ratio		0.12			0.12			0.45			0.45	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			1.0			1.0	
Lane Grp Cap (vph)		171			186			1058			916	
v/s Ratio Prot		c0.02			c0.03			1000			910	
v/s Ratio Perm		CU.U2			CU.U3			0.54			c0.57	
v/c Ratio		0.16			0.22			1.21			1.27	
		39.6			39.5			27.7			27.7	
Uniform Delay, d1												
Progression Factor		1.00			1.00			1.33			0.89	
Incremental Delay, d2		0.4			0.6			98.0			130.2	
Delay (s)		40.1			40.1			134.9			154.9	
Level of Service		D			D			F			454.0	
Approach Delay (s) Approach LOS		40.1 D			40.1 D			134.9 F			154.9 F	
		U			U						г	
Intersection Summary												
HCM 2000 Control Delay			141.4	Н	CM 2000	Level of S	Service		F			
HCM 2000 Volume to Capacity	ratio		0.74									
Actuated Cycle Length (s)			100.0		um of lost				17.0			
Intersection Capacity Utilization			77.1%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	-	•	†	. ↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	297	103	1259	1034
v/c Ratio	1.06	0.44	0.98	0.78
Control Delay	107.5	39.1	37.2	31.0
Queue Delay	0.0	0.0	0.3	0.1
Total Delay	107.5	39.1	37.4	31.2
Queue Length 50th (ft)	~203	55	175	375
Queue Length 95th (ft)	#370	108	#305	m313
Internal Link Dist (ft)	524	236	236	463
Turn Bay Length (ft)				
Base Capacity (vph)	281	236	1282	1318
Starvation Cap Reductn	0	0	2	20
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.06	0.44	0.98	0.80

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			सीक			414	
Traffic Volume (vph)	120	55	117	28	36	36	126	1066	41	35	895	83
Future Volume (vph)	120	55	117	28	36	36	126	1066	41	35	895	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			-1%			2%			-1%	
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.97			1.00			0.99	
Flpb, ped/bikes		0.97			1.00			1.00			1.00	
Frt		0.95			0.95			0.99			0.99	
Flt Protected		0.98			0.99			0.99			1.00	
Satd. Flow (prot)		1485			1279			2882			2889	
Flt Permitted		0.82			0.82			0.62			0.86	
Satd. Flow (perm)		1242			1058			1795			2480	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	56	119	29	37	37	129	1088	42	36	913	85
RTOR Reduction (vph)	0	9	0	0	3	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	288	0	0	100	0	0	1258	0	0	1030	0
Confl. Peds. (#/hr)	51		13	13		51	40		22	22		40
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	2%	2%	2%	3%	2%
Bus Blockages (#/hr)	14	14	14	0	0	0	0	0	0	0	0	0
Parking (#/hr)				0	0	0						
Turn Type	Perm	NA		Perm	NA		custom	NA		Perm	NA	
Protected Phases		8			4		5	2			6	
Permitted Phases	8			4			5			6		
Actuated Green, G (s)		20.0			20.0			64.0			51.0	
Effective Green, g (s)		22.0			22.0			66.0			53.0	
Actuated g/C Ratio		0.22			0.22			0.66			0.53	
Clearance Time (s)		7.0			7.0			6.0			6.0	
Lane Grp Cap (vph)		273			232			1293			1314	
v/s Ratio Prot								c0.10				
v/s Ratio Perm		c0.23			0.09			c0.54			0.42	
v/c Ratio		1.06			0.43			0.97			0.78	
Uniform Delay, d1		39.0			33.6			16.1			18.9	
Progression Factor		1.00			1.00			1.37			1.58	
Incremental Delay, d2		70.1			5.7			15.0			0.4	
Delay (s)		109.1			39.3			37.1			30.3	
Level of Service		F			D			D			С	
Approach Delay (s)		109.1			39.3			37.1			30.3	
Approach LOS		F			D			D			С	
Intersection Summary												
HCM 2000 Control Delay			42.5	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capacity	/ ratio		1.01									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization	n		106.7%	IC	U Level o	of Service	е		G			
Analysis Period (min)			15									
c Critical Lane Group												

Future Mitigated (2033) Timing Plan: PM Peak

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Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	40	128	1157	1067
v/c Ratio	0.13	0.37	0.77	0.86
Control Delay	32.2	33.9	23.7	18.6
Queue Delay	0.3	1.3	0.0	0.2
Total Delay	32.5	35.2	23.7	18.7
Queue Length 50th (ft)	20	63	296	122
Queue Length 95th (ft)	49	119	386	m180
Internal Link Dist (ft)	495	513	594	236
Turn Bay Length (ft)				
Base Capacity (vph)	299	344	1497	1247
Starvation Cap Reductn	0	0	0	11
Spillback Cap Reductn	82	93	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.51	0.77	0.86
Intersection Summary				
m Volume for 95th percer	ntile augus is	meterec	l hy unetr	eam sign:

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	1	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			र्सीके	
Traffic Volume (vph)	19	8	12	11	6	108	5	1107	11	141	881	14
Future Volume (vph)	19	8	12	11	6	108	5	1107	11	141	881	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	16	16	16	11	11	11	11	11	11
Grade (%)		-4%			-1%			1%			-2%	
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		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.88			1.00			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1566			1554			3025			2957	
FIt Permitted		0.85			0.98			0.95			0.55	
Satd. Flow (perm)		1361			1528			2876			1647	
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)	20	8	12	11	6	111	5	1141	11	145	908	14
RTOR Reduction (vph)	0	1	0	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	39	0	0	119	0	0	1157	0	0	1067	0
Confl. Peds. (#/hr)	3		11	11		3	33		28	28		33
Heavy Vehicles (%)	5%	2%	8%	2%	2%	6%	10%	3%	2%	3%	5%	2%
Bus Blockages (#/hr)	0	0	0	7	7	7	0	0	0	0	7	0
Parking (#/hr)	0	0	0									
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			4			6		5	2	
Permitted Phases	4			4			6			2		
Actuated Green, G (s)		20.0			20.0			50.0			65.0	
Effective Green, g (s)		22.0			22.0			52.0			67.0	
Actuated g/C Ratio		0.22			0.22			0.52			0.67	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		299			336			1495			1260	
v/s Ratio Prot											c0.10	
v/s Ratio Perm		0.03			c0.08			0.40			c0.47	
v/c Ratio		0.13			0.36			0.77			0.85	
Uniform Delay, d1		31.3			33.0			19.3			12.6	
Progression Factor		1.00			1.00			1.00			1.29	
Incremental Delay, d2		0.9			2.9			4.0			4.3	
Delay (s)		32.2			35.9			23.2			20.5	
Level of Service		С			D			С			С	
Approach Delay (s)		32.2			35.9			23.2			20.5	
Approach LOS		С			D			С			С	
Intersection Summary												
HCM 2000 Control Delay			22.8	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacit	y ratio		0.74									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			13.0			
Intersection Capacity Utilization	n		93.4%	IC	U Level o	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

	→	•	•	←	•	/
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f			4	W	
Traffic Volume (veh/h)	47	7	1	40	8	1
Future Volume (Veh/h)	47	7	1	40	8	1
Sign Control	Free			Free	Stop	
Grade	0%			-5%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	55	8	1	47	9	1
Pedestrians				1	15	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	215					
pX, platoon unblocked						
vC, conflicting volume			78		123	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		123	75
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)			1501		861	973
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	63	48	10			
Volume Left	03	1	9			
Volume Right	8	0	1			
cSH	1700	1501	871			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	0.04	0.00	1			
Control Delay (s)	0.0	0.2	9.2			
Lane LOS	0.0					
	0.0	A 0.2	9.2			
Approach LOS	0.0	0.2				
Approach LOS			Α			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utiliza	ation		17.6%	IC	U Level c	f Service
Analysis Period (min)			15			
,						

Future Mitigated (2033) Timing Plan: PM Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	26	9	2	30	4	2	6	4	4	3	2
Future Volume (vph)	3	26	9	2	30	4	2	6	4	4	3	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	31	11	2	35	5	2	7	5	5	4	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	46	42	14	11								
Volume Left (vph)	4	2	2	5								
Volume Right (vph)	11	5	5	2								
Hadj (s)	-0.09	-0.03	-0.15	0.02								
Departure Headway (s)	3.9	4.0	3.9	4.1								
Degree Utilization, x	0.05	0.05	0.02	0.01								
Capacity (veh/h)	909	895	881	852								
Control Delay (s)	7.1	7.2	7.0	7.2								
Approach Delay (s)	7.1	7.2	7.0	7.2								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.1									
Level of Service			Α									
Intersection Capacity Utilization	n		16.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	•	→	+	4	/	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	1>		W	
Traffic Volume (veh/h)	46	90	77	8	2	22
Future Volume (Veh/h)	46	90	77	8	2	22
Sign Control		Free	Free		Stop	
Grade		0%	-1%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	54	106	91	9	2	26
Pedestrians					45	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					4	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	145				354	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	145				354	140
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	97
cM capacity (veh/h)	1383				595	873
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	160	100	28			
Volume Left	54	0	2			
Volume Right	0	9	26			
cSH	1383	1700	845			
Volume to Capacity	0.04	0.06	0.03			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	2.8	0.0	9.4			
Lane LOS	Α		Α			
Approach Delay (s)	2.8	0.0	9.4			
Approach LOS			Α			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utiliza	ation		24.8%	IC	U Level o	of Service
Analysis Period (min)	. •		15	.0		22.1.00
r maryolo i onou (mm)			10			

	•	→	+	4	/	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	1>		W	
Traffic Volume (veh/h)	5	86	70	4	8	1
Future Volume (Veh/h)	5	86	70	4	8	1
Sign Control		Free	Free		Stop	
Grade		0%	-1%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	98	80	5	9	1
Pedestrians					34	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		671				
pX, platoon unblocked						
vC, conflicting volume	119				226	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119				226	116
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)	1427				737	909
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	104	85	10			
Volume Left	6	0	9			
Volume Right	0	5	1			
cSH	1427	1700	751			
Volume to Capacity	0.00	0.05	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.5	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.5	0.0	9.9			
Approach LOS			Α			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utiliza	ation		20.5%	IC	U Level c	f Service
Analysis Period (min)			15		2 23101 0	
raidiyolo i chou (iliili)			10			