WELLS + ASSOCIATES

1601 FAIRFAX DRIVE

MULTIMODAL TRANSPORTATION ASSESSMENT (MMTA)

Updated May 23, 2025

1601 Fairfax Drive

Multimodal Transportation Assessment (MMTA)
Arlington County, Virginia

Updated May 23, 2025

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1601 FAIRFAX DRIVE
MULTIMODAL TRANSPORTATION ASSESSMENT (MMTA)
ARLINGTON COUNTY, VIRGINIA

FIGURES

TABLES

APPENDICES

EXECUTIVE SUMMARY

This report presents the results of a Multimodal Transportation Assessment (MMTA) for the 1601 Fairfax Drive Residential project. This site is generally comprised of one block, bounded by Fairfax Drive on the south, North Queen Street on the west, and North Pierce Street on the east.

The Applicant proposes to redevelop the former 38-room hotel and surface parking lot with approximately 145 residential dwelling units. The new building will be served by below-grade structured parking with access on North Pierce Street. Loading dock access will be provided on North Queen Street.

The MMTA evaluated existing 2025 conditions and future conditions in 2028 with the redevelopment of the site. This included vehicular, pedestrian, and bicycle counts collected at the adjacent intersections and existing site driveways, and an assessment of the non-auto facilities in the area.

The site is well served by transit, with multiple bus lines in the area and generally within ½-mile of the Rosslyn Metrorail Station. Sidewalks with marked crossings are provided at the adjacent intersections. The site is within a short walk of several amenities that provide for daily services and reduce the need for auto ownership.

The site is estimated to generate 21 AM peak hour vehicle trips and 21 PM peak hour vehicle trips when fully built and occupied.

The results of the vehicular analysis indicate that the all of the signalized intersections would continue to operate within acceptable levels during the both the AM and PM peak hours under future conditions, without additional improvements. The majority of turning movements at unsignalized intersections would continue to operate within acceptable levels, but with some individual turning movements expected to operate beyond capacity, similar to existing and future conditions without the development. The turning movements for vehicles entering and exiting the site at the garage driveway on N. Pierce Street would operate at acceptable levels of service with the site development.

Pedestrian improvements planned around the site include upgrades to each of the site frontages to provide a six-foot clear sidewalk and five-foot landscape zone. Additional improvements are planned by Arlington County along Fairfax Drive that would widen the existing asphalt path from 5.5 feet to 10 feet with a landscape buffer that would also enhance the pedestrian network.

The project will participate in a robust Transportation Demand Management plan that would encourage the use of other non-auto modes of transportation including walking, bicycling and public transit as an alternative to single occupancy vehicles and minimize the project's vehicular traffic impacts.

1601 Fairfax Drive

SECTION 1
INTRODUCTION

This report presents the results of an updated Multimodal Transportation Assessment (MMTA) for the proposed redevelopment of 1601 Fairfax Drive (Inn of Rosslyn), located in Arlington County, Virginia to accompany the 4.1 Special Exception Site Plan Application Submittal. As shown in Figure 1-1, the subject site is bounded by North Queen Street to the west, North Pierce Street to the east, and Fairfax Drive to the south.

This updated report addresses comments provided by the Arlington County Department of Environmental Services (DES). It includes updated traffic count data and confirmation of the traffic study scope.

The Applicant proposes to redevelop the previously occupied 38 room hotel with approximately 145 residential dwelling units.

The property was the subject of a previously prepared traffic study (dated January 13, 2023) that included a 160-unit residential building with vehicular access provided on N. Queen Street. The updated development program includes 145 multifamily residential units. The purpose of this updated study is to evaluate traffic conditions to reflect the relocation of the parking garage access from N. Queen Street to N. Pierce Street. The loading dock would remain on N. Queen Street. See Figure 1-2.

The current zoning designation for the site is RA6-15 (Multiple-Family Dwelling Districts). The subject parcel is designated as Medium Residential on the Arlington County General Land Use Plan (GLUP).

Study Scope

A follow-up scoping meeting was held with Arlington County staff and identified six (6) study intersections for inclusion in the traffic study. The scoping document also identified the parameters of the multimodal traffic study and analysis methods, and is included in Appendix A. For purposes of this study, the buildout year was assumed to be 2028.

Tasks undertaken in this study include the following:

1. Reviewed proposed development plans, recently completed traffic impact studies in the vicinity, and other background data.

2. Completed a field reconnaissance of existing roadway and intersection geometries, traffic controls, speed limits, and adjacent on-street parking restrictions.

3. Conducted a comprehensive multimodal analysis of the site including transit, walkability, and bicycle facilities. The study determined what options, other than vehicular, are available to all users of the site. The study includes bus ridership information, metro ridership information, bike-sharing facilities, and pedestrian infrastructure inventory.

4. Established an updated study scope and specific analysis parameters for the TIA with Arlington County Department of Environmental Services (DES) staff (see Appendix A).

5. Conducted operational analyses of existing levels of service (LOS) and vehicle queues at the study intersections based on the existing peak hour traffic volumes, the existing intersection geometries, and traffic controls.

6. Forecasted future traffic volumes for the year 2028 without the proposed development based on existing traffic volumes with the addition of regional traffic growth and approved pipeline developments.

7. Analyzed 2028 future LOS and queues without the proposed development at the study intersections based on the future forecasts without development, the future intersection geometries, and traffic controls.

8. Estimated the number of peak hour trips that would be generated by the buildout of the proposed development based on standard Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition rates and equations.

9. Prepared future traffic forecasts for study year 2028 with the proposed development based on background traffic volumes and traffic associated with the proposed development.

10. Analyzed year 2028 future levels of service and vehicle queues with the proposed development at the study intersections and site driveways, based on the future traffic forecasts and future intersection geometries and traffic controls.

11. Identified traffic improvements/enhancements necessary to mitigate future forecasts as a result of the proposed development for 2028 conditions, if required.

12. Prepared a comprehensive discussion of the safety analysis of the site, including crash data and summary tables.

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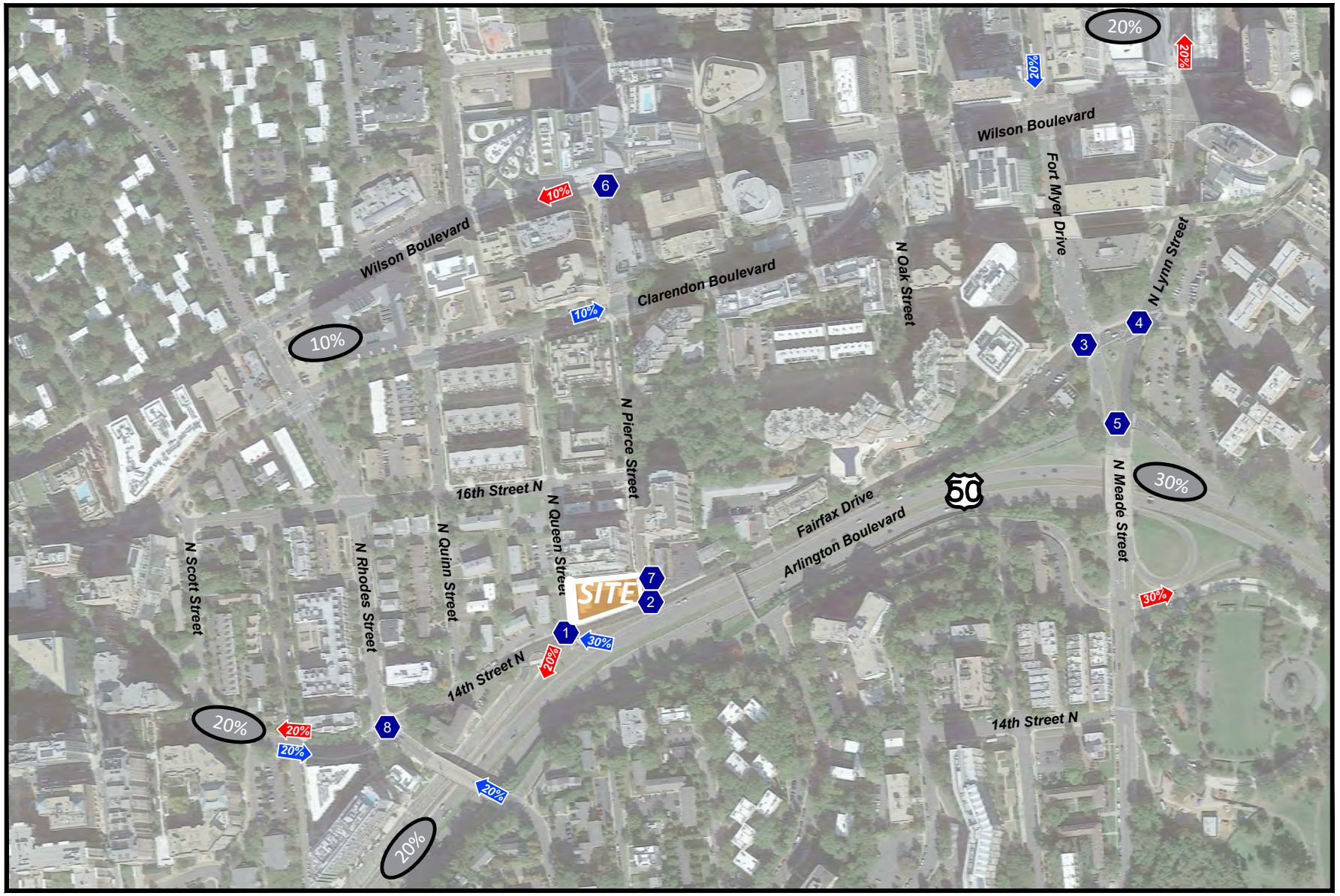

Figure 1
Site Location, Study Intersections &
Site Trip Distributions

X Study Intersection
XX% Inbound Site Distribution
XX% Outbound Site Distribution

NORTH
1601 Fairfax Drive
Arlington County, Virginia

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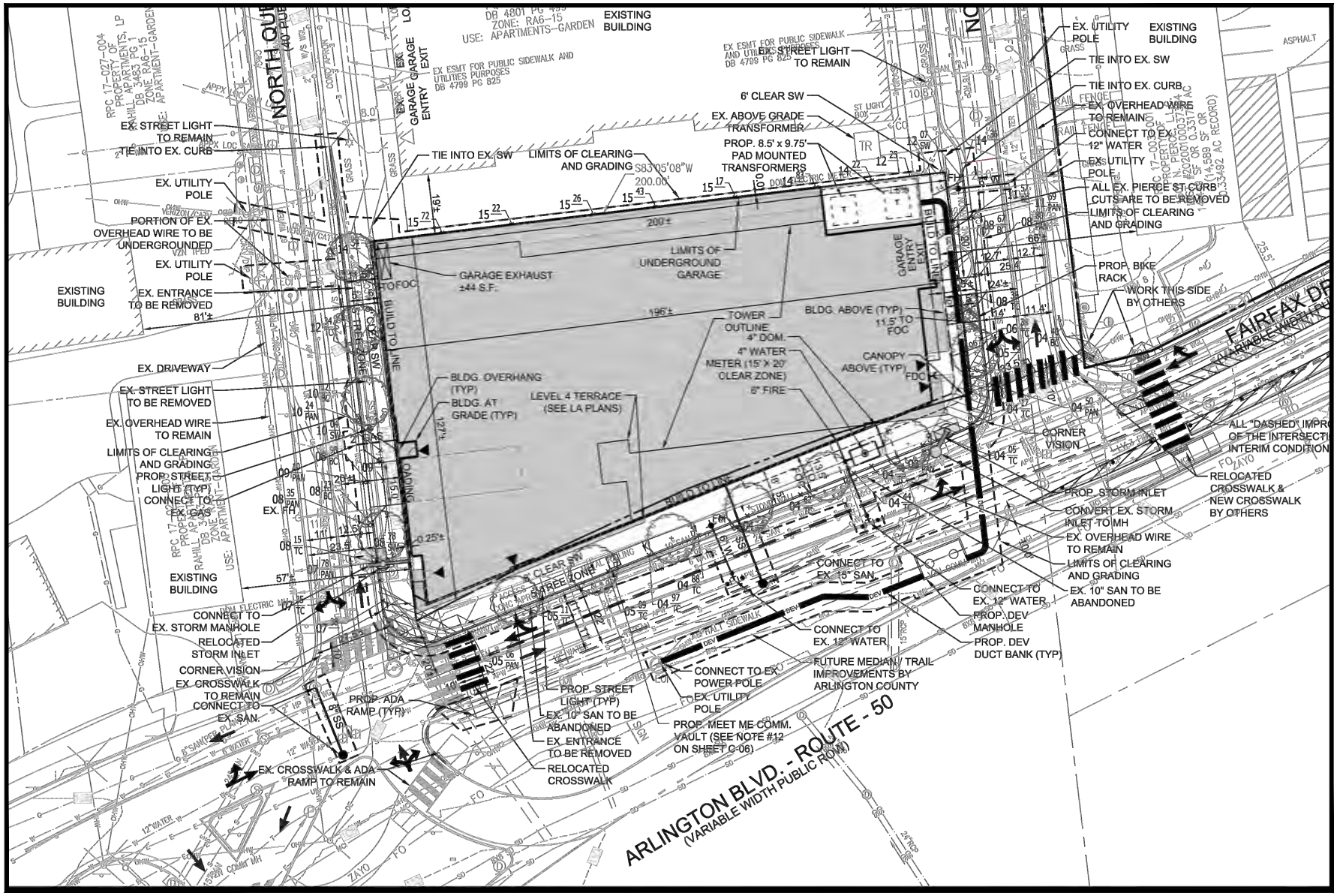

Plan Provided By: VIKA

Figure 2
Site Plan

NORTH

1601 Fairfax Drive
Arlington County, Virginia

SECTION 2
BACKGROUND INFORMATION

Existing Transportation Facilities

Roadway Network. Vehicular access to/from the existing 1601 Fairfax Drive site is provided via one (1) curb cut along North Queen Street. Regional access to/from the site is provided via Interstate 66, Jefferson Davis Highway, and Arlington Boulevard. Local access to the site is provided via Fairfax Drive, N. Fort Myer Drive/N. Lynn Street, N. Meade Street, N. Rhodes Street, N. Pierce Street, and Wilson Boulevard. Existing lane use and traffic controls at the key study intersections are shown on Figure 2-1. A description of each roadway in the vicinity of the site is provided below:

Fairfax Drive is classified as a Major Collector with a speed limit of 25 miles per hour (mph). Fairfax Drive provides an east-west connection between N. Fort Myer Drive/N. Lynn Street to the east and N. Courthouse Road to the west. The primary access point for the site is located along Fairfax Drive.

N. Fort Myer Drive/N. Lynn Street are classified as a Minor Arterial with posted speed limits of 25 miles per hour (mph) in the vicinity of the site. N. Fort Myer Drive and N. Lynn Street each serve one-way traffic and act as the major north-south route through Rosslyn. These roadways provide a connection to the George Washington Memorial Parkway and Francis Scott Key Bridge to the north and Arlington Boulevard (US Route 50) to the south. The existing lane markings and bike lane will be modified to create a protected bike lane heading north along N. Lynn Street.

Wilson Boulevard is classified as a Principal Arterial with a posted speed limit of 25 miles per hour (mph) in the vicinity of the site. In the vicinity of the site, Wilson Boulevard serves one-way traffic from N. Nash Street to the west and acts as a major east-west route through Arlington County. Wilson Boulevard provides on-street parking for portions of the roadway and exclusive turn lanes at some study intersections.

N. Meade Street is classified as a Major Collector with a posted speed limit of 30 miles per hour (mph) in the vicinity of the site. N. Meade Street provides a north-south connection between U.S Route 50 and N. Marshall Drive to the south.

N. Rhodes Street is classified as a Major Collector with a posted speed limit of 25 miles per hour (mph) in the vicinity of the site. N. Rhodes Street provides a north-south connection between Lee Highway (US 29) and Arlington Boulevard to the south.

N. Pierce Street has no posted speed limit in the vicinity of the site but is assumed to be 25 miles per hour (mph). N. Pierce Street provides a north-south connection between Wilson Boulevard and Fairfax Drive.

N. Queen Street has no posted speed limit in the vicinity of the site but is assumed to be 25 miles per hour (mph). N. Queen Street provides a north-south connection between Clarendon Boulevard and Fairfax Drive.

Jefferson Davis Highway (US 110) is classified as a Principal Arterial with a posted speed limit of 45 miles per hour (mph). Jefferson Davis Highway is a major north-south connection that provides a route between the City of Alexandria and Arlington County.

Arlington Boulevard (US 50) is classified as a Principal Arterial with a posted speed limit of 45 miles per hour (mph). Arlington Boulevard is a major east-west connection that provides a route between Fairfax and Arlington County.

Interstate 66 is classified as an Interstate with a posted speed limit of 55 miles per hour (mph). Interstate 66 is a major east-west connection throughout northern Virginia, connecting to Interstate 81 to the west, and terminating in Washington DC to the east. Interstate 66 has always been restricted to HOV 2+ only during peak periods in the peak direction inside the beltway. Recent upgrades have installed tolling systems to permit single occupancy vehicles to pay a flexible toll and use the roadway during peak periods.

Figure 2-2 shows the on-street parking restrictions within close proximity to the site. As shown, limited on-street parking currently exists along the site frontages of N. Pierce Street and Fairfax Drive.

General Land Use Plan (GLUP)

The General Land Use Plan (GLUP) is an element of Arlington County's Comprehensive Plan and is the primary policy guide for future development within the County. The GLUP is used to establish the overall character, extent and location of various land uses. It serves as a guide to communicate the policy of the County Board to citizens, the business community, developers, and others in the development of Arlington County.

As mentioned previously, the site is identified as Medium Residential on the plan. The proposed redevelopment is consistent with the goals established in the GLUP. Refer to Figure 2-3 for a detailed map of the Arlington County GLUP for the Fort Myer Heights North Special District.

Arlington County Master Transportation Plan

The Arlington County Master Transportation Plan (MTP) is a component of Arlington County's Comprehensive Plan and is used to guide those making decisions that affect Arlington's transportation network, help the public understand the rationale behind the decisions, and assist stakeholders who chose to advocate for better implementation of County transportation policy.

The goal of the MTP is to provide high-quality transportation services, move more people without traffic, promote safety and equity, and plan for sustainability in both program funds and

environmental impact. The MTP, along with the GLUP, is designed to ensure that land use and transportation planning are integrated

The plan is shown on Figure 2-4. Shown below is a summary of planned improvements shown in the master plan:

- Intersection and Bridge Improvements #13: Reconstruction of the N. Meade Street/Arlington Boulevard (US Route 50) bridge.
- Transit Facilities: Arlington Boulevard (US Route 50) designated as an express bus corridor.
- Pedestrian/Bicycle Facilities: Planned trail along Fairfax Drive that would widen the existing path from 5.5 feet to 10 feet.

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Figure 2-1
Existing Lane Use and Traffic Controls

Represents One Travel Lane
Signalized Intersection
Stop Sign

NORTH

1601 Fairfax Drive
Arlington County, Virginia

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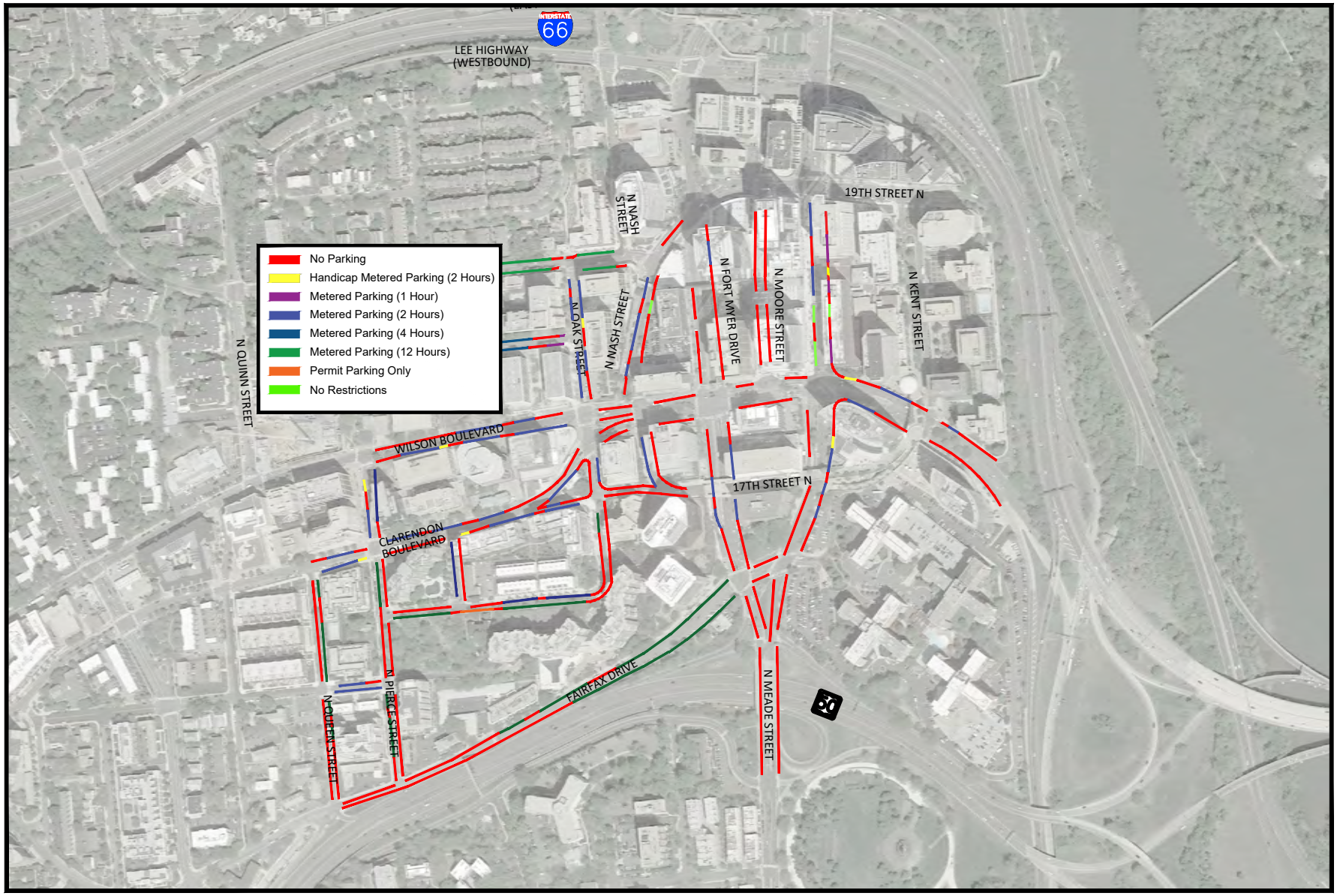

Figure 2-2
On-Street Parking Restrictions

NORTH
1601 Fairfax Drive
Arlington County, Virginia

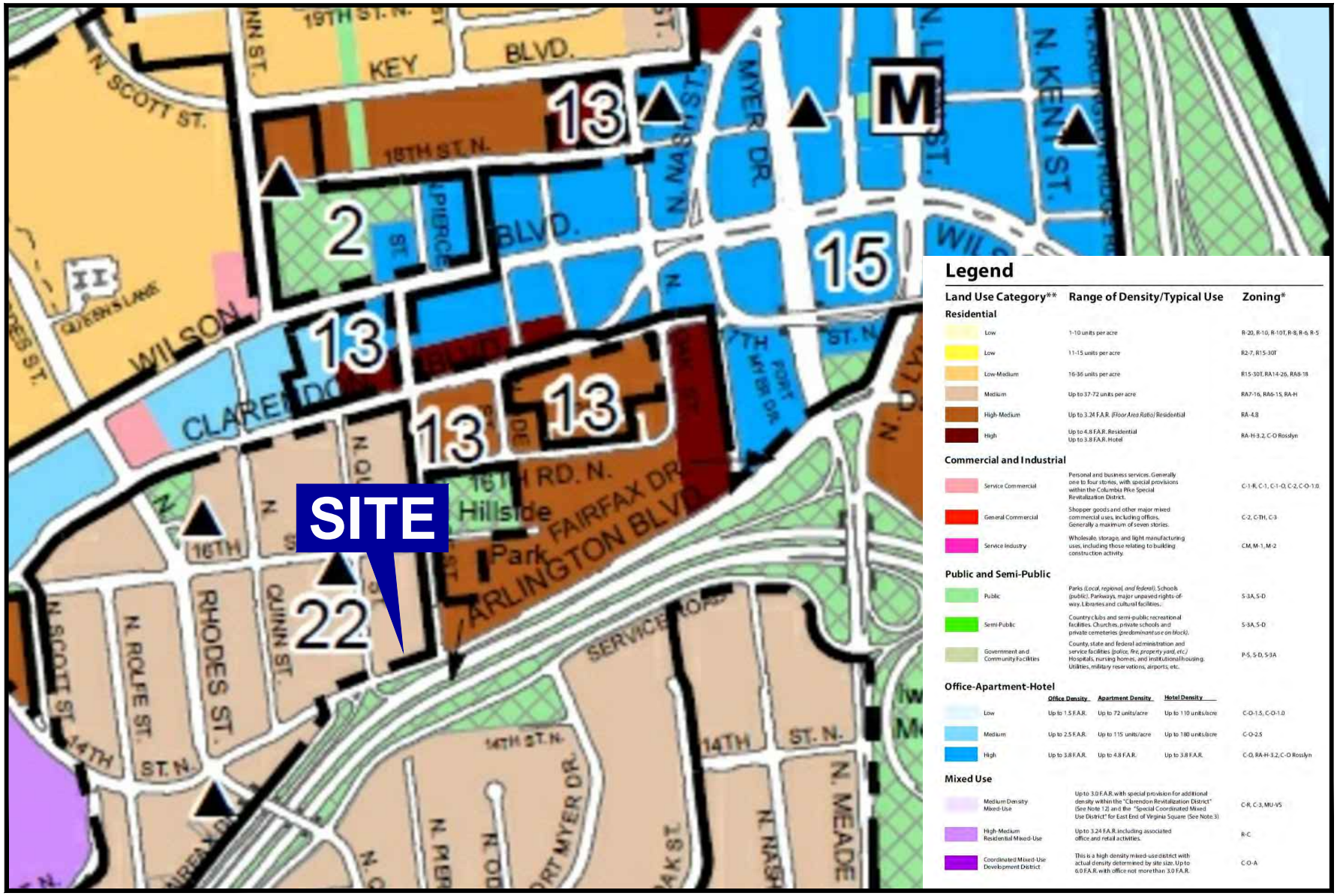

Figure 2-3
GLUP Map

NORTH

1601 Fairfax Drive
Arlington County, Virginia

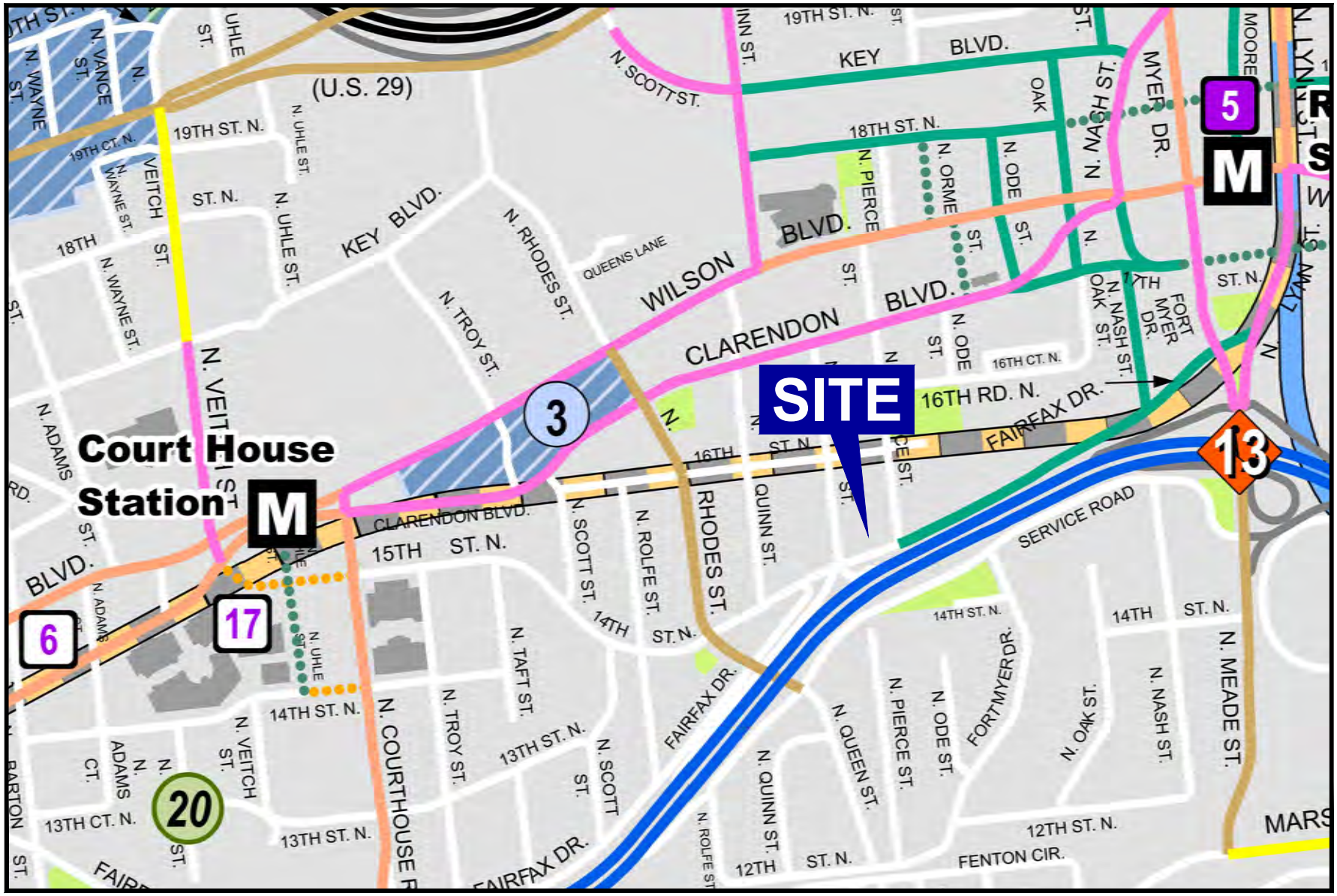

Figure 2-4
Arlington County Master Transportation Plan

NORTH
1601 Fairfax Drive
Arlington County, Virginia

SECTION 3
MULTIMODAL TRANSPORTATION FACILITIES

Overview

The subject site is served by multiple public transportation options including regional bus service; the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system; a connected network of sidewalks and pedestrian crosswalks; car-sharing systems; bike-sharing systems; and on-street and trail bicycle facilities. The subject site is located in the neighborhood of Radnor/Ft. Myer Heights within the Rosslyn area of Arlington County. This neighborhood consists of medium-density mixed use with a strong emphasis on non-auto mode share alternatives and complete street initiatives.

Existing Transit Services

Metrorail Service. The Rosslyn Metrorail Station is located approximately 0.40 miles from the subject site. This station provides access to the Orange, Blue, and Silver lines. The Orange Line runs between New Carrolton and Vienna, the Blue Line between Franconia-Springfield and Largo Town Center and the Silver Line between Largo Town Center and Loudoun County, Virginia. Riders can use three (3) lines serving Rosslyn to Metro Center and L'Enfant Plaza for access to the Red, Green, and Yellow lines.

The WMATA Metrorail system operates seven (7) days a week from 5:00 AM to 12:00 AM from Monday to Thursday, 5:00 AM to 1:00 AM on Friday, 7:00 AM to 1:00 AM on Saturdays, and 7:00 AM to 12:00 AM on Sundays. The train headways at the Rosslyn Station range from 8 minutes during peak periods to 12-20 minutes during off-peak periods and weekends.

The Rosslyn Metrorail Station served an average daily ridership of approximately 8,294 passengers in 2025 according to the Metrorail Average Weekday Passenger Boarding's published by WMATA. Refer to Appendix B for Metrorail annual average passenger boarding's at the Rosslyn station.

Metro Bus and ART Bus Service. The 1601 Fairfax Drive site and nearby area are served by numerous bus routes operated by Arlington Rapid Transit (ART), WMATA, and DC Circulator. Below are summaries of the routes that operate in close proximity to the site.

ART Route 43 (Wilson Boulevard – Fort Myer Drive) has stops located approximately 0.30 miles north of the site. This route runs between the Court House Metrorail Station, through the Rosslyn Metrorail Station, and down to the Crystal City Metrorail Station. This bus line operates weekdays with approximately 10-minute headways.

ART Route 45 (N Moore St – Wilson Boulevard) has stops located approximately .20 miles north of the site. This route starts at Columbia Pike, and runs to Courthouse Metrorail station, and the

Rosslyn Metrorail Station. This bus line runs operates on weekdays, Saturdays, and Sundays with approximately 20-minute headways during peak periods and 30 minutes otherwise.

ART Route 61A/B (Rosslyn – Court House Metro Shuttle) has stops located approximately .20 miles west of the site along N. Rhodes Street. This route runs between the Rosslyn Metrorail Station and Courthouse Metrorail Station. The bus line operates on weekdays, Saturdays, and Sundays with 25-minute headways during peak periods.

WMATA Metro Bus 4B (Rosslyn Metrorail Station) has stops located approximately .20 miles north of the site along Clarendon Boulevard. The route runs between the Rosslyn Metrorail Station and the Courthouse Metrorail Station, continues south down to Arlington Boulevard into Fairfax County and ending at Seven Corners Transit Center. The bus line operates on weekdays, Saturdays, and Sundays with 15-minute headways during peak periods.

WMATA Metro Bus 38B (Rosslyn Metrorail Station) has stops located approximately .20 miles north of the site along Clarendon Boulevard. The route runs between the Farragut North Station Metrorail Station near the White House, Farragut West Station Metrorail Station, Foggy Bottom-GWU Metrorail Station, continues south over the Key Bridge to the Rosslyn Metrorail Station, Courthouse Metrorail Station, Clarendon Metrorail Station, Virginia Square-GMU Metrorail Station, and ends at the Ballston-MU Metrorail Station. The bus line operates on weekdays with 15-minute headways.

DC Circulator (Rosslyn Metrorail Station) has stops located approximately .35 miles north of the site along N. Moore Street. The route runs between the Dupont Metrorail Station near Georgetown, and circles south over the Key Bridge to the Rosslyn Metrorail Station. The DC Circulator operates every 10 minutes Monday to Thursday from 6:00 AM to Midnight, Friday from 6:00 AM to 3:00 AM, Saturday from 7:00 AM to 3:00 AM, and Sunday from 7:00 AM to Midnight.

Refer to Figure 3-1 for the locations of bus stops nearby the site and Figure 3-2 for bus routes. Bus stops in the vicinity of the site are detailed in Table 3-1. Specific information for the above listed routes is located in Appendix B.

Pedestrian Facilities. A majority of the streets in Radnor/Ft. Myer Heights provide sidewalks on both sides of the street and marked crosswalks at signalized intersections. The site frontages along Fairfax Drive, N. Pierce Street, and N. Queen Street include sidewalks. Below provides a summary of the pedestrian infrastructure in place at each of the study intersections:

1. Fairfax Drive/N. Queen Street. The unsignalized intersection of Fairfax Drive and N. Queen Street has marked crosswalks and ramps serving only the north and east legs of the intersection.

2. Fairfax Drive/N. Pierce Street. The unsignalized intersection of Fairfax Drive and N. Pierce Street has marked crosswalks and ramps serving only the north leg of the intersection.

3. Fairfax Drive/N. Fort Myer Drive. The signalized intersection of Fairfax Drive and N. Fort Myer Drive has marked crosswalks, pedestrian countdown heads, and ramps serving all four (4) legs of the intersection.

4. N. Lynn Street/Fairfax Drive. The signalized intersection of N. Lynn Street and Fairfax Drive has marked crosswalks, pedestrian countdown heads, and ramps serving all four (4) legs of the intersection.

5. N. Meade Street/U.S. Route 50 Ramps. The unsignalized intersection of N. Meade Street, N. Lynn Street, N. Fort Myer Drive, and the U.S. Route 50 Ramps has marked crosswalks and ramps on three of the four intersection legs.

6. Wilson Boulevard/N. Pierce Street. The signalized intersection of Wilson Boulevard and N. Pierce Street has marked crosswalks, pedestrian countdown heads, and ramps serving all three (3) legs of the intersection.

7. 14th Street/N. Rhodes Street. The unsignalized intersection of 14th Street and N. Rhodes Street has marked crosswalks and ramps serving all four (4) legs of the intersection.

Figure 3-3 shows the pedestrian facilities within the vicinity of the site. Table 3-2 provides a sidewalk width summary adjacent to the site for both the existing and future with development conditions.

In order to provide an assessment of the site's access to pedestrian facilities and nearby amenities, the Walk Score was calculated for the site is included in Appendix B. The Walk Score is an analysis provided by the website and provides scores from 0 (worst) to 100 (best) for walkability. Based on its location, the subject site received a score of 90 which is classified as "Walkers Paradice – Daily errands do not require a car." Further, walk score provides a transit score of 71 which is classified as "Excellent Transit – Transit is convenient for most trips" and a bike score of 62 implying that the site is "Bikeable".

The combination of sidewalks in good repair, marked crosswalks at the intersections around the site, installation of ramps to serve the crosswalks, and planting buffers enhance the pedestrian experience around the site and encourage alternative modes of transportation.

Bicycle Facilities. According to the 2021 Arlington County Bike Map, bike lanes or on-street routes are located along both N. Fort Myer Street and Lynn Street. These facilities will provide a critical north-south connection through Rosslyn. The Custis Trail and Wilson Boulevard/Clarendon Boulevard to the north and Fairfax Drive to the south provide major east-west bicycle connection. Refer to Figure 3-4 for the Arlington County Bicycle Facilities Map. As shown, the combination of on-street routes, dedicated bike lanes, off-street trails, nearby Bikeshare, and the on-site bicycle facilities create a bicycle friendly environment and encourage use as a non-auto mode.

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 3,400 bicycles at 440 stations across Washington, DC, Maryland, and Virginia. Membership, which is one way to use Capital Bikeshare, includes five (5) options for joining: 24 hours ($8), three days ($17), 30 days ($28), one year ($85), or one year with monthly installments ($96, $8/month for 12 months). The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Capital Bike share also offers a single trip use for 30 minutes ($2) where a usage fee is applied each additional 30-minute period. Bicycles can be returned to any station with an available dock.

Within a ½ mile radius of the site there are fifteen (15) Capital Bikeshare stations, as shown on Figure 3-4, with the closet one located approximately .10 miles south of Arlington Boulevard at N. Fort Myer Drive. A total of 15 docks are available at this location. Data provided by Capital Bikeshare indicates that the station was installed in December 2020 and had a peak ridership rate of 750 total trips during the summer months. Ridership data for all stations located within the ¼ mile radius is summarized in Table 3-3.

A total of 60 bicycle parking spaces are required, consisting of 57 for residents and three (3) for residential visitors. These spaces will be provided through a combination of secure and on-site bicycle racks. The combination of on-street routes, dedicated bike lanes, nearby Bikeshare stations, and the on-site bicycle facilities will create a bicycle friendly environment and encourage bicycle use as a non-auto mode.

In addition to bikeshare, electric-assist scooter sharing, and dock-less bicycles have become readily available throughout the Rosslyn-Ballston Corridor. Users must have an account with the scooter service provider and can then board a scooter wherever available. Fees per ride vary with each service provider, but typically charge a small startup fee and rate per minute. When the user is done with their trip, the scooter is left for the next rider.

Safety Analysis

VDOT published crash data was reviewed in the vicinity of the site. The results indicate that over the last three (3) year period, there were no reported crashes when entering or exiting the existing driveways that are located on site. It is anticipated that the enhanced streetscape planned with the project will provide a more welcoming experience to pedestrians and bicyclists in the area.

The crash data and location graphics are included in Appendix B.

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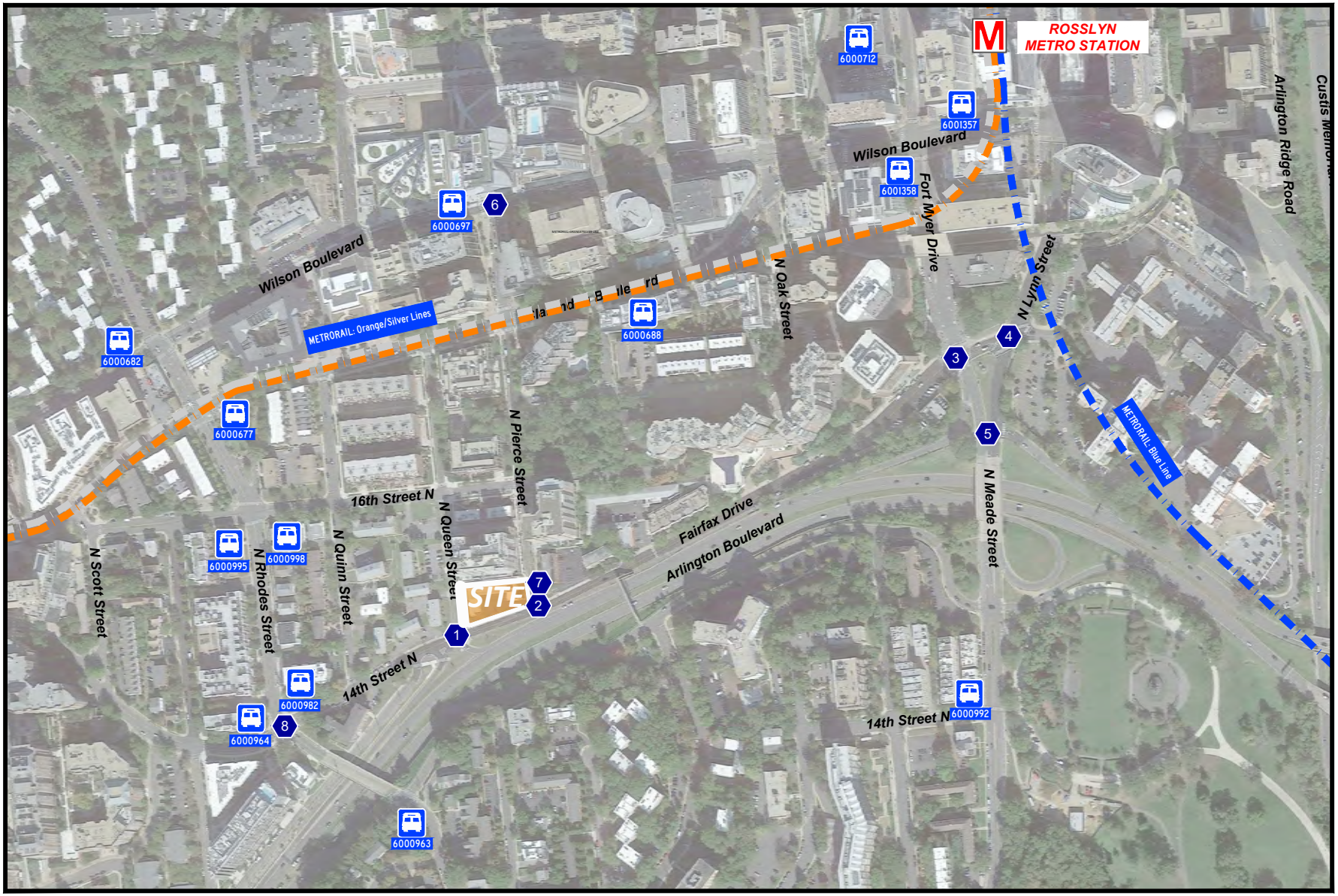

Figure 3-1
Public Transportation Services

NORTH

1601 Fairfax Drive
Arlington County, Virginia

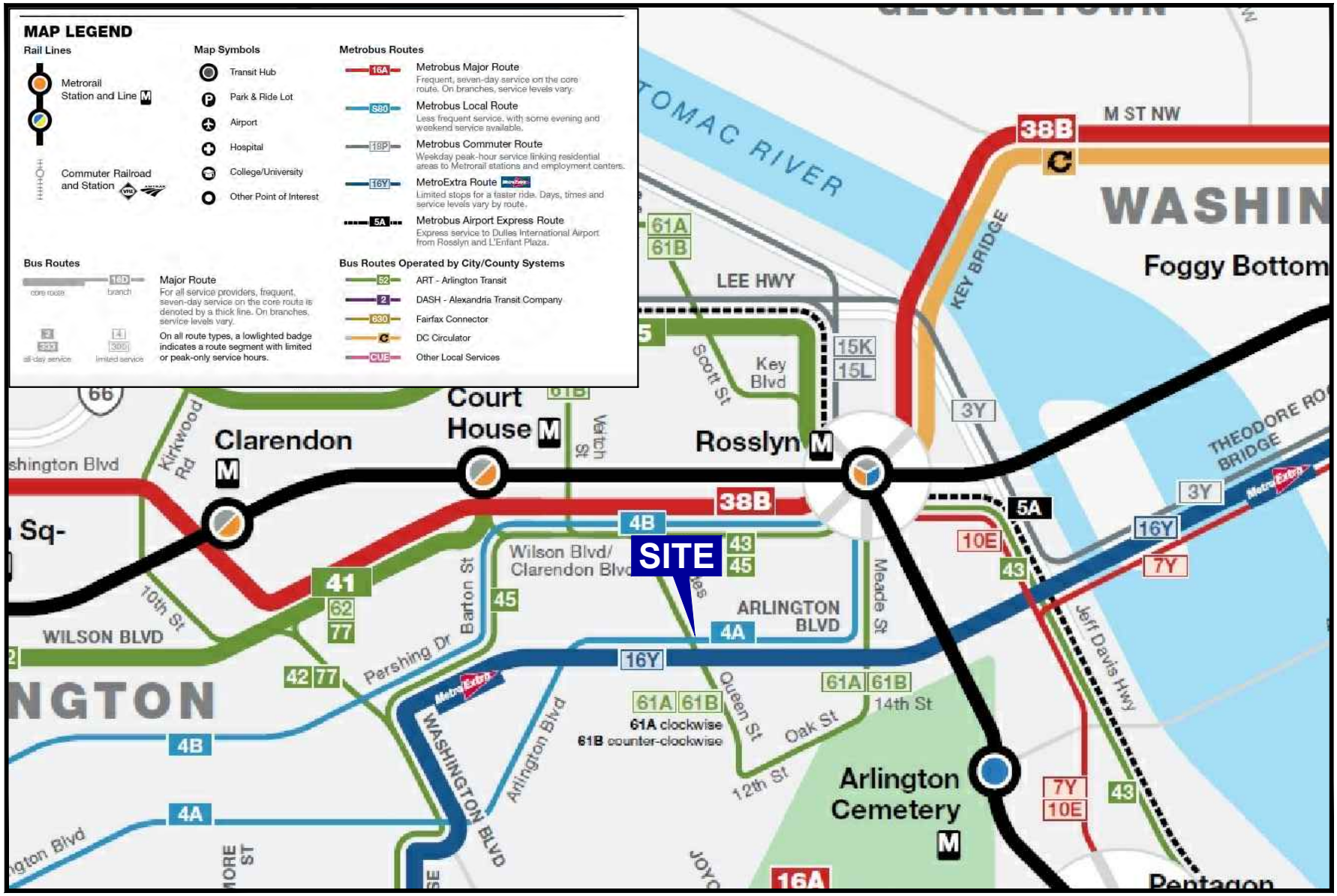

Figure 3-2
Bus Routes

NORTH
1601 Fairfax Drive
Arlington County, Virginia

Table 3-1
1601 Arlington Boulevard
Bus Stop Summary [1]

Location	Stop ID	Bus Routes Served	Condition
Clarendon Blvd, EB @ N Ode Street	6000688	WMATA 38B, WAMATA 4B, ART 45	Sign, Information Case, Shelter with Seating, Overhead Street Lighting, Acceptable Sidewalk Width, Trash Receptacle
N Rhodes Street, NB @ 16th St N	61009	ART 61A	Sign, Information Case, No Shelter with Seating, Overhead Street Lighting, Acceptable Sidewalk Width, No Trash Receptacle
N Rhodes Street, SB @ 16th St N	61009	ART 61B	Sign, Information Case, No Shelter with Seating, No Overhead Street Lighting, Acceptable Sidewalk Width, No Trash Receptacle
N Rhodes Street, NB @ 14th St N	61008	ART 61A	Sign, Information Case, No Shelter with Seating, No Overhead Street Lighting, Acceptable Sidewalk Width, No Trash Receptacle
N Rhodes Street, SB @ 14th St N	61110	ART 61B	Sign, Information Case, No Shelter with Seating, No Overhead Street Lighting, Acceptable Sidewalk Width, No Trash Receptacle
Wilson Blvd & Pierce St	45023	ART 45	Sign, Information Case, Shelter with Seating, Overhead Street Lighting, Acceptable Sidewalk Width, Trash Receptacle

Note(s):
1. Information provided by Arlington County Department of Environmental Services staff, ART, WMATA, Google Earth, and field observations.

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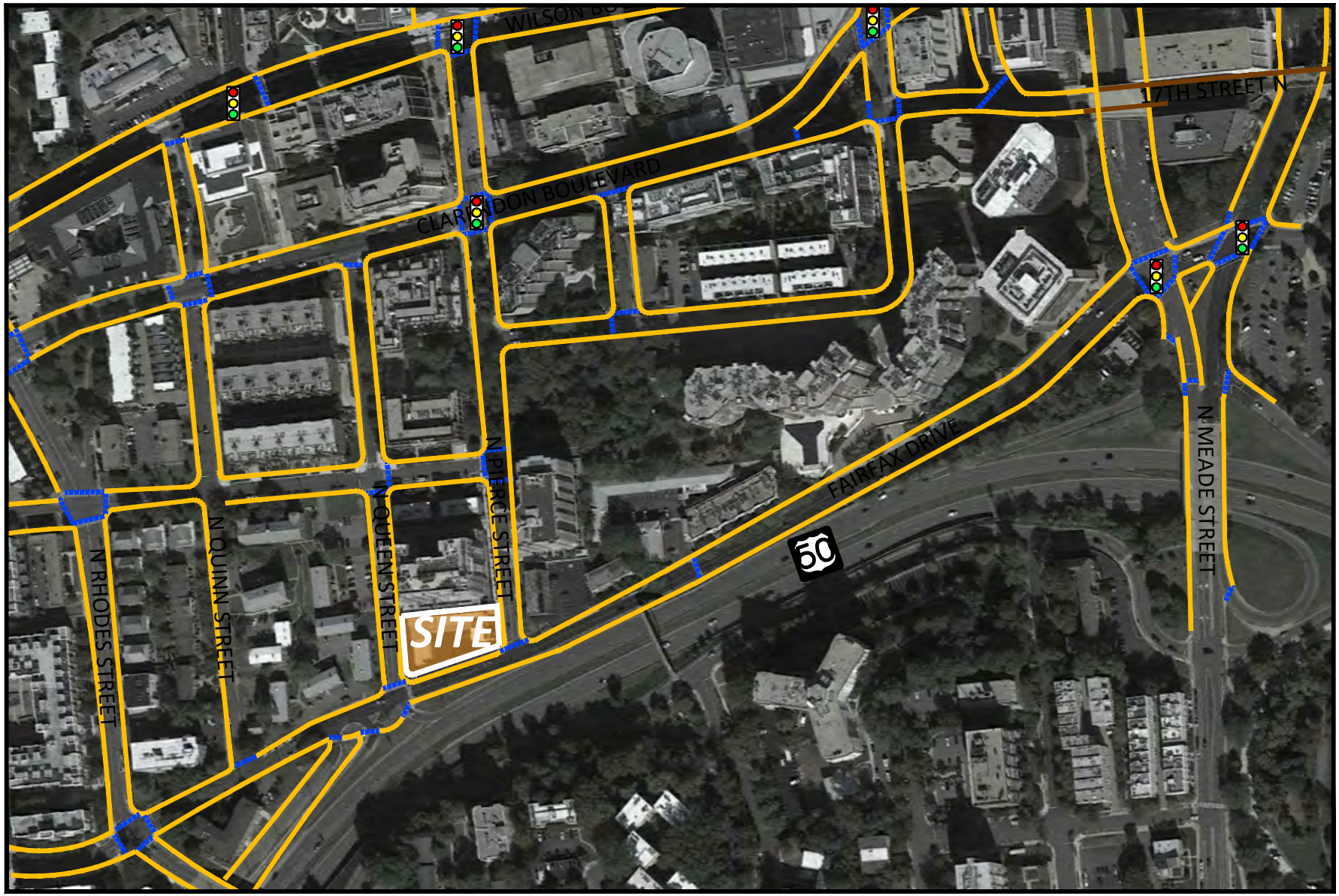

Figure 3-3
Pedestrian Infrastructure

NORTH
1601 Fairfax Drive
Arlington County, Virginia

Table 3-2
1601 Arlington Boulevard
Sidewalk Width Summary [1]

Street Name	Section	Existing Sidewalk Width (feet)	Proposed Sidewalk Width (feet)
N. Pierce Street (East Side)	16th Street N. to Fairfax Drive	4	8
Fairfax Drive (North Side)	N. Pierce Street to N. Fort Myer Drive	8	8

Note(s):
1. Based on Google Earth and field observation.

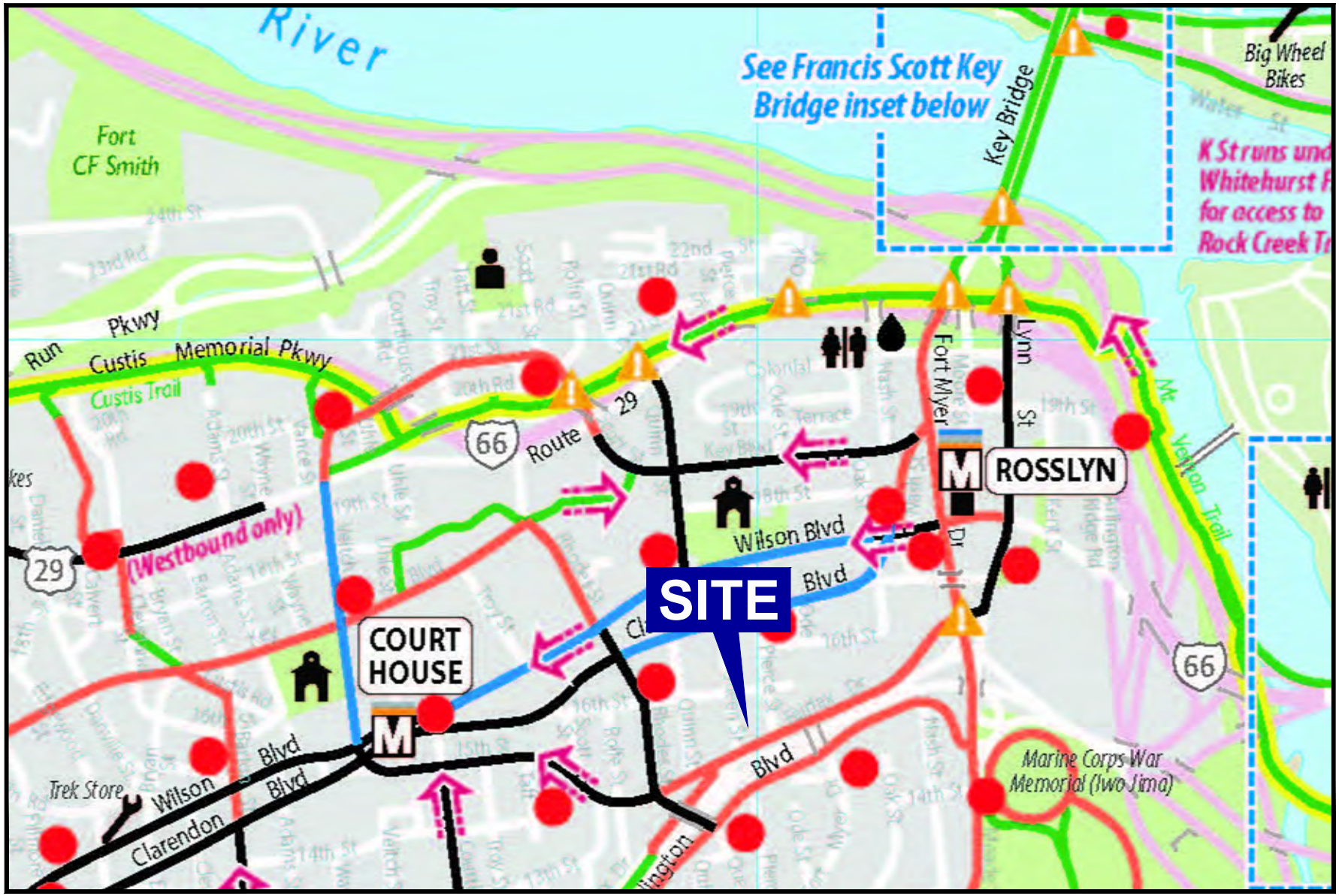

Figure 3-4
Arlington County Bicycle Facilities Map

NORTH

1601 Fairfax Drive
Arlington County, Virginia

Table 3-3A
1601 Fairfax Drive
Capital Bikeshare Ridership[1]

Month	Origin	Destination	Total Trips
Station 31937: Arlington Boulevard & Fort Myer Drive			
2024 - May	342	338	680
2024 - June	373	377	750
2024 -July	343	344	687
2024 - August	358	349	707
2024 - September	310	311	621
2024 - October	330	334	664
2024 - November	228	234	462
2024 - December	137	138	275
2025 - January	80	85	165
2025 - February	147	152	299
2025 - March	216	216	432
2025 - April	245	247	492
Station 31016: Clarendon Boulevard and Pierce Street			
2024 - May	411	412	823
2024 - June	522	525	1047
2024 -July	539	542	1081
2024 - August	716	715	1431
2024 - September	626	619	1245
2024 - October	636	640	1276
2024 - November	474	485	959
2024 - December	293	290	583
2025 - January	209	190	399
2025 - February	338	336	674
2025 - March	556	553	1109
2025 - April	601	595	1196
Station 31027: Wilson Boulevard & North Quinn Street			
2024 - May	545	473	1018
2024 - June	643	605	1248
2024 -July	592	558	1150
2024 - August	653	648	1301
2024 - September	717	676	1393
2024 - October	729	710	1439
2024 - November	485	464	949
2024 - December	325	313	638
2025 - January	199	194	393
2025 - February	281	258	539
2025 - March	509	456	965
2025 - April	566	553	1119

Note(s):
1. Based on available data provided by Capital Bikeshare.

Table 3-3B
1601 Fairfax Drive
Capital Bikeshare Ridership[1]

Month	Origin	Destination	Total Trips
Station 31018: Rhodes Street & 16th Street North			
2024 - May	153	112	265
2024 - June	184	161	345
2024 -July	202	161	363
2024 - August	231	211	442
2024 - September	284	258	542
2024 - October	247	223	470
2024 - November	189	159	348
2024 - December	106	95	201
2025 - January	73	54	127
2025 - February	92	83	175
2025 - March	214	178	392
2025 - April	232	184	416
Station 31031: 15th Street & North Scott Street			
2024 - May	333	320	653
2024 - June	396	390	786
2024 -July	439	418	857
2024 - August	465	454	919
2024 - September	454	463	917
2024 - October	424	438	862
2024 - November	361	309	670
2024 - December	237	192	429
2025 - January	167	153	320
2025 - February	254	184	438
2025 - March	406	343	749
2025 - April	355	351	706

SECTION 4
EXISTING CONDITIONS

Existing Traffic Counts

Updated existing vehicular, pedestrian, and bicycle traffic counts were conducted by Wells + Associates on Wednesday March 12, 2025, from 6:00 to 10:00 AM and 4:00 to 7:00 PM and are included in Appendix C:

1. 14th Street N./Fairfax Drive/N. Queen Street
2. Fairfax Drive/N. Pierce Street
3. Fairfax Drive/N. Fort Myer Drive
4. Fairfax Drive/N. Lynn Street
5. U.S. Route 50 Ramps/N. Meade Street
6. Wilson Boulevard/N. Pierce Street
7. 14th Street N./N. Rhodes Street

The majority of pedestrian movements occur along Clarendon Boulevard, with just over 400 pedestrians recorded during the PM peak hour crossing the south side of the N. Cleveland Street intersection. Peak hour, peak direction bicycle counts indicate that approximately 30 to 35 bicycles travel along both Wilson and Clarendon Boulevard during the PM peak hour.

Existing Conditions Operational Analysis

The existing peak hour levels of service (LOS) and queues were estimated at the study intersections based on; the existing lane use and traffic controls shown on Figure 2-1; existing traffic signal phasing/timings obtained from Arlington County; the existing vehicular, pedestrian, and bicycle traffic counts shown on Figures 4-1 through 4-3; and the Highway Capacity Manual (HCM) 2000 methodologies, using Synchro Software, version 11.

Descriptions of LOS "A" through "F" for signalized and unsignalized intersections are included in Appendix D. The results of the existing conditions analysis are presented in Appendix E and summarized in Tables 4-1 and 4-2. In addition to the peak hour volumes the following inputs were coded into Synchro: calculated peak hour factors by approach, lane widths, speed limits, adjacent parking lane, number parking maneuvers, and bus blockages. Additionally, the "Central Business District" designation was selected at all study intersections.

Levels of Service (LOS). The results are shown in Table 4-1, and indicate the following:

1. The three (3) signalized study intersections of Fort Myer Drive and N. Lynn Street on Fairfax Drive and the N. Pierce Street/Wilson Boulevard intersection currently operate at overall acceptable levels of service (at LOS "B" or "C") during both the AM and PM peak hours. The individual turning movements at the signalized study intersections operate at acceptable LOS "D" or better during the peak periods.

2. All lane groups at the stop-controlled intersections currently operate at acceptable LOS "D" or better during the AM and PM peak hours with the exception of the northbound approach at the intersection of N. Queen Street/Fairfax Drive which operates at LOS "F" during the AM and PM peak hour and the westbound left-through at the intersection of N. Meade Street/Route 50 Ramps which operates at LOS "F" during the AM and PM peak hours .

Queuing. Existing peak hour queues for study intersection were determined using the 50th and 95th percentile queues estimated by Synchro Software, version 11. The 50th and 95th percentile queues of existing conditions are used to establish a datum against which to compare future conditions. The 50th percentile (or average) queue is defined as the maximum back of queue associated with a typical signal cycle. The 95th percentile queue is defined as the maximum back of queue with 95th percentile traffic volumes. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations[1]. The results of the Queuing analysis are presented in Appendix E and summarized in Table 4-2.

As shown on Table 4-2 and observed in the field, peak hour queuing and the calculated average queues can generally be accommodated within all of the available turn lane storage provided at study intersections. It is noted that the 95th percentile northbound queue from Arlington Boulevard to Fairfax Drive and N. Queen Street is reported to extend beyond the existing storage area of approximately 350 feet during the PM peak hour. However, this queue is expected to be less than 200 feet based on the traffic simulation results.

[1] Synchro Studio 11, Traffic Signal Software – User Guide

Table 4-1
1601 Fairfax Drive
Existing Conditions Levels of Service Summary[1]

Approach/ Lane Group	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
1. North Queen Street/Fairfax Drive - Unsignalized				
EBLTR	A	1.3	A	0.7
WBLTR	A	5.5	A	5.9
NBLTR	F	65.5	F	185.9
SBLTR	C	24.5	C	22.4
2. North Pierce Street/Fairfax Drive - Unsignalized				
EBLT	A	2.5	A	3.0
WBTR	A	0.0	A	0.0
SBLR	B	10.5	B	11.2
3. Fort Myer Drive/Fairfax Drive - Signalized				
EBTR	C	26.7	C	26.7
EB Approach	**C**	**26.7**	**C**	**26.7**
WBLT	B	11.8	B	15.0
WB Approach	**B**	**11.8**	**B**	**15.0**
SBL	A	9.2	A	9.2
SBT	B	10.9	B	19.9
SBR	A	8.9	A	9.2
SB Approach	**B**	**10.5**	**B**	**18.7**
OVERALL	**B**	**13.9**	**B**	**19.3**
4. N. Lynn Street/Fairfax Drive - Signalized				
EBLT	C	21.4	B	19.6
EB Approach	**C**	**21.4**	**B**	**19.6**
WBTR	C	33.4	C	28.9
WB Approach	**C**	**33.4**	**C**	**28.9**
NBLTR	B	19.9	B	19.3
NB Approach	**B**	**19.9**	**B**	**19.3**
OVERALL	**C**	**20.5**	**C**	**20.2**
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized				
WBLT	F	484.6	F	216.0
WBR	A	0.0	A	0.0
WB Approach	**F**	**484.6**	**F**	**216.0**
NBL	A	8.8	B	10.2
NBT	A	0.0	A	0.0
NB Approach	**A**	**0.6**	**A**	**0.9**
SBT	A	0.0	A	0.0
SBR	A	0.0	A	0.0
SB Approach	**A**	**0.0**	**A**	**0.0**
6. North Pierce Street/Wilson Boulevard - Signalized				
WBLT	B	13.5	B	16.3
WB Approach	**B**	**13.5**	**B**	**16.3**
NBL	B	19.8	B	19.4
NB Approach	**B**	**19.8**	**B**	**19.4**
OVERALL	**B**	**15.3**	**B**	**16.9**
7. Site Driveway/North Queen Street - Unsignalized				
EBLT	**Future Intersection**			
WBTR				
SBLR				
8. North Rhodes Street/14th Street North - Unsignalized				
EBLTR	B	13.4	B	12.0
WBLTR	B	13.6	B	14.4
NBLTR	D	32.0	C	16.2
SBLTR	B	12.0	B	12.1

Notes:
1. Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11.

Table 4-2
1601 Fairfax Drive
Existing Conditions Queuing Summary[1,2,3,4]

Approach/ Lane Group	Storage Length (ft)	Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile
1. North Queen Street/Fairfax Drive - Unsignalized					
EBLTR	-	-	3	-	1
WBLTR	-	-	8	-	13
NBLTR	350	-	205	-	437
SBLTR	-	-	27	-	19
2. North Pierce Street/Fairfax Drive - Unsignalized					
EBLT	-	-	4	-	3
WBTR	-	-	0	-	0
SBLR	-	-	17	-	11.2
3. Fort Myer Drive/Fairfax Drive - Signalized					
EBTR	-	72	126	75	126
WBLT	-	8	m15	45	85
SBL	255	19	36	20	38
SBT	-	89	113	349	400
SBR	190	0	14	0	19
4. N. Lynn Street/Fairfax Drive - Signalized					
EBLT	-	72	104	53	84
WBTR	-	31	63	47	85
NBLTR	-	263	289	138	162
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized					
WBLT	425	-	220	-	333
WBR	130	-	0	-	0
NBL	150	-	8	-	5
NBT	-	-	0	-	0
SBT	-	-	0	-	0
SBR	75	-	0	-	0
6. North Pierce Street/Wilson Boulevard - Signalized					
WBLT	-	65	93	116	155
NBL	250	63	110	57	100
7. Site Driveway/North Queen Street - Unsignalized					
EBLT	-	Future Intersection			
WBTR	-				
SBLR	-				
8. North Rhodes Street/14th Street North - Unsignalized					
EBLTR	-	-	45	-	35
WBLTR	-	-	48	-	70
NBLTR	-	-	240	-	93
SBLTR	-	-	28	-	35

Notes:
1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.
2. "~" - 50th percentile volume exceeds capacity, queue may be longer.
3. "#" - 95th percentile volume exceeds capacity, queue may be longer.
4. "m" - Volume for 95th percentile queue is metered by upstream signal.

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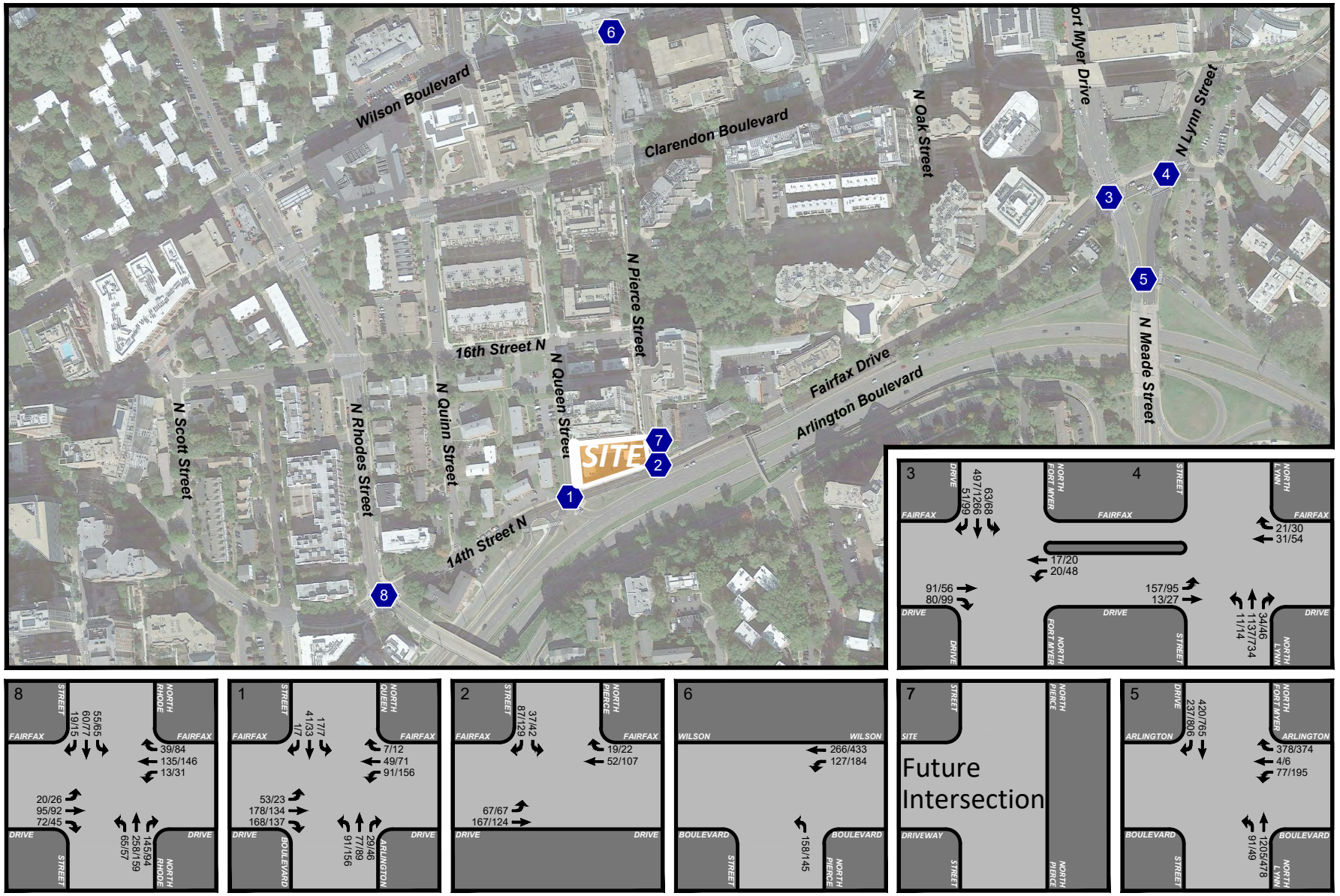

Figure 4-1
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

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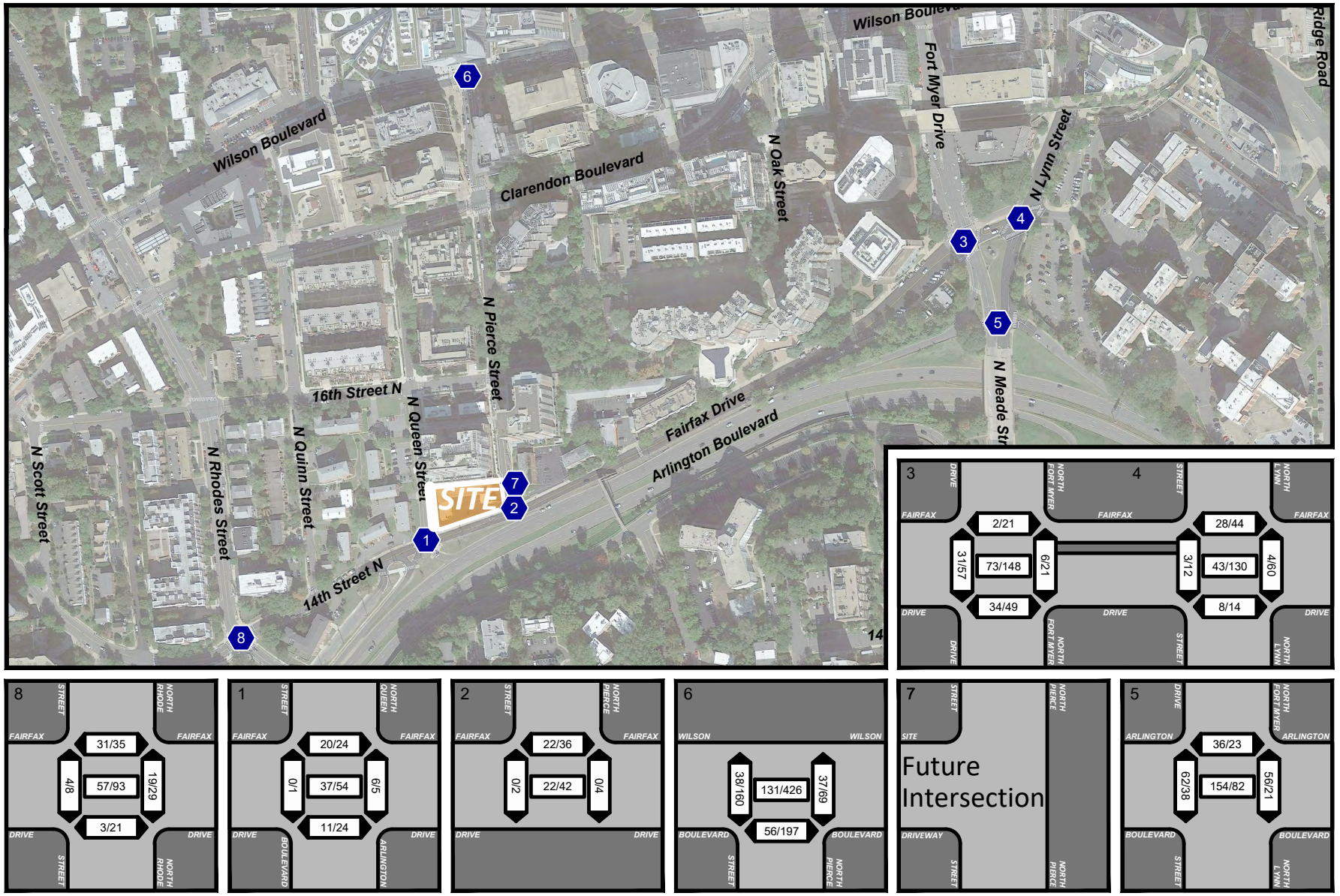

Figure 4-2
Existing Peak Hour Pedestrian Volumes

0/0 AM/PM Peak Hour

NORTH
1601 Fairfax Drive
Arlington County, Virginia

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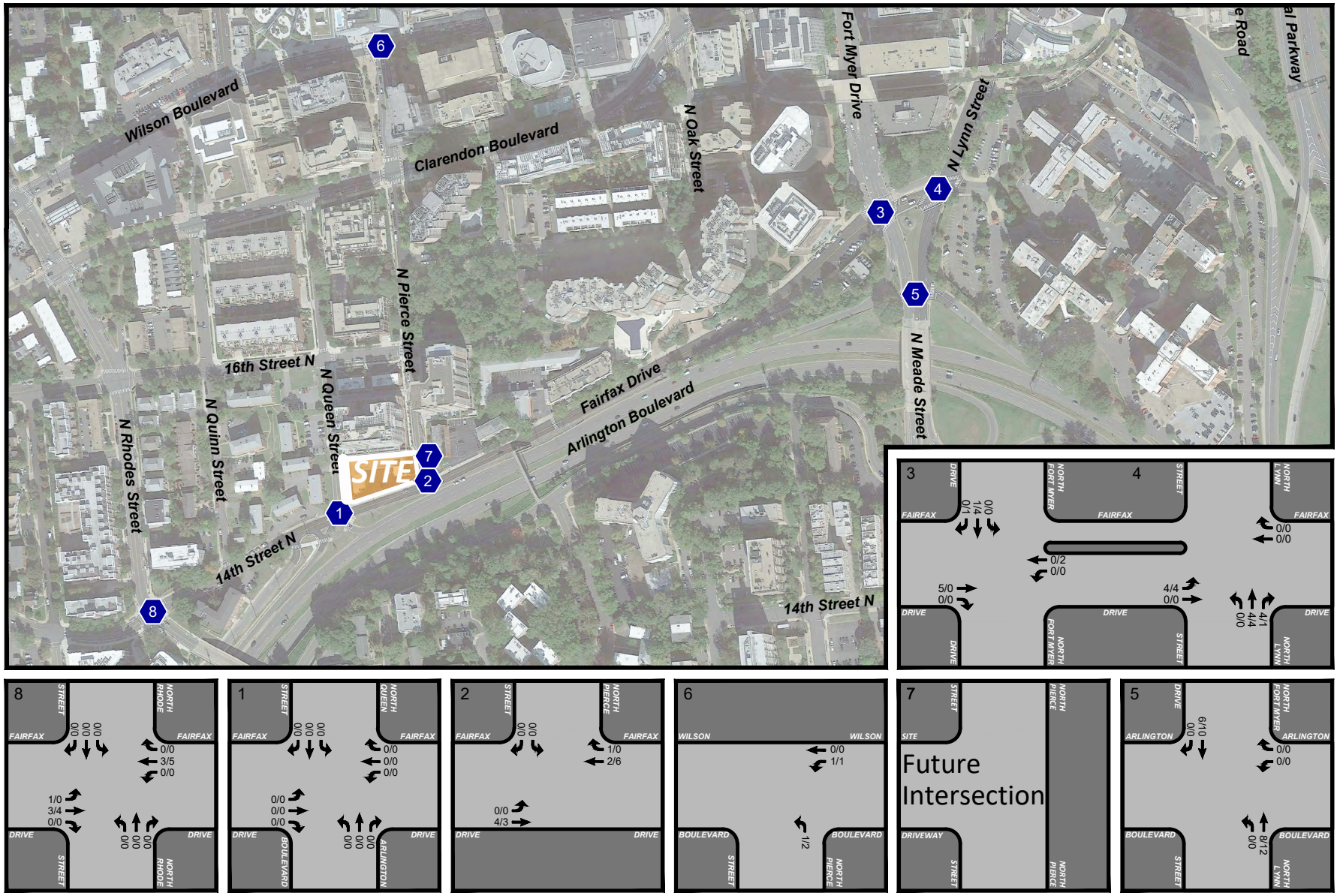

Figure 4-3
Existing Peak Hour Bicycle Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

SECTION 5
FUTURE CONDITIONS WITHOUT DEVELOPMENT (2028)

Background Conditions

This section presents an analysis of the future transportation conditions including projections of 2028 future traffic forecasts without the proposed development, as well as capacity and queuing analyses under this condition.

Methodology/Assumptions. It was assumed that the proposed redevelopment would be constructed and fully occupied by 2028, as specified in the traffic scoping document. The 2028 future traffic forecasts without site redevelopment were developed based on a composite of existing baseline traffic volumes, trips generated by nearby pipeline developments, and regional traffic growth.

Pipeline Developments. One (1) pipeline development was identified for inclusion in the study.

Red Lion (1501 Arlington Boulevard) The subject site is located to the immediate east of 1601 Fairfax Drive. The site is proposed to be razed and redeveloped with a multi-family apartment building with approximately 460 units. The development will add 35 AM peak hour trips, and 40 PM peak hour trips to the network. See Table 5-1.

Regional Growth. An increase in traffic associated with regional growth from 2022 to 2028 was estimated at 0.5 percent per year, compounded annually, for all turning movements as agreed to with DES staff during scoping. This growth rate was applied to all turning movements, with the exception of the movements in/out of the site driveways. This growth accounts for increases in traffic resulting from potential development and influences outside of the immediate study area. The regional growth at each of the study intersections is shown on Figure 5-2.

The resulting 2028 future traffic forecasts without development are shown on Figure 5-3.

Planned Improvements. There are no new vehicular roadway capacity improvements planned within the immediate study area.

Future Conditions without Development Operational Analysis (2028)

Future peak hour LOS and 50th and 95th percentile queues without the redevelopment of the 1601 Fairfax Drive site in year 2028 were estimated at the study intersections based on the existing conditions lane use and traffic controls shown on Figure 2-2; existing traffic signal phasing/timings obtained from Arlington County; the future peak hour traffic forecasts without redevelopment are shown on Figure 5-3; and the HCM 2000 methodologies using Synchro Software, version 11. The LOS and queue results are presented in Appendix F and summarized in Tables 5-2 and 5-3.

Levels of Service. As shown in Table 5-2, with increases in traffic due to regional growth, all signalized study intersections would continue to operate at acceptable overall levels of service (LOS "B" or "C") during the AM and PM peak hours.

The results at the stop-controlled study intersections are consistent with existing conditions. The northbound approach at the intersection of N. Queen Street/Fairfax Drive and the westbound approach at the intersection of N. Meade Street/Route 50 Ramps would continue to operate at or beyond capacity. It is noted that the reduction in delay for these approaches when compared to existing conditions is due to adjustments to the peak hour factors for future scenarios that is standard procedure.

Queuing. As shown on Table 5-3, the results of the Queuing analysis are similar to those described under existing conditions. Peak hour queuing and the calculated average queues are consistent with existing conditions.

Table 5-1
1601 Fairfax Drive
Pipeline Trip Generation Analysis and Comparison - 1501 Arlington Blvd

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate		Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Estimated Weekday ADT
Existing Uses [1]														
Hotel - General Urban/Suburban [2]	310	150	Rooms	1.26/1.30	AM - Eq	PM - Eq	N/A	50	39	89	58	55	113	1,199
**Vehicle Person Trips (84%)*		*84%*						*42*	*32*	*74*	*49*	*46*	*95*	*1,007*
**Transit (12%)*		*12%*						*6*	*5*	*11*	*7*	*7*	*14*	*144*
**Active (4%)*		*4%*						*2*	*2*	*4*	*2*	*2*	*4*	*48*
Vehicle Trips								***33***	***26***	***59***	***37***	***36***	***73***	***775***
Multifamily Housing (Mid Rise) - Center City Core [2]	221	28	DU	1.11/1.18	AM - Eq	PM - Rate	Close	4	14	18	10	6	16	160
**Vehicle Person Trips (58%)*		*58%*						*3*	*8*	*11*	*6*	*4*	*10*	*93*
**Transit (35%)*		*35%*						*1*	*5*	*6*	*3*	*2*	*5*	*56*
**Active (7%)*		*7%*						*0*	*1*	*1*	*1*	*0*	*1*	*11*
Vehicle Trips								***2***	***8***	***10***	***6***	***2***	***8***	***80***
Total Existing Site Trips								54	53	107	68	61	129	1,359
**Vehicle Person Trips*								45	40	85	55	50	105	1,100
**Transit*								7	10	17	10	9	19	200
**Active*								2	3	5	3	2	5	59
Vehicle Trips								***35***	***34***	***69***	***43***	***38***	***82***	***855***
Proposed Development [1]														
Multifamily Housing (Mid Rise) - Center City Core [2]	221	460	DU	1.11/1.18	AM - Eq	PM - Rate	Close	45	161	206	149	100	249	2,490
**Vehicle Person Trips (58%)*		*58%*						*26*	*94*	*120*	*87*	*58*	*145*	*1,444*
**Transit (35%)*		*35%*						*16*	*56*	*72*	*52*	*35*	*87*	*872*
**Active (9%)*		*7%*						*3*	*11*	*14*	*10*	*7*	*17*	*174*
Vehicle Trips								***24***	***84***	***108***	***74***	***49***	***123***	***1,234***
Net New Site Tips								(9)	108	99	81	39	120	1,131
**Vehicle Person Trips*								-19	54	35	32	8	40	344
**Transit*								*9*	*46*	*55*	*42*	*26*	*68*	*672*
**Active*								*1*	*8*	*9*	*7*	*5*	*12*	*115*
Vehicle Trips								***-11***	***51***	***39***	***31***	***11***	***41***	***379***

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition
(2) AVO's were taken from the ITE Handbook, 3rd Edition.

Table 5-2
1601 Fairfax Drive
Future Conditions without Development Levels of Service Summary[1,2]

Approach/ Lane Group	Existing Conditions				2025 Future Conditions without Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. North Queen Street/Fairfax Drive - Unsignalized								
EBLTR	A	1.3	A	0.7	A	1.4	A	1.2
WBLTR	A	5.5	A	5.9	A	4.2	A	5.3
NBLTR	F	65.5	F	185.9	C	20.4	F	51.9
SBLTR	C	24.5	C	22.4	C	15.5	C	19.8
2. North Pierce Street/Fairfax Drive - Unsignalized								
EBLT	A	2.5	A	3.0	A	2.6	A	2.9
WBTR	A	0.0	A	0.0	A	0.0	A	0.0
SBLR	B	10.5	B	11.2	B	10.3	B	10.5
3. Fort Myer Drive/Fairfax Drive - Signalized								
EBTR	C	26.7	C	26.7	C	29.8	C	28.2
EB Approach	**C**	**26.7**	**C**	**26.7**	**C**	**29.8**	**C**	**28.2**
WBLT	B	11.8	B	15.0	B	12.1	B	12.6
WB Approach	**B**	**11.8**	**B**	**15.0**	**B**	**12.1**	**B**	**12.6**
SBL	A	9.2	A	9.2	A	9.5	A	9.7
SBT	B	10.9	B	19.9	B	11.5	B	18.2
SBR	A	8.9	A	9.2	A	9.2	A	9.3
SB Approach	**B**	**10.5**	**B**	**18.7**	**B**	**11.1**	**B**	**17.2**
OVERALL	**B**	**13.9**	**B**	**19.3**	**B**	**14.4**	**B**	**17.9**
4. N. Lynn Street/Fairfax Drive - Signalized								
EBLT	C	21.4	B	19.6	C	21.8	C	26.0
EB Approach	**C**	**21.4**	**B**	**19.6**	**C**	**21.8**	**C**	**26.0**
WBTR	C	33.4	C	28.9	D	46.2	D	46.1
WB Approach	**C**	**33.4**	**C**	**28.9**	**D**	**46.2**	**D**	**46.1**
NBLTR	B	19.9	B	19.3	B	12.7	B	10.1
NB Approach	**B**	**19.9**	**B**	**19.3**	**B**	**12.7**	**B**	**10.1**
OVERALL	**C**	**20.5**	**C**	**20.2**	**B**	**14.9**	**B**	**14.8**
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized								
WBLT	F	484.6	F	216.0	F	123.5	F	107.4
WBR	A	0.0	A	0.0	A	0.0	A	0.0
WB Approach	**F**	**484.6**	**F**	**216.0**	**F**	**123.5**	**F**	**107.4**
NBL	A	8.8	B	10.2	A	9.0	B	11.6
NBT	A	0.0	A	0.0	A	0.0	A	0.0
NB Approach	**A**	**0.6**	**A**	**0.9**	**A**	**0.6**	**A**	**1.2**
SBT	A	0.0	A	0.0	A	0.0	A	0.0
SBR	A	0.0	A	0.0	A	0.0	A	0.0
SB Approach	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**
6. North Pierce Street/Wilson Boulevard - Signalized								
WBLT	B	13.5	B	16.3	A	4.2	A	5.0
WB Approach	**B**	**13.5**	**B**	**16.3**	**A**	**4.2**	**A**	**5.0**
NBL	B	19.8	B	19.4	D	36.4	D	36.2
NB Approach	**B**	**19.8**	**B**	**19.4**	**D**	**36.4**	**D**	**36.2**
OVERALL	**B**	**15.3**	**B**	**16.9**	**B**	**13.8**	**B**	**10.9**
7. Site Driveway/North Queen Street - Unsignalized								
EBLT	**Future Intersection**							
WBTR								
SBLR								
8. North Rhodes Street/14th Street North - Unsignalized								
EBLTR	B	13.4	B	12.0	A	9.3	B	10.4
WBLTR	B	13.6	B	14.4	A	9.4	B	11.3
NBLTR	D	32.0	C	16.2	B	10.5	B	12.9
SBLTR	B	12.0	B	12.1	A	8.9	B	10.5

Notes:
1. Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11.
2. Reductions in levels of service between existing and future conditions are due to peak hour factor adjustments as scoped with County staff.

Table 5-3
1601 Fairfax Drive
Future Conditions without Development Queuing Summary[1,2,3,4,5]

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2025 Future Conditions without Development			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
1. North Queen Street/Fairfax Drive - Unsignalized									
EBLTR	-	-	3	-	1	-	1	-	1
WBLTR	-	-	8	-	13	-	4	-	9
NBLTR	350	-	205	-	437	-	71	-	210
SBLTR	-	-	27	-	19	-	16	-	18
2. North Pierce Street/Fairfax Drive - Unsignalized									
EBLT	-	-	4	-	3	-	4	-	3
WBTR	-	-	0	-	0	-	0	-	0
SBLR	-	-	17	-	11.2	-	11	-	17
3. Fort Myer Drive/Fairfax Drive - Signalized									
EBTR	-	72	126	75	126	46	104	31	79
WBLT	-	8	m15	45	85	15	m25	16	28
SBL	255	19	36	20	38	15	34	20	41
SBT	-	89	113	349	400	90	123	272	356
SBR	190	0	14	0	19	0	2	0	9
4. N. Lynn Street/Fairfax Drive - Signalized									
EBLT	-	72	104	53	84	49	77	58	94
WBTR	-	31	63	47	85	26	70	26	69
NBLTR	-	263	289	138	162	176	216	77	101
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized									
WBLT	425	-	220	-	333	-	3	-	4
WBR	130	-	0	-	0	-	0	-	0
NBL	150	-	8	-	5	-	0	-	1
NBT	-	-	0	-	0	-	0	-	0
SBT	-	-	0	-	0	-	0	-	0
SBR	75	-	0	-	0	-	0	-	0
6. North Pierce Street/Wilson Boulevard - Signalized									
EBLT	-	65	93	116	155	27	52	60	104
EBTR	250	63	110	57	100	79	131	80	131
7. Site Driveway/North Queen Street - Unsignalized									
EBLT	-	Future Intersection							
WBTR	-								
SBLR	-								
8. North Rhodes Street/14th Street North - Unsignalized									
EBLTR	-	-	45	-	35	-	1	-	1
WBLTR	-	-	48	-	70	-	1	-	2
NBLTR	-	-	240	-	93	-	2	-	3
SBLTR	-	-	28	-	35	-	1	-	1

Notes:
1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.
2. "~" - 50th percentile volume exceeds capacity, queue may be longer.
3. "#" - 95th percentile volume exceeds capacity, queue may be longer.
4. "m" - Volume for 95th percentile queue is metered by upstream signal.
5. Reductions in queues between existing and future conditions are due to peak hour factor adjustments as scoped with County staff.

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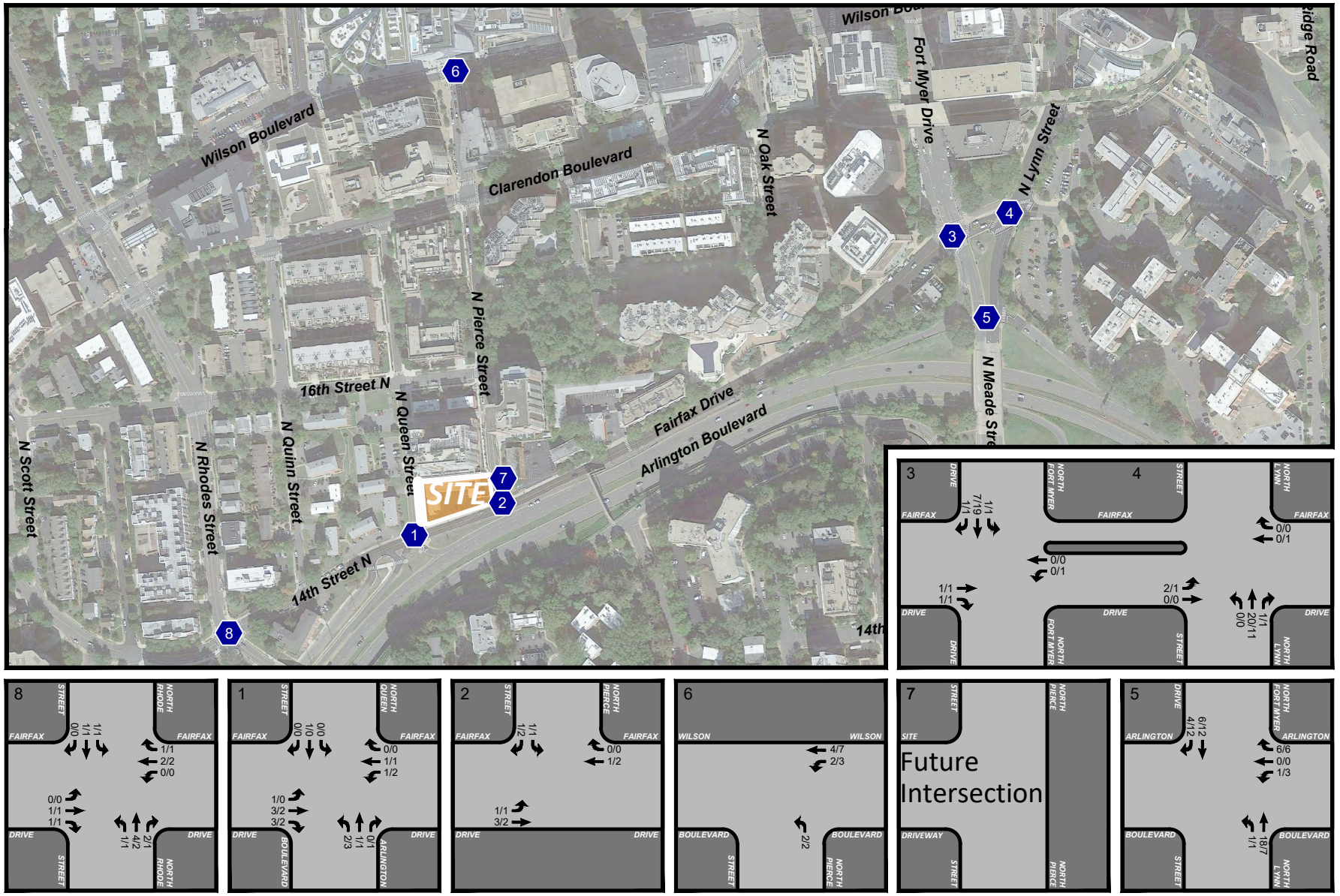

Figure 5-1
Growth (2025-2028)

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

O:\PROJECTS\8501-9000\8755 1601 ARLINGTON BOULEVARD\GRAPHICS\1601 ARLINGTON BLVD GRAPHICS (25.0519).DWG

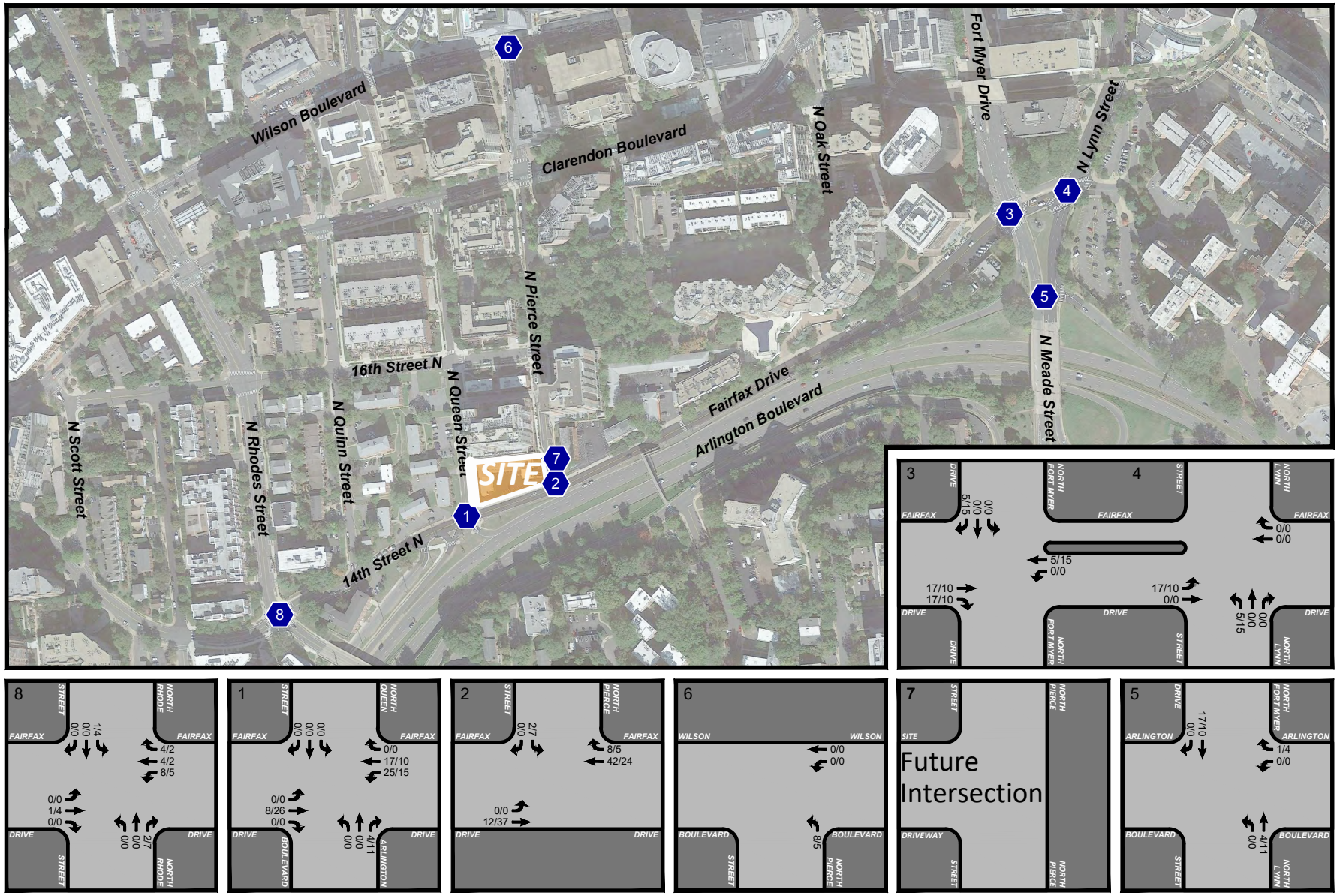

Figure 5-2
Pipeline Development Trips

1601 Fairfax Drive
Arlington County, Virginia

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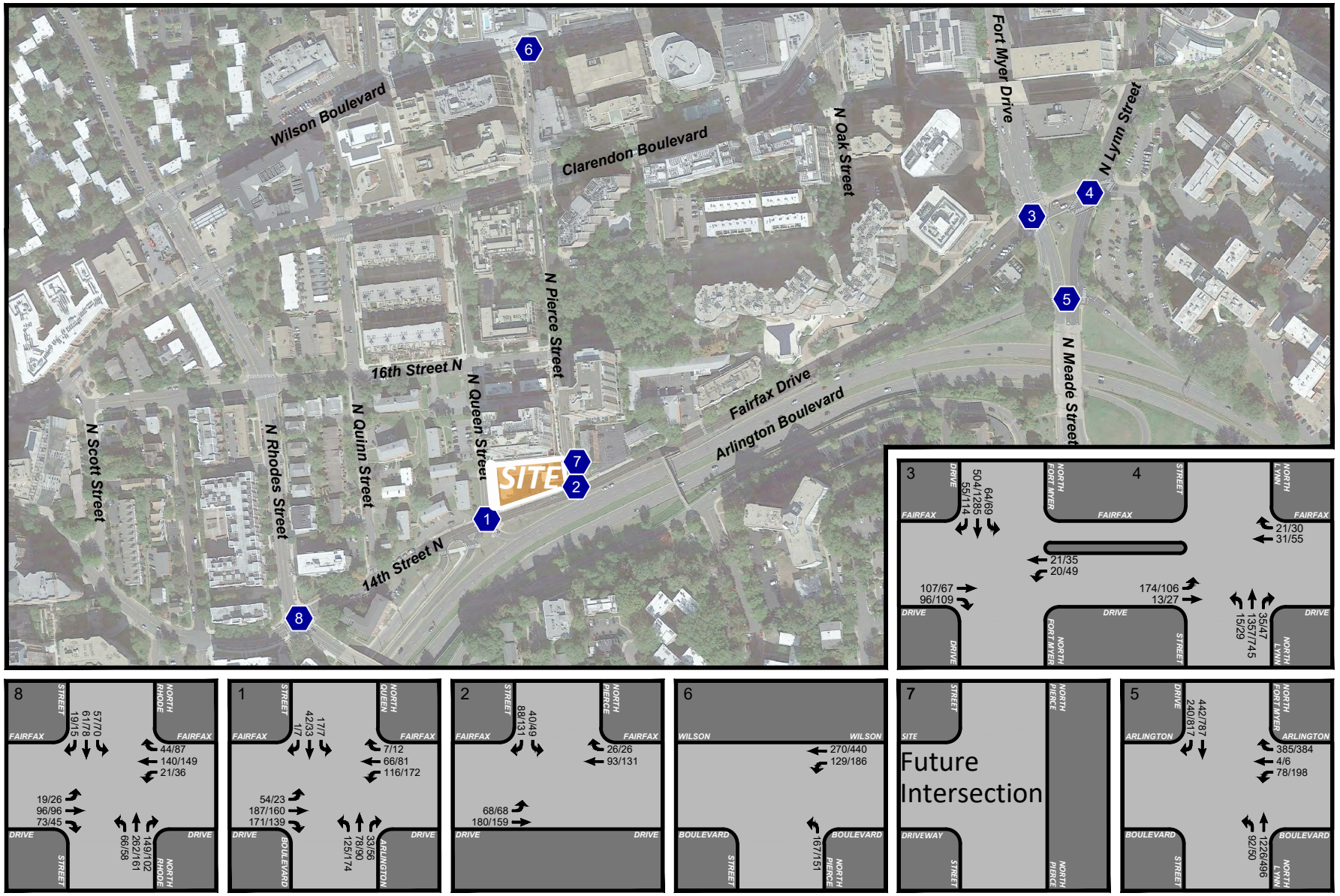

Figure 5-3
2028 Background Future
Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

SECTION 6
PROPOSED SITE DESCRIPTION, TRIP GENERATION, DISTRIBUTIONS & ASSIGNMENTS

Proposed Site Redevelopment Description

The Applicant proposes to redevelop the site formerly occupied by a 38 room hotel with a residential building containing approximately 145 dwelling units.

Parking for the site is proposed via below-grade structured parking. Access to the parking garage is proposed via one (1) curb cut located along North Pierce Street. Access to the loading dock for the site would be located along North Queen Street.

For purposes of this analysis, it is assumed that the redevelopment would occur in a single phase and would be constructed and fully occupied by 2028.

Frontage/Cross Section Improvements

The following summarizes the site frontage improvements and adjustments to the roadway cross sections along Fairfax Drive, North Pierce Street, and North Queen Street as part of the site redevelopment and/or improvements planned by Arlington County:

Fairfax Drive – the existing streetscape will be improved to provide a total of 11.5 feet that includes a 6-foot sidewalk, 5-foot landscape zone, and 6-inch curb. The existing travel lanes on Fairfax Drive that provide 27.25 feet curb-to-curb will be reduced to 22 feet. The proposed improvements on the south side of Fairfax Drive include widening of the existing asphalt trail of 5.5 feet to 10 feet with a grass median that will be installed by Arlington County.

North Pierce Street – the existing streetscape will be improved to provide a total of 11.5 feet that includes a 6-foot sidewalk, 5-foot landscape zone, and 6-inch curb. The existing curb-to-curb dimension of 25.4 feet that includes two travel lanes will be maintained.

North Queen Street – this section currently provides a curb-to-curb width of 26 feet that provides two travel lanes and will be reduced to 23.5 feet to maintain two travel lanes. The existing 4-foot sidewalk and 3-foot grass strip will be improved and provide a total of 10.5 feet that includes a a 5-foot sidewalk, 5-foot landscape zone, and 6-inch curb.

Figure 6-1 illustrates the planned street proposed street sections and improvements in the vicinity of the site.

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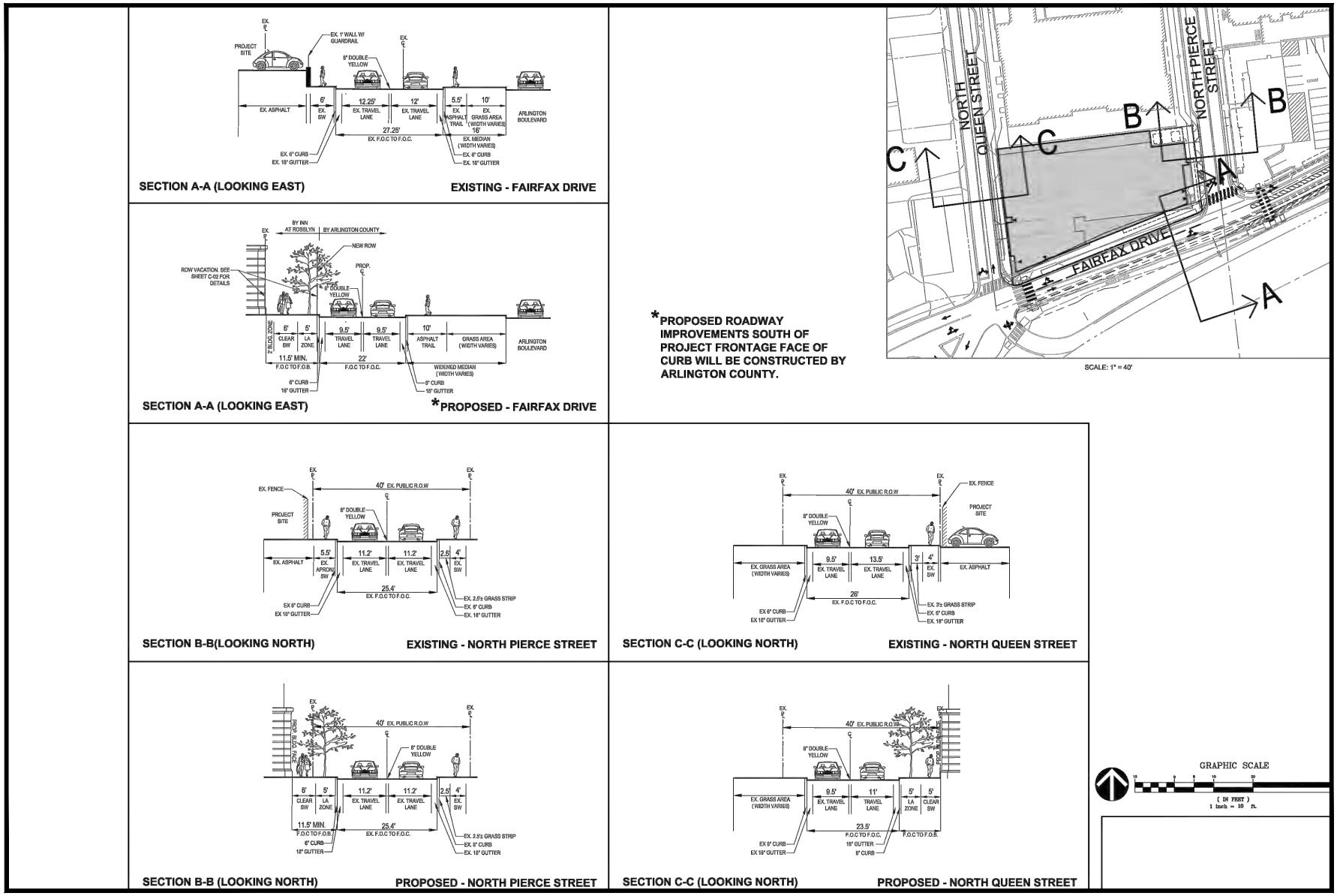

Figure 6-1
Planned and Proposed Street Sections and Improvements

NORTH
1601 Fairfax Drive
Arlington County, Virginia

Site Trip Generation Analysis and Comparison

The Applicant proposes to redevelop the site that was formerly occupied by a 38 room hotel with approximately 145 residential dwelling units.

The number of new site trips anticipated to be generated by the redevelopment was estimated based on ITE's Trip Generation Manual, 11th Edition Land Use Code (LUC) 221 (Mid Rise Residential). This edition of the manual accounts for the site's person trips based on the proximity to transit.

The total person trips generated by the site were delineated into transportation categories using the Arlington County MMTA Mode Share Assumptions and indicate that 58 percent of peak hour trips are anticipated to be made via a vehicle. The person vehicle trips were then divided by the Average Vehicle Occupancy (AVO) that were obtained from the ITE Handbook, 3rd Edition. The new vehicle trips associated with the residential development equates to 21 AM peak hour trips (3 in and 18 out) and 21 PM peak hour trips (16 in and 5 out).

The number of vehicle trips expected to be generated by the existing 38-room hotel was estimated using similar methodology as described above, the existing 38-room hotel would generate 11 AM peak hour trips (4 in and 7 out) and 12 PM peak hour trips (5 in and 7 out). When accounting for traffic generated by the existing site, the proposed program would generate 10 additional AM peak hour trips and 9 additional PM peak hour trips overall when compared to the formerly occupied hotel development. Refer to Tables 6-1 and 6-2 for a summary of the site trip generation analysis and comparison.

Note that given the site location that includes excellent transit, pedestrian, and bicycle facilities, a robust Transportation Demand Management (TDM) program will be implemented to ensure users of the site are familiar with these facilities that are expected to further minimize vehicular impacts.

Table 6-1
1601 Arlington Boulevard
Vehicular Site Trip Generation Analysis and Comparison

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate		Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday ADT Total In	Weekday ADT Total Out	Weekday ADT Total Total
Existing Uses [1]																
Motel - General Urban/Suburban [2]	320	38	Rooms	1.26/1.30	AM - Rate	PM - Rate	N/A	5	8	13	8	6	14	64	64	128
Total Person Trips								6	10	16	10	8	18	82	82	164
**Vehicle Person Trips (84%)* [3]		*84%*						*5*	*9*	*14*	*9*	*7*	*16*	*69*	*69*	*138*
**Transit (12%)* [3]		*12%*						*1*	*1*	*2*	*1*	*1*	*2*	*10*	*10*	*20*
**Bike (2%)* [3]		*2%*						*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*3*
**Walk (2%)* [3]		*2%*						*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*4*
Vehicle Trips								***4***	***7***	***11***	***7***	***5***	***12***	***54***	***54***	***108***
Proposed Development [1]																
Multifamily Housing (Mid Rise) - Dense Multi-Use Urban [2]	221	145	DU	1.11/1.18	AM - Rate	PM - Rate	Close	5	31	36	27	9	36	146	146	291
Total Person Trips								6	34	40	32	11	42	168	168	335
**Vehicle Person Trips (58%)* [3]		*58%*						*3*	*20*	*23*	*19*	*6*	*25*	*97*	*97*	*194*
**Transit (35%)* [3]		*35%*						*2*	*12*	*14*	*11*	*4*	*15*	*59*	*59*	*117*
**Bike (2%)* [3]		*2%*						*0*	*1*	*1*	*1*	*0*	*1*	*4*	*4*	*7*
**Walk (5%)* [3]		*5%*						*1*	*1*	*2*	*1*	*1*	*2*	*9*	*9*	*17*
Vehicle Trips								***3***	***18***	***21***	***16***	***5***	***21***	***86***	***84***	***169***
Net New Site Tips								0	23	23	19	3	22	82	82	163
Total Person Trips								0	24	24	21	3	24	86	86	171
**Vehicle Person Trips*								*-2*	*11*	*9*	*10*	*-1*	*9*	*28*	*27*	*56*
**Transit*								*1*	*11*	*12*	*10*	*3*	*13*	*49*	*48*	*97*
**Bike*								*0*	*1*	*1*	*1*	*0*	*1*	*2*	*2*	*4*
**Walk*								*1*	*1*	*2*	*1*	*1*	*2*	*7*	*7*	*13*
Vehicle Trips								***-1***	***11***	***10***	***9***	***0***	***9***	***31***	***30***	***61***

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition
(2) AVO's were taken from the ITE Handbook, 3rd Edition.
(3) Modeshare Percentages taken from the Arlington County MWCOG Household Travel Survey Data

Table 6-2a: Base Trip generation Using ITE

Land Use	ITE Land Use Code	Size	Units	Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Total In	Weekday Total Out	Weekday Total Total	Equation Used AM	Equation Used PM	Equation Used Weekday
Existing																
Motel	320	38	Rooms	N/A	5	8	13	8	6	14	64	64	128	Rate	Rate	Rate
Proposed																
Mid-Rise Multi-Family Apartments	221	145	DU	Close	5	31	36	27	9	36	146	146	291	Rate	Rate	Rate
Total Vehicle Trips					**10**	**39**	**49**	**35**	**15**	**50**	**210**	**210**	**419**	-	-	-

Table 6-2b: Convert to Person Trips

Land Use	ITE Land Use Code	Size	Units	Average Vehicle Occupancy	AM Peak Hour (ppl/hr) In	AM Peak Hour (ppl/hr) Out	AM Peak Hour (ppl/hr) Total	PM Peak Hour (ppl/hr) In	PM Peak Hour (ppl/hr) Out	PM Peak Hour (ppl/hr) Total	Weekday Total (ppl/hr) In	Weekday Total (ppl/hr) Out	Weekday Total (ppl/hr) Total	Equation Used AM	Equation Used PM	Equation Used Weekday
Existing																
Motel	320	38	Rooms	N/A	6	10	16	10	8	18	82	82	164	Rate	Rate	Rate
Proposed																
Mid-Rise Multi-Family Apartments	221	145	DU	Close	6	34	40	32	11	42	168	168	335	Rate	Rate	Rate
Total Person Trips					**12**	**44**	**56**	**42**	**18**	**61**	**250**	**250**	**499**	-	-	-

Table 6-2c: Apply Mode Splits

Land Use	Split	AM Peak Hour (ppl/hr) In	AM Peak Hour (ppl/hr) Out	AM Peak Hour (ppl/hr) Total	PM Peak Hour (ppl/hr) In	PM Peak Hour (ppl/hr) Out	PM Peak Hour (ppl/hr) Total	Weekday Total (ppl/hr) In	Weekday Total (ppl/hr) Out	Weekday Total (ppl/hr) Total
Existing Development										
Motel		6	10	16	10	8	18	82	82	164
*Vehicle Person Trips (84%)	84%	5	9	14	9	7	16	69	69	138
Transit (12%)	12%	1	1	2	1	1	2	10	10	20
Bike (2%)	2%	0	0	0	0	0	0	2	2	3
Walk (2%)	2%	0	0	0	0	0	0	2	2	4
Vehicle Trips		***4***	***7***	***11***	***7***	***5***	***12***	***54***	***54***	***108***
Propsoed Development										
Mid-Rise Multi-Family Apartments		6	34	40	32	11	42	168	168	335
*Vehicle Person Trips 58%)	58%	3	20	23	19	6	25	97	97	194
Transit (32%)	32%	2	12	14	11	4	15	59	59	117
Bike (2%)	2%	0	1	1	1	0	1	4	4	7
Walk (5%)	5%	1	1	2	1	1	2	9	9	17
Vehicle Trips		***3***	***18***	***21***	***16***	***5***	***21***	***86***	***84***	***169***

Table 6-2d: Convert auto-person trips back to vehicles/hour

Land Use	Split	Average Vehicle Occupancy AM	Average Vehicle Occupancy PM	AM Peak Hour (Veh/hr) In	AM Peak Hour (Veh/hr) Out	AM Peak Hour (Veh/hr) Total	PM Peak Hour (Veh/hr) In	PM Peak Hour (Veh/hr) Out	PM Peak Hour (Veh/hr) Total	Weekday Total (veh/hr) In	Weekday Total (veh/hr) Out	Weekday Total (veh/hr) Total
Existing Development												
Motel				5	8	13	8	6	14	64	64	128
*Vehicle Person Trips (52%)	84%	1.26%	1.30%	5	9	14	9	7	16	69	69	138
Total Vehicle Trips				***4***	***7***	***11***	***7***	***5***	***12***	***54***	***54***	***108***
Proposed Development												
Mid-Rise Multi-Family Apartments				5	31	36	27	9	36	146	146	291
*Vehicle Person Trips (32%)	32%	1.11%	1.18%	3	20	23	19	6	25	97	97	194
Total Vehicle Trips				***3***	***18***	***21***	***16***	***5***	***21***	***86***	***84***	***169***

Table 6-2
1601 Fairfax Drive
Site Trip Generation (1) (2) (3)

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate	Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday ADT Total In	Weekday ADT Total Out	Weekday ADT Total Total
Existing Development															
Motel [4]	320	38	Rooms	1.26/1.30	Rate	N/A	5	8	13	8	6	14	64	64	128
Total Person Trips							6	10	16	10	8	18	82	82	164
*Vehicle Person Trips (58%) [3]							*5*	*9*	*14*	*9*	*7*	*16*	*69*	*69*	*138*
*Transit (35%) [3]							*1*	*1*	*2*	*1*	*1*	*2*	*10*	*10*	*20*
*Bike (2%) [3]							*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*3*
*Walk (5%) [3]							*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*4*
Vehicle Trips							**4**	**7**	**11**	**7**	**5**	**12**	**54**	**54**	**108**
Propsoed Development															
Multifamily Housing (Mid Rise) [2]	221	145	DU	1.11/1.18	Rate	Close	5	31	36	27	9	36	146	146	291
Total Person Trips							6	34	40	32	11	42	168	168	335
*Vehicle Person Trips (58%) [3]							*3*	*20*	*23*	*19*	*6*	*25*	*97*	*97*	*194*
*Transit (35%) [3]							*2*	*12*	*14*	*11*	*4*	*15*	*59*	*59*	*117*
*Bike (2%) [3]							*0*	*1*	*1*	*1*	*0*	*1*	*4*	*4*	*7*
*Walk (5%) [3]							*1*	*1*	*2*	*1*	*1*	*2*	*9*	*9*	*17*
Vehicle Trips							**3**	**18**	**21**	**16**	**5**	**21**	**86**	**84**	**169**
Net Trip Generation															
Net New Site Tips							0	23	23	19	3	22	82	82	163
Total Person Trips							0	24	24	21	3	24	86	86	171
*Vehicle Person Trips							*-2*	*11*	*9*	*10*	*-1*	*9*	*28*	*27*	*56*
*Transit							*1*	*11*	*12*	*10*	*3*	*13*	*49*	*48*	*97*
*Bike							*0*	*1*	*1*	*1*	*0*	*1*	*2*	*2*	*4*
*Walk							*1*	*1*	*2*	*1*	*1*	*2*	*7*	*7*	*13*
Vehicle Trips							**-1**	**11**	**10**	**9**	**0**	**9**	**31**	**30**	**61**

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition
(2) AVO's were taken from the ITE Handbook, 3rd Edition.
(3) Modeshare Percentages taken from the Arlington County MWCOG Household Travel Survey Data

Site Trip Distribution and Assignment

The new trips generated by the residential development were assigned to the roadway network using trip distributions developed from the traffic count data, the existing observed intersection splits, and the derived directions of approach. These distributions were reaffirmed with County staff through the scoping process.

The directional distribution for new site generated trips is as follows:

To the West on Wilson and Clarendon Boulevard:	10%
From the North on Fort Myer Drive and N. Lynn Street:	20%
To/From the East on Arlington Boulevard (US 50):	30%
To/From the West on Arlington Boulevard (US 50):	20%
To/From the West on 14th Street N:	20%
Total:	100%

Refer to Figure 6-2 for new site trips assignments.

Note that since the existing hotel site driveways were closed when the updated existing traffic counts were collected, no adjustments to existing traffic were necessary.

Figure 6-2
Total Site Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

SECTION 7
FUTURE CONDITIONS WITH DEVELOPMENT (2028)

This section presents an analysis of the future conditions including projections of 2028 future traffic forecasts with the proposed development, as well as capacity and queuing analyses.

Future Traffic Forecasts with Development (2028)

The traffic forecasts described in the previous section and shown on Figure 6-1 were added to the future traffic forecasts without development, shown on Figure 5-3, to arrive at the future traffic forecasts with development and are shown on Figure 7-2.

Operational Analysis of Future Conditions with the Proposed Development

Future peak hour LOS and 50th and 95th percentile queues with the proposed development were estimated at the study intersections based on the future peak hour traffic forecasts with redevelopment shown on Figure 7-2, the future conditions with development lane use and traffic controls shown on Figure 7-1; the existing traffic signal phasing/timings obtained from Arlington County; and the HCM 2000 methodologies using Synchro Software, version 11. The results are presented in Appendix G and summarized in Table 7-1 and Table 7-2.

Levels of Service (LOS). The results for future conditions with the proposed development are summarized on Table 7-1 and indicate the following:

1. The signalized intersections of Fort Myer Drive and N. Lynn Street at Fairfax Drive, and the Wilson Boulevard/N. Pierce Street intersection would continue to operate at overall acceptable levels of service during both the AM and PM peak hours with the site development. These intersections would operate at overall level of service (LOS) "B" with only minor increases in delay as a result of the new site generated vehicle trips.

2. All of the turning movements at unsignalized intersections would continue to operate at acceptable levels of service during the AM and PM peak hours with the site development with the following exceptions (as identified under existing and background conditions):

    - N. Queen Street/Fairfax Drive – the northbound approach that operates under a yield condition would continue to operate beyond capacity during the PM peak hour, similar to existing and background conditions. While this movement exceeds capacity, the traffic simulation indicates that the anticipated queue can be accommodated within the available storage area and would not impact mainline operations on Arlington Boulevard.

    - Fort Myer Drive/Arlington Boulevard Ramp – the westbound left-through movement would continue to operate beyond capacity during both the AM and

PM peak hour, similar to existing and background conditions. Separate lanes are provided on the ramp approach for left and right turning traffic.

3. All of the turning movements entering and exiting the site driveway on N. Pierce Street would operate at acceptable levels of service during the AM and PM peak hours with minimal delay and queuing. Installation of a second stop bar should be considered so that southbound traffic on N. Pierce Street does not block the driveway for entering vehicles.

Queuing. As shown on Table 7-2, the results of the Queuing analysis are similar to those described in under existing conditions and future conditions without development. Increases in the estimated average and 95th percentile queues when compared to existing or future conditions would generally equate to approximately one (1) vehicle or less at most locations.

As required, a Transportation Demand Management (TDM) program will be implemented to ensure users of the site are familiar and use multimodal transportation options. The site is in a prime location for multimodal commuting given its excellent transit, pedestrian, and bicycle facilities. The non-auto mode share expected would further aid in minimizing the development's vehicular impact.

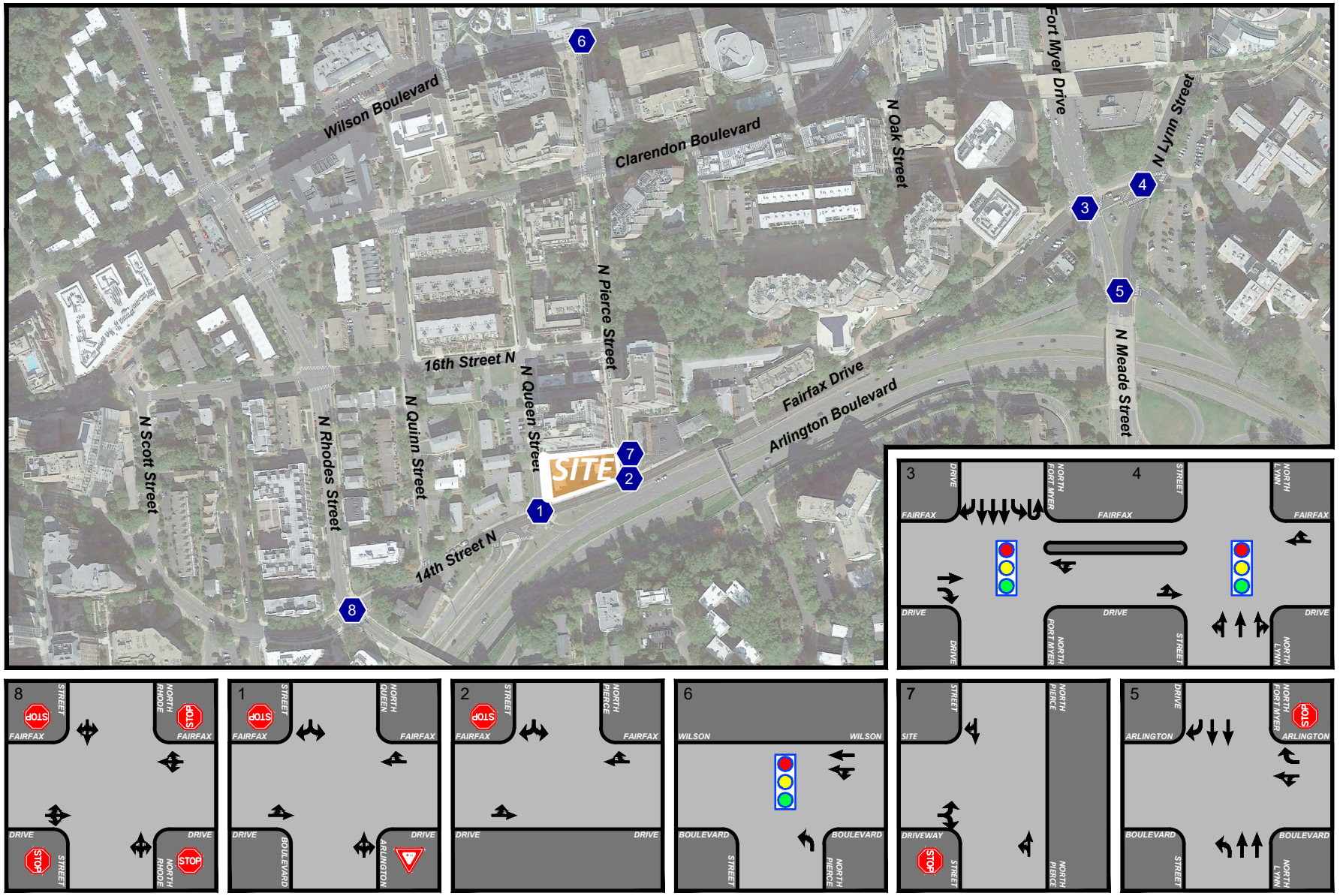

Figure 7-1
Future Lane Use and Traffic Controls

Represents One Travel Lane
Signalized Intersection
Stop Sign

NORTH
1601 Fairfax Drive
Arlington County, Virginia

O:\PROJECTS\8501-9000\8755 1601 ARLINGTON BOULEVARD\GRAPHICS\1601 ARLINGTON BLVD GRAPHICS (25.0519).DWG

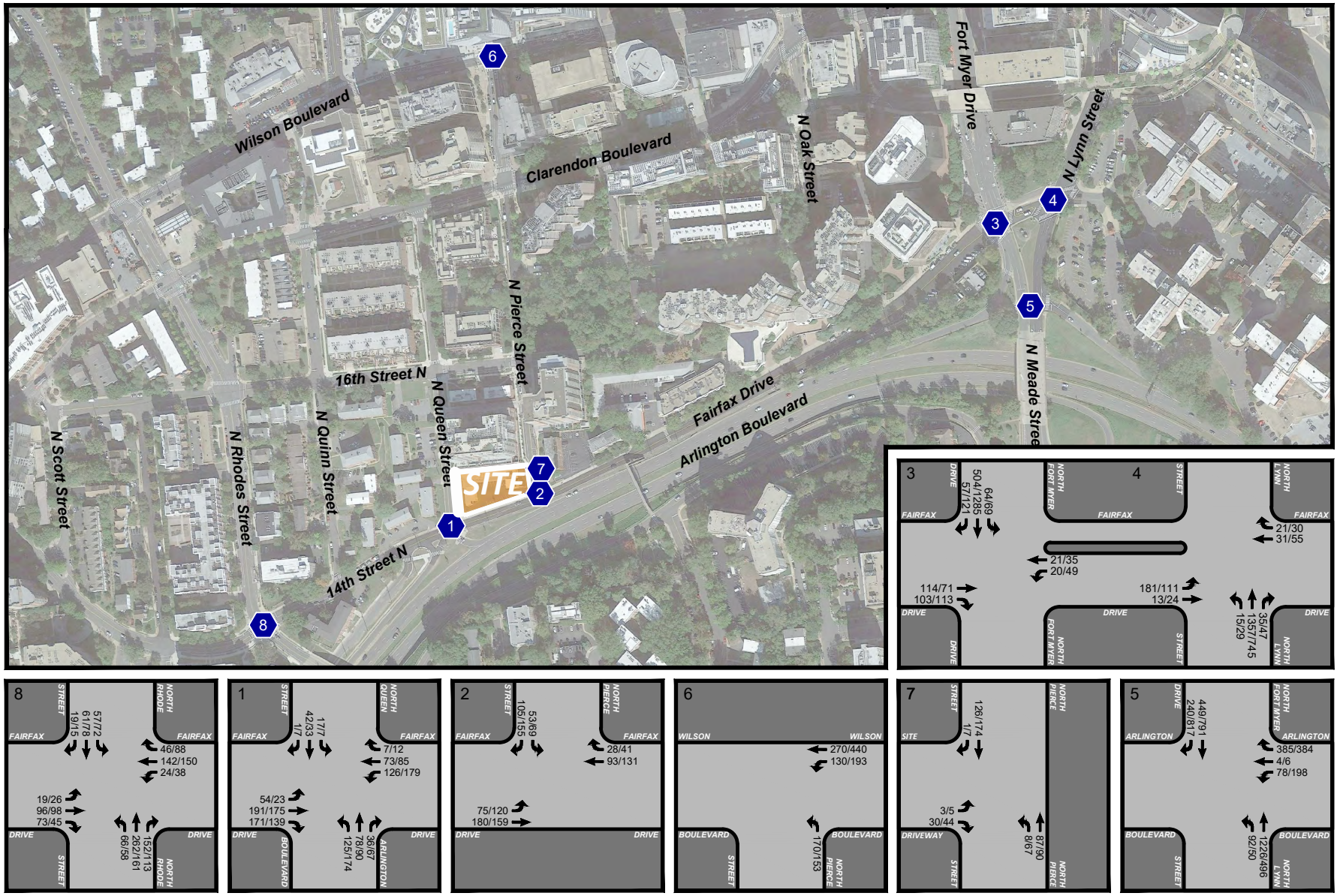

Figure 7-2
2028 Total Future
Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

Table 7-1
1601 Fairfax Drive
Future Conditions with Development Levels of Service Summary[1]

Approach/ Lane Group	Existing Conditions				2028 Future Conditions without Development				2028 Future Conditions with Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. North Queen Street/Fairfax Drive - Unsignalized												
EBLTR	A	1.3	A	0.7	A	1.3	A	0.7	A	1.4	A	1.1
WBLTR	A	5.5	A	5.9	A	5.5	A	6.0	A	5.6	A	6.0
NBLTR	F	65.5	F	185.9	F	67.5	F	169.6	F	83.7	F	226.3
SBLTR	C	24.5	C	22.4	D	25.4	C	22.6	D	27.5	D	25.1
2. North Pierce Street/Fairfax Drive - Unsignalized												
EBLT	A	2.5	A	3.0	A	2.4	A	2.6	A	2.6	A	3.8
WBTR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
SBLR	B	10.5	B	11.2	B	10.8	B	11.5	B	11.4	B	13.6
3. Fort Myer Drive/Fairfax Drive - Signalized												
EBTR	C	26.7	C	26.7	C	27.1	C	26.8	C	27.4	C	27.0
EB Approach	**C**	**26.7**	**C**	**26.7**	**C**	**27.1**	**C**	**26.8**	**C**	**27.4**	**C**	**27.0**
WBLT	B	11.8	B	15.0	B	14.2	C	21.6	B	14.2	C	21.6
WB Approach	**B**	**11.8**	**B**	**15.0**	**B**	**14.2**	**C**	**21.6**	**B**	**14.2**	**C**	**21.6**
SBL	A	9.2	A	9.2	A	9.2	A	9.2	A	9.2	A	9.2
SBT	B	10.9	B	19.9	B	10.7	B	18.1	B	10.7	B	18.1
SBR	A	8.9	A	9.2	A	8.9	A	9.3	A	8.9	A	9.4
SB Approach	**B**	**10.5**	**B**	**18.7**	**B**	**10.3**	**B**	**17.0**	**B**	**10.3**	**B**	**17.0**
OVERALL	**B**	**13.9**	**B**	**19.3**	**B**	**14.4**	**B**	**18.2**	**B**	**14.7**	**B**	**18.3**
4. N. Lynn Street/Fairfax Drive - Signalized												
EBLT	C	21.4	B	19.6	C	20.3	B	18.8	B	19.7	B	18.5
EB Approach	**C**	**21.4**	**B**	**19.6**	**C**	**20.3**	**B**	**18.8**	**B**	**19.7**	**B**	**18.5**
WBTR	C	33.4	C	28.9	C	33.2	C	28.7	C	33.2	C	28.7
WB Approach	**C**	**33.4**	**C**	**28.9**	**C**	**33.2**	**C**	**28.7**	**C**	**33.2**	**C**	**28.7**
NBLTR	B	19.9	B	19.3	B	19.0	B	19.1	B	19.0	B	19.1
NB Approach	**B**	**19.9**	**B**	**19.3**	**B**	**19.0**	**B**	**19.1**	**B**	**19.0**	**B**	**19.1**
OVERALL	**C**	**20.5**	**C**	**20.2**	**B**	**19.6**	**B**	**19.8**	**B**	**19.6**	**B**	**19.8**
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized												
WBLT	F	484.6	F	216.0	F	327.2	F	147.5	F	327.2	F	147.5
WBR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
WB Approach	**F**	**484.6**	**F**	**216.0**	**F**	**327.2**	**F**	**147.5**	**F**	**327.2**	**F**	**147.5**
NBL	A	8.8	B	10.2	A	8.7	A	10.0	A	8.7	A	10.0
NBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
NB Approach	**A**	**0.6**	**A**	**0.9**	**A**	**0.6**	**A**	**0.9**	**A**	**0.6**	**A**	**0.9**
SBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
SBR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
SB Approach	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**	**A**	**0.0**
6. North Pierce Street/Wilson Boulevard - Signalized												
WBLT	B	13.5	B	16.3	B	13.2	B	15.7	B	13.2	B	15.8
WB Approach	**B**	**13.5**	**B**	**16.3**	**B**	**13.2**	**B**	**15.7**	**B**	**13.2**	**B**	**15.8**
NBL	B	19.8	B	19.4	B	19.7	B	19.3	B	19.7	B	19.3
NB Approach	**B**	**19.8**	**B**	**19.4**	**B**	**19.7**	**B**	**19.3**	**B**	**19.7**	**B**	**19.3**
OVERALL	**B**	**15.3**	**B**	**16.9**	**B**	**15.1**	**B**	**16.4**	**B**	**15.2**	**B**	**16.5**
7. Site Driveway/North Pierce Street - Unsignalized												
EBLR	**Futur**								A	9.2	A	9.8
NBTR									A	0.7	A	3.6
SBLT									A	0.0	A	0.0
8. North Rhodes Street/14th Street North - Unsignalized												
EBLTR	B	13.4	B	12.0	B	12.4	B	11.4	B	12.5	B	11.6
WBLTR	B	13.6	B	14.4	B	13.1	B	13.5	B	13.3	B	13.8
NBLTR	D	32.0	C	16.2	D	25.1	B	14.7	D	25.9	C	15.3
SBLTR	B	12.0	B	12.1	B	11.4	B	11.5	B	11.5	B	11.7

Notes:
1. Capacity analysis based on Highway Capacity Manual 6th methodology, using Synchro 11 unless otherwise noted.

Table 7-2
1601 Fairfax Drive
Future Conditions with Development Queuing Summary [1,2,3,4]

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2028 Future Conditions without Development				2028 Future Conditions with Development			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
1. North Queen Street/Fairfax Drive - Unsignalized													
EBLTR	-	-	3	-	1	-	3	-	1	-	3	-	2
WBLTR	-	-	8	-	13	-	9	-	13	-	10	-	14
NBLTR	350	-	205	-	437	-	201	-	407	-	228	-	480
SBLTR	-	-	27	-	19	-	27	-	19	-	29	-	21
2. North Pierce Street/Fairfax Drive - Unsignalized													
EBLT	-	-	4	-	3	-	4	-	3	-	4	-	4
WBTR	-	-	0	-	0	-	0	-	0	-	0	-	0
SBLR	-	-	17	-	11.2	-	17	-	11.5	-	23	-	13.6
3. Fort Myer Drive/Fairfax Drive - Signalized													
EBTR	-	72	126	75	126	82	151	76	140	91	164	81	147
WBLT	-	8	m15	45	85	9	m19	53	102	9	m19	53	102
SBL	255	19	36	20	38	18	37	19	39	18	37	19	39
SBT	-	89	113	349	400	82	113	310	400	82	113	310	400
SBR	190	0	14	0	19	0	16	0	23	0	17	0	23
4. N. Lynn Street/Fairfax Drive - Signalized													
EBLT	-	72	104	53	84	69	104	51	84	70	105	52	85
WBTR	-	31	63	47	85	29	63	44	86	29	63	44	86
NBLTR	-	263	289	138	162	239	291	130	166	239	291	130	166
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized													
WBLT	425	-	220	-	333	-	183	-	268	-	183	-	268
WBR	130	-	0	-	0	-	0	-	0	-	0	-	0
NBL	150	-	8	-	5	-	8	-	5	-	8	-	5
NBT	-	-	0	-	0	-	0	-	0	-	0	-	0
SBT	-	-	0	-	0	-	0	-	0	-	0	-	0
SBR	75	-	0	-	0	-	0	-	0	-	0	-	0
6. North Pierce Street/Wilson Boulevard - Signalized													
WBLT	-	65	93	116	155	60	93	106	156	61	93	108	158
NBL	250	63	110	57	100	62	115	55	103	63	117	55	104
7. Site Driveway/North Pierce Street - Unsignalized													
EBLT	-	Future Intersection								-	3	-	5
WBTR	-									-	0	-	4
SBLR	-									-	0	-	0
8. North Rhodes Street/14th Street North - Unsignalized													
EBLTR	-	-	45	-	35	-	40	-	30	-	40	-	33
WBLTR	-	-	48	-	70	-	45	-	60	-	48	-	63
NBLTR	-	-	240	-	93	-	183	-	78	-	198	-	85
SBLTR	-	-	28	-	35	-	25	-	30	-	25	-	33

Notes:
1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.
2. "~" - 50th percentile volume exceeds capacity, queue may be longer.
3. "#" - 95th percentile volume exceeds capacity, queue may be longer.
4. "m" - Volume for 95th percentile queue is metered by upstream signal.

SECTION 8
CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

1. The site is well-served by a multimodal transportation system that includes arterial, collector, and local streets; a connected network of sidewalks with ramps and pedestrian countdown heads; numerous bus lines; easy access to the Rosslyn Metrorail Station; and bicycle facilities.

2. The three (3) signalized study intersections currently operate at overall acceptable level of service (LOS "B" or "C") during the AM and PM peak hours. All lane groups currently operate at acceptable LOS "D" or better during the AM and PM peak hours at the stop-controlled intersections with the exception of the northbound approach at the intersection of N. Queen Street/Fairfax Drive and the westbound left-through movement at the intersection of N. Meade Street/Route 50 Ramps. Similar conditions would continue to be realized under future background conditions without the site redevelopment.

3. The Applicant proposes to redevelop the former 38 room hotel with 145 residential dwelling units. The proposed uses would be served by on-site below grade structured parking via a driveway on N. Pierce Street. Access to the loading facilities would be provided via one (1) proposed curb cut along N. Queen Street.

4. Based on the trip generation methodology as required by Arlington County, the new vehicle trips associated with the residential development equates to 21 AM peak hour trips (3 in and 18 out) and 21 PM peak hour trips (16 in and 5 out). When accounting for traffic generated by the existing site, the proposed program would generate 10 additional AM peak hour trips and 9 additional PM peak hour trips overall when compared to the former hotel development.

5. Under total future conditions with the redevelopment of the site, the three (3) signalized study intersections would continue to operate at overall acceptable levels of service (LOS "B") during both the AM and PM peak hours without additional improvements. The unsignalized intersections would also continue to operate consistently with the results of the future without redevelopment. All turning movements at the proposed site driveway would operate at acceptable levels of service during the AM and PM peak hours.

6. The implementation of a Transportation Management Plan (TMP) would continue to encourage the use of other non-auto modes of transportation including walking, bicycling and public transit as alternative to single occupancy vehicles and minimize the project's vehicular traffic impacts.

APPENDIX A
SCOPING AGREEMENT

PRE-SCOPE OF WORK MEETING FORM

Information on the Project
Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of work meeting may be postponed.

Contact Information				
Consultant Name: Tele: E-mail:	Michael Workosky, PTP, TOPS, TSOS /Griffin P. Kuhn 703-676-3643/703-917-6620 mjworkosky@wellsandassociates.com/gpkuhn@wellsandassociates.com			
Developer/Owner Name: Tele: E-mail:	Josh Olsen/Monument Realty 202-777-2012 jolsen@monumentrealty.com			
Project Information				
Project Name:	1601 Arlington Boulevard		Locality/County:	Arlington County
Project Location: (Attach regional and site specific location map)	1601 Arlington Boulevard, Arlington, VA 22204			
Submission Type	Comp Plan ☐	Rezoning ☐	Site Plan ☒	Subd Plat ☐
Project Description: (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary)	The subject site is located north of Fairfax Drive with N. Pierce Street to the east and N. Queen Street to the west. 1601 Arlington Boulevard is formally occupied by a motel served by a surface lot with approximately 32 spaces. Vehicular access for 1601 Arlington Boulevard is provided via five (5) curb cuts, three (3) along N. Pierce Street, one (1) along Fairfax Drive, and one (1) along N. Queen Street. The Rosslyn Metrorail station is located approximately 2,500 feet to the north of the subject site, on N. Moore Street, as shown in Figure 1.Monument Realty plans the site is proposed to be razed and redeveloped with a multi-family apartment building with approximately 145 units. The conceptual site plan is shown in Figure 2.			
Proposed Use(s): (Check all that apply; attach additional pages as necessary)	Residential ☒	Commercial ☐	Mixed Use ☐	Other ☐

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

	Residential Uses(s) Number of Units: 145 ITE LU Code(s): 221 **Commercial Use(s)** ITE LU Code(s): Square Ft or Other Variable:		**Other Use(s)** ITE LU Code(s): Independent Variable(s):	
Total Peak Hour Trip Projection:	Less than 100 ☒	100 – 499 ☐	500 – 999 ☐	1,000 or more ☐

Traffic Impact Analysis Assumptions

Study Period	Existing Year: 2025	Build-out Year: 2028	Design Year:
Study Area Boundaries (Attach map)	North: Wilson Boulevard	South: Fairfax Drive	
	East: N. Lynn Street	West: N. Queen Street	
External Factors That Could Affect Project (Planned road improvements, other nearby developments)	1. Arlington Boulevard Trail Enhancements 2. Red Lion Inn 3. Wilson Boulevard Streetscape Improvements		
Consistency With Comprehensive Plan (Land use, transportation plan)	The site is consistent with the General Land Use Plan (GLUP)		
Available Traffic Data (Historical, forecasts)	Existing traffic data was collected on March 12, 2025 for seven (7) intersections.		
Trip Distribution (Attach sketch)	Road Name: Arlington Boulevard: Eastbound (20% Inbound & Outbound)/Westbound (30% Inbound & Outbound)	Road Name: 14th Street N: Westbound (20% Inbound & Outbound)	
	Road Name: Fort Myer Drive: Southbound (20% Inbound), N Lynn Street: Northbound (20% Outbound)	Road Name: Wilson Boulevard: Westbound (10% Outbound), Clarendon Boulevard: Eastbound (10% Inbound)	
Annual Vehicle Trip Growth Rate:	0.5%	Peak Period for Study (check all that apply)	☒ AM ☒ PM ☐ SAT
		Peak Hour of the Generator	
Study Intersections	1. 14th Street N./Fairfax Drive/N. Queen Street	6.Wilson Boulevard/N. Pierce Street	

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

and/or Road Segments (Attach additional sheets as necessary)	2.Fairfax Drive/N. Pierce Street	7.14th Street N./N. Rhodes Street
	3.Fairfax Drive/N. Fort Myer Drive	8.
	4.Fairfax Drive/N. Lynn Street	9.
	5. U.S. Route 50 Ramps/N. Meade Street	10.
Trip Adjustment Factors	Internal allowance: ☐ Yes ☒ No Reduction: _____% trips	Pass-by allowance: ☐ Yes ☒ No Reduction: _____% trips
Software Methodology	☒ Synchro ☐ HCS (v.2000/+) ☐ aaSIDRA ☐ CORSIM ☐ Other _____	
Traffic Signal Proposed or Affected (Analysis software to be used, progression speed, cycle length)	N/A	
Improvement(s) Assumed or to be Considered	1. Arlington Boulevard Trail Enhancements 2. Wilson Boulevard Streetscape Improvments	
Background Traffic Studies Considered	1. Red Lion Inn	
Plan Submission	☐ Master Development Plan (MDP) ☐ Generalized Development Plan (GDP) ☐ Preliminary/Sketch Plan ☒ Other Plan type (Final Site, Subd. Plan)	
Additional Issues to be Addressed	☒ Queuing analysis ☐ Actuation/Coordination ☐ Weaving analysis ☐ Merge analysis ☒ Bike/Ped Accommodations ☐ Intersection(s) ☒ TDM Measures ☐ Other _____	

NOTES on ASSUMPTIONS: This 4.1 Site Plan proposal does not trigger VDOT 870 trip thresholds of 5,000 total daily trips, as shown in Table 1. For existing analyses, calculate the PHF of the overall intersection using existing traffic count data. For future analyses, base PHF of the overall intersection on future land use, if possible; otherwise, use the higher of 0.92 and the existing PHF for analyses in urban areas or the higher of 0.88 and use the existing PHF for analyses in rural areas. Enter the overall intersection PHF for each approach movement. If individual approaches or movements are known to peak at different times, analyze multiple 15-multiple periods separately. Level of service calculations for existing and future conditions without and with development shall be in accordance with the Highway Capacity Manual (HCM) 2000 methodologies, as computed by Synchro 11 software. Typical Synchro parameters to be utilized in this analysis will be consistent with VDOT's TOSAM and Arlington County standards. Study will include a comprehensive discussion of the multimodal transportation options available in the vicinity of the site including Metrorail, bus, capital bikeshare,

SIGNED: Griffin Kuhn _____ DATE: 5/1/2025

Applicant or Consultant

PRINT NAME: Griffin Kuhn

Applicant or Consultant

ARLINGTON VIRGINIA

Division of Transportation and Development
Environmental Services

PRE-SCOPE OF WORK FORM ADDENDUM

Multimodal Transportation Assessment (MMTA) Assumptions

To Accompany VDOT Pre-Scope Form 7.08

The applicant is responsible for entering the relevant information and submitting this Addendum plus a completed VDOT Pre-Scope Form 7.08 to Arlington County and VDOT as required by Arlington County's Administrative Regulations 4.1/4.2 and Virginia State Code. The completed form shall be submitted to appropriate County and VDOT staff at least 3 days in advance of the scoping meeting to finalize study details and requirements.

CONTACT INFORMATION	
Consultant Name:	Michael J. Workosky, PTP, TOPS, TSOS / Griffin P. Kuhn
Tele:	703-676-3603
Email:	mjworkosky@wellsandassociates.com
Developer/Owner Name:	Monument Realty / Josh Olsen
Tele:	202.777.0212
Email:	jolsen@monumentrealty.com

PROJECT INFORMATION			
Project Name:	1601 Arlington Boulevard	Site Plan/SPLN #:	SPLN22-00010
Project Location:	North of Fairfax Drive with N. Pierce Street to the east and N. Queen Street to the west.		

ESTIMATED TRIP GENERATION FOR PROPOSED DEVELOPMENT – PM PEAK HOUR

(Project may excluded up to 10,000 square feet of ground floor locally serving retail in trip generation estimates for scoping)

Mode	PM Peak Hour			Daily
	In	Out	Total	Total
Total Person Trips	32 ppl/hr	11 ppl/hr	43 ppl/hr	335 ppl
- Auto Trips	16 veh/hr	5 veh/hr	**21 veh/hr**	93 veh
- Transit Trips	11 ppl/hr	4 ppl/hr	15 ppl/hr	117 ppl
- Bike Trips	1 ppl/hr	0 ppl/hr	1 ppl/hr	7 ppl
- Walk Trips	1 ppl/hr	1 ppl/hr	2 ppl/hr	17 ppl

MULTIMODAL TRANSPORTATION ASSESSMENT (MMTA) REQUIRED STUDY SCOPE

(Specific scoping requirements identified in later sections below, scoping ranges provided as guidance and exact scope to be agreed upon conclusion of scoping meeting)

MMTA Study Level	**Overview**	**Compact**	**Standard**	**Comprehensive**
	☐	☒	☐	☐
Vehicle Trip Range (PM) Peak Hour	0 - 15 veh/hr	16 - 50 veh/hr	51 - 175 veh/hr	176+ veh/hr

MMTA Study Level	**Overview** ☐ 0 - 15 veh/hr	**Compact** ☒ 16 - 50 veh/hr	**Standard** ☐ 51 - 175 veh/hr	**Comprehensive** ☐ 176+ veh/hr
BACKGROUND				
Existing transportation facilities (general)	☐	☒	☐	☐
Existing Walk, Bike and Transit Scores	☐	☒	☐	☐
Historical Transportation Census Data for the site		☒	☐	☐
MULTIMODAL TRANSPORTATION FACILITIES ASSESSMENT				
Transit Studies and Maps to Include				
Service Map	☐ ¼ mile	☒ ¼ mile	☐ ½ mile	☐ > ½ mile
Locations accessible by transit in 15min and 30min of travel time		☒	☐	☐
Bus stop inventory and amenity review			☐	☐
Transit ridership history (Metrorail)			☐	☐
Pedestrian Studies and Maps to Include				
Existing pedestrian facilities	☐ Site frontage[1]	☒ 2 block radius	☐ ¼ mile	☐ ½ mile
Master Transportation Plan and sector plan sidewalk recommendation review	☐ Site frontage[1]	☒ 2 block radius	☐ ¼ mile	☐ ½ mile
Locations accessible by 10, 20, 30 min walk		☒	☐	☐
Pedestrian routes to key neighborhood destinations within ¼ mile		☒	☐	☐
Bicycle Network Studies and Maps to Include				
Existing and future bicycle facilities maps within ½ mile	☐	☒	☐	☐
Master Transportation Plan recommendations within ½ mile		☒	☐	☐
Locations accessible by 10, 20, 30 min bike ride		☒	☐	☐
Bicycle Level of Traffic Stress within ½ mile		☒	☐	☐
Existing and proposed bike parking (On street visitor spaces and secure bike parking with development.)		☒ Site frontage[1]	☐ Site frontage[1]	☐ 2 Block radius
Shared Mobility				
Maps and summary tables for bike share, car share, scooters, others		☒	☐	☐
SAFETY				
Crash history review and analysis Add note on study limits.		☒	☐	☐
OTHER				
Street Cross Sections (Existing and Proposed)	☐	☒	☐	☐
Transportation Demand Management (TDM) proposal/recommendations.	☐	☒	☐	☐
Curb space inventory/On-street parking review		☒ Site Frontage[1]	☐ 2 Block radius	☐ ¼ mile

[1] Site frontage including opposite side of street.

ADDITIONAL TRANSPORTATION STUDY/SUBMISSIONS		
Additional Transportation Studies	☐ VDOT Chapter 870 Traffic Study. (See completed VDOT Form 7.08 attached.)	☒ N/A
	☐ Multimodal Micro Simulation of Transportation Network Identify study limits and attachment with study scoping details.	

DATA COLLECTION		
Pedestrian and Bike Count Locations	☒ At Traffic Impact Study intersections. (See completed VDOT Form 7.08 attached.)	☐ N/A
	☐ Additional pedestrian or bicycle counts required: Enter additional count locations and/or periods here.	

NOTES AND ASSUMPTIONS	
Planned Multimodal Network Changes[2] • Roadway • Transit • Pedestrian • Bicycle Not associated with proposed development.	Wilson Boulevard Streetscape Improvements
Additional Notes or Assumptions	This 4.1 Site Plan proposal does not trigger VDOT 870 trip thresholds of 5,000 total daily trips, as shown in Table 1. For existing analyses, calculate the PHF of the overall intersection using existing traffic count data. For future analyses, base PHF of the overall intersection on future land use, if possible; otherwise, use the higher of 0.92 and the existing PHF for analyses in urban areas or the higher of 0.88 and use the existing PHF for analyses in rural areas. Enter the overall intersection PHF for each approach movement. If individual approaches or movements are known to peak at different times, analyze multiple 15-multiple periods separately. Level of service calculations for existing and future conditions without and with development shall be in accordance with the Highway Capacity Manual (HCM) 2000 methodologies, as computed by Synchro 11 software. Typical Synchro parameters to be utilized in this analysis will be consistent with VDOT's TOSAM and Arlington County standards. The study will include a comprehensive discussion of the multimodal transportation options available in the vicinity of the site including Metrorail, bus, capital bikeshare, bikes, and pedestrians. The study will include a comprehensive discussion of the safety analysis of the site, including crash data and summary tables.

[2] Planned improvements not associated with proposed development.

SIGNED: Griffin Kuhn DATE: May 1, 2025

Applicant or Consultant

PRINT NAME: Griffin P. Kuhn

Applicant or Consultant

SIGNED: Andrew Hayes DATE: 5/2/2025

Arlington County Representative

PRINT NAME: Andrew Hayes

Arlington County Representative

Multimodal Transportation Assessment (MMTA) Assumptions: Supplemental Notes and Figures

Add additional notes and references if needed and reference above:

O:\PROJECTS\8501-9000\8755 1601 ARLINGTON BOULEVARD\GRAPHICS\1601 ARLINGTON BLVD GRAPHICS (25.04.30).DWG

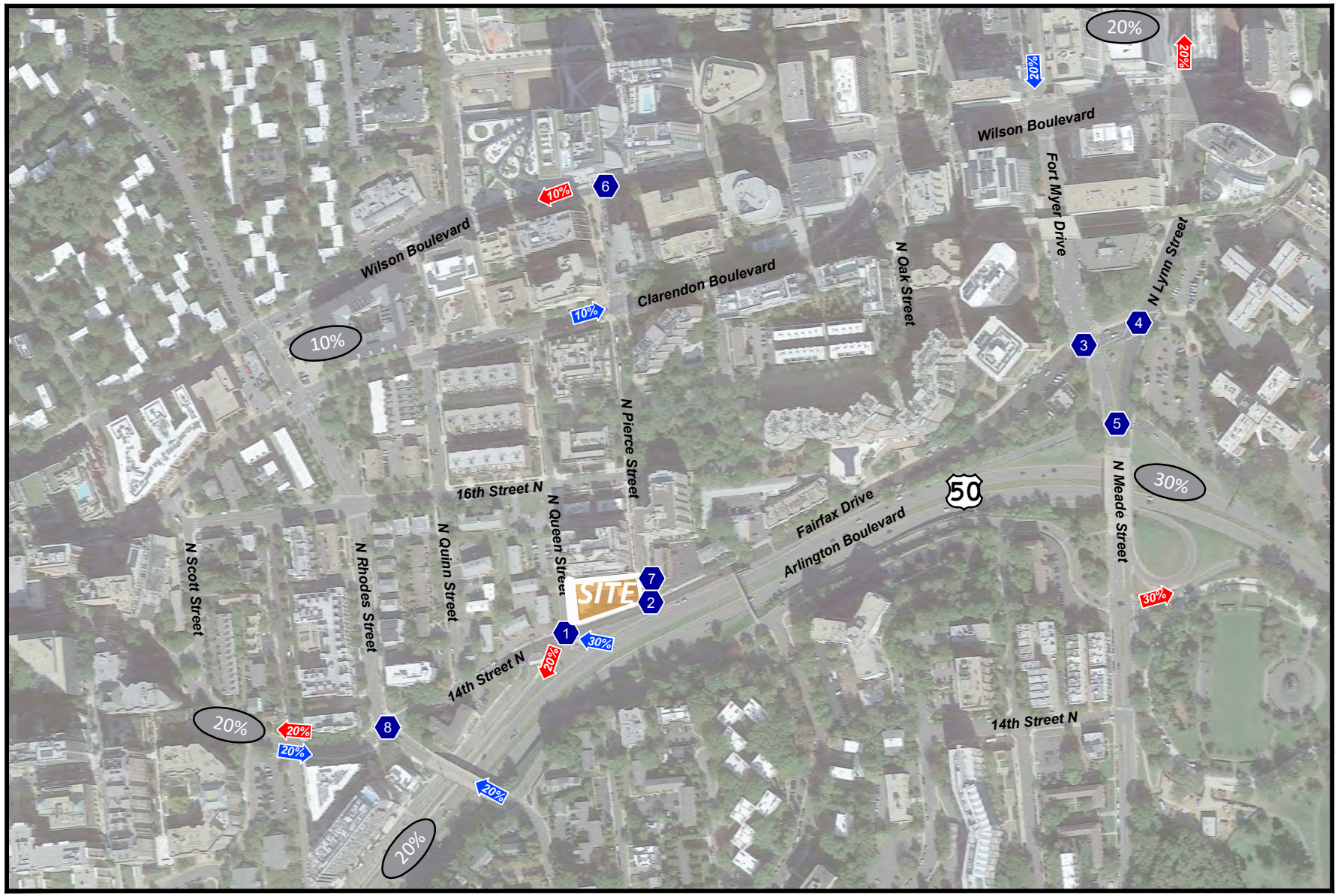

Figure 1
Site Location, Study Intersections & Site Trip Distributions

X Study Intersection
XX% Inbound Site Distribution
XX% Outbound Site Distribution

NORTH
1601 Fairfax Drive
Arlington County, Virginia

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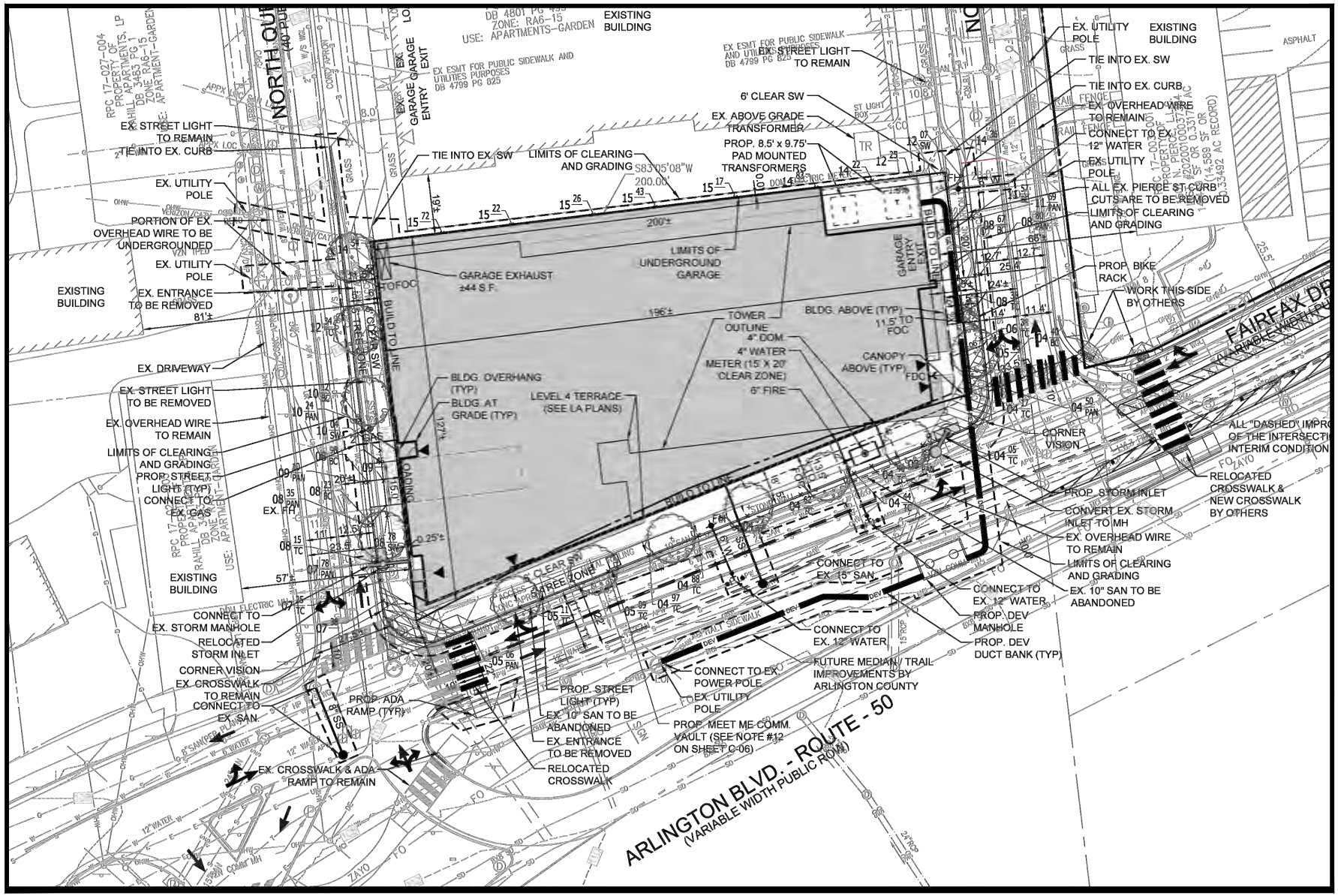


Plan Provided By: VIKA

Figure 2
Site Plan

NORTH

1601 Fairfax Drive
Arlington County, Virginia

Table 1: Base Trip generation Using ITE

Land Use	ITE Land Use Code	Size	Units	Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Total In	Weekday Total Out	Weekday Total Total	Equation Used AM	Equation Used PM	Equation Used Weekday
Existing																
Motel	320	38	Rooms	N/A	5	8	13	8	6	14	64	64	128	Rate	Rate	Rate
Proposed																
Mid-Rise Multi-Family Apartments	221	145	DU	Close	5	31	36	27	9	36	146	146	291	Rate	Rate	Rate
Total Vehicle Trips					**10**	**39**	**49**	**35**	**15**	**50**	**210**	**210**	**419**	-	-	-

Table 2: Convert to Person Trips

Land Use	ITE Land Use Code	Size	Units	Average Vehicle Occupancy	AM Peak Hour (ppl/hr) In	AM Peak Hour (ppl/hr) Out	AM Peak Hour (ppl/hr) Total	PM Peak Hour (ppl/hr) In	PM Peak Hour (ppl/hr) Out	PM Peak Hour (ppl/hr) Total	Weekday Total (ppl/hr) In	Weekday Total (ppl/hr) Out	Weekday Total (ppl/hr) Total	Equation Used AM	Equation Used PM	Equation Used Weekday
Existing																
Motel	320	38	Rooms	N/A	6	10	16	10	8	18	82	82	164	Rate	Rate	Rate
Proposed																
Mid-Rise Multi-Family Apartments	221	145	DU	Close	6	34	40	32	11	42	168	168	335	Rate	Rate	Rate
Total Person Trips					**12**	**44**	**56**	**42**	**18**	**61**	**250**	**250**	**499**	-	-	-

Table 3: Apply Mode Splits

Land Use	Split	AM Peak Hour (ppl/hr) In	AM Peak Hour (ppl/hr) Out	AM Peak Hour (ppl/hr) Total	PM Peak Hour (ppl/hr) In	PM Peak Hour (ppl/hr) Out	PM Peak Hour (ppl/hr) Total	Weekday Total (ppl/hr) In	Weekday Total (ppl/hr) Out	Weekday Total (ppl/hr) Total
Existing Development										
Motel		6	10	16	10	8	18	82	82	164
*Vehicle Person Trips (84%)	84%	5	9	14	9	7	16	69	69	138
*Transit (12%)	12%	1	1	2	1	1	2	10	10	20
*Bike (2%)	2%	0	0	0	0	0	0	2	2	3
*Walk (2%)	2%	0	0	0	0	0	0	2	2	4
Vehicle Trips		***4***	***7***	***11***	***7***	***5***	***12***	***54***	***54***	***108***
Propsoed Development										
Mid-Rise Multi-Family Apartments		6	34	40	32	11	42	168	168	335
*Vehicle Person Trips 58%)	58%	3	20	23	19	6	25	97	97	194
*Transit (32%)	32%	2	12	14	11	4	15	59	59	117
*Bike (2%)	2%	0	1	1	1	0	1	4	4	7
*Walk (5%)	5%	1	1	2	1	1	2	9	9	17
Vehicle Trips		***3***	***18***	***21***	***16***	***5***	***21***	***86***	***84***	***169***

Table 4: Convert auto-person trips back to vehicles/hour

Land Use	Split	Average Vehicle Occupancy AM	Average Vehicle Occupancy PM	AM Peak Hour (Veh/hr) In	AM Peak Hour (Veh/hr) Out	AM Peak Hour (Veh/hr) Total	PM Peak Hour (Veh/hr) In	PM Peak Hour (Veh/hr) Out	PM Peak Hour (Veh/hr) Total	weekday Total (veh/hr) In	weekday Total (veh/hr) Out	weekday Total (veh/hr) Total
Existing Development												
Motel				5	8	13	8	6	14	64	64	128
*Vehicle Person Trips (84%)	84%	1.26%	1.30%	5	9	14	9	7	16	69	69	138
Total Vehicle Trips				***4***	***7***	***11***	***7***	***5***	***12***	***54***	***54***	***108***
Proposed Development												
Mid-Rise Multi-Family Apartments				5	31	36	27	9	36	146	146	291
*Vehicle Person Trips (32%)	32%	1.11%	1.18%	3	20	23	19	6	25	97	97	194
Total Vehicle Trips				***3***	***18***	***21***	***16***	***5***	***21***	***86***	***84***	***169***

Table 5
1601 Arlington Boulevard
Site Trip Generation (1) (2) (3)

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate	Rail Transit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday ADT Total In	Weekday ADT Total Out	Weekday ADT Total Total
Existing Development															
Motel [2]	320	38	Rooms	1.26/1.30	Rate	N/A	5	8	13	8	6	14	64	64	128
Total Person Trips							6	10	16	10	8	18	82	82	164
*Vehicle Person Trips (58%) [3]							*5*	*9*	*14*	*9*	*7*	*16*	*69*	*69*	*138*
*Transit (35%) [3]							*1*	*1*	*2*	*1*	*1*	*2*	*10*	*10*	*20*
*Bike (2%) [3]							*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*3*
*Walk (5%) [3]							*0*	*0*	*0*	*0*	*0*	*0*	*2*	*2*	*4*
Vehicle Trips							**4**	**7**	**11**	**7**	**5**	**12**	**54**	**54**	**108**
Propsoed Development															
Multifamily Housing (Mid Rise) [2]	221	145	DU	1.11/1.18	Rate	Close	5	31	36	27	9	36	146	146	291
Total Person Trips							6	34	40	32	11	42	168	168	335
*Vehicle Person Trips (58%) [3]							*3*	*20*	*23*	*19*	*6*	*25*	*97*	*97*	*194*
*Transit (35%) [3]							*2*	*12*	*14*	*11*	*4*	*15*	*59*	*59*	*117*
*Bike (2%) [3]							*0*	*1*	*1*	*1*	*0*	*1*	*4*	*4*	*7*
*Walk (5%) [3]							*1*	*1*	*2*	*1*	*1*	*2*	*9*	*9*	*17*
Vehicle Trips							**3**	**18**	**21**	**16**	**5**	**21**	**86**	**84**	**169**
Net Trip Generation															
Net New Site Tips							0	23	23	19	3	22	82	82	163
Total Person Trips							0	24	24	21	3	24	86	86	171
*Vehicle Person Trips							*-2*	*11*	*9*	*10*	*-1*	*9*	*28*	*27*	*56*
*Transit							*1*	*11*	*12*	*10*	*3*	*13*	*49*	*48*	*97*
*Bike							*0*	*1*	*1*	*1*	*0*	*1*	*2*	*2*	*4*
*Walk							*1*	*1*	*2*	*1*	*1*	*2*	*7*	*7*	*13*
Vehicle Trips							**-1**	**11**	**10**	**9**	**0**	**9**	**31**	**30**	**61**

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition
(2) AVO's were taken from the ITE Handbook, 3rd Edition.
(3) Modeshare Percentages taken from the Arlington County MWCOG Household Travel Survey Data

APPENDIX B
MULTIMODAL INFORMATION

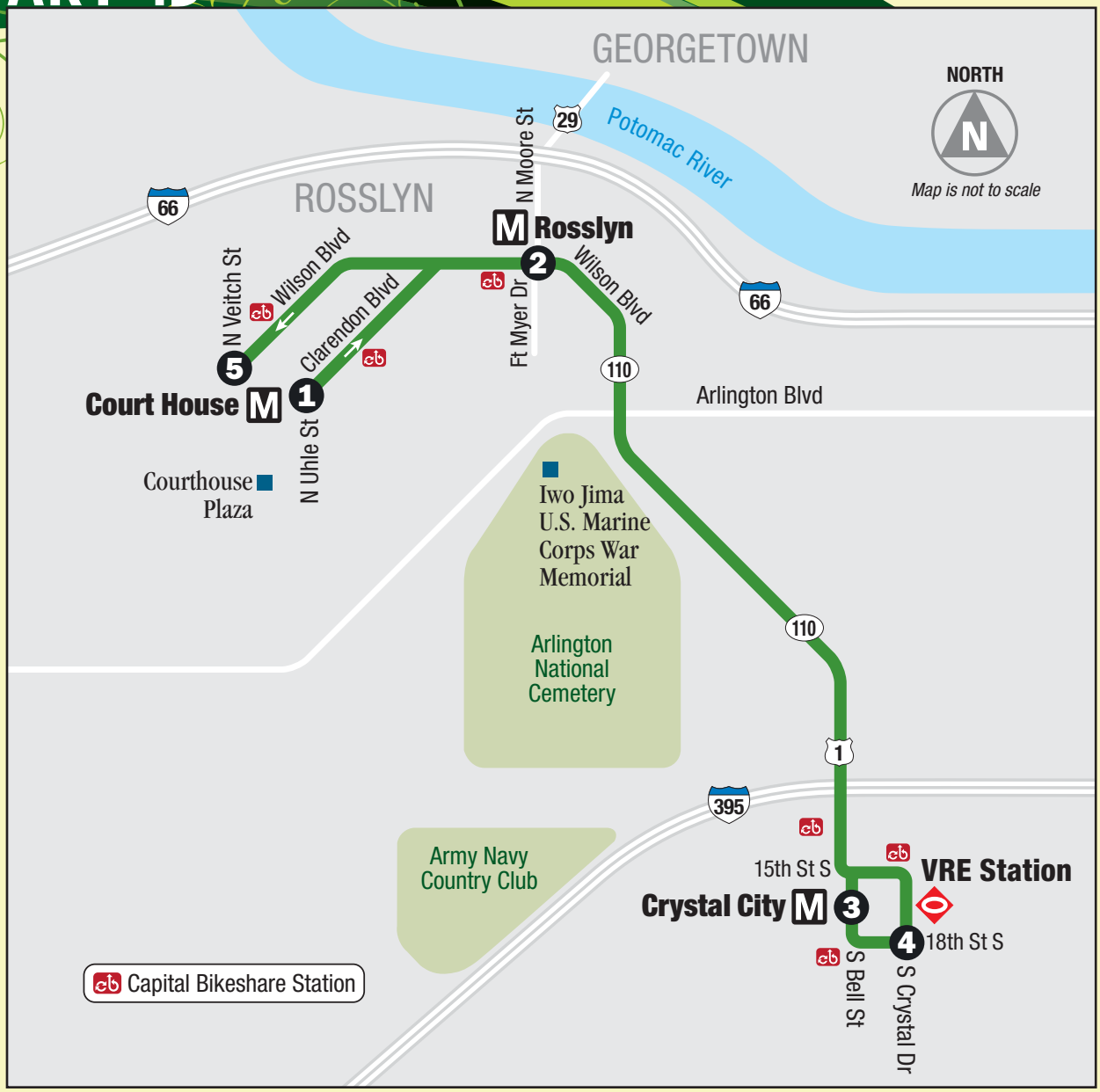
Court House-Rosslyn-Crystal City

ART 43

ARLINGTON VIRGINIA | DEPARTMENT OF ENVIRONMENTAL SERVICES

ART arlington transit

Effective June 30, 2019



ART 43 Operating Hours

Monday – Thursday: 6:02 am – 10:51 pm
Friday: 6:02 am – 11:51 pm

ART 43 does not operate on holidays.

ART 43 FARES	Cash Fare	Fare w/ SmarTrip Card	Transfers Using SmarTrip Card*	
			ART to Metrorail or Metrorail to ART	ART to ART or ART to/from Metrobus
Adults	$2.00	$2.00	50¢ discount	Free
Senior Citizens (ages 65+)	$1.00	$1.00	50¢ discount	Free
People w/Disabilities (w/WMATA ID or Medicare card)	$1.00	$1.00	50¢ discount	Free
K-12 Students (w/school ID)	$1.00	K-12 students receive the $1.00 student fare only when paying with cash, a green iRide token or a Student iRide SmarTrip card. Transfer costs between ART and other transit systems may vary for using the Student iRide SmarTrip card.		

*TRANSFERS MUST BE MADE WITHIN 2 HOURS.

Regular Fares can also be paid with a 7 Day Regional Bus Pass (loaded on SmarTrip), a gold ART token, or a green iRide token. You can buy tokens or purchase SmarTrip cards and add value or a 7 day pass to them at any Commuter Store or Mobile Commuter Store, or online at commuterdirect.com.

ART 43 Horas de servicio

Lunes – Jueves: 6:02 am – 10:51 pm
Viernes: 6:02 am – 11:51 pm

ART 43 no funciona los feriados.

TARIFAS ART 43	Tarifa Regular	Tarifa con SmarTrip	Transbordos usando tarjeta SmarTrip*	
			ART a Metrorail o Metrorail a ART	ART a ART o ART a/desde Metrobus
Adultos	$2.00	$2.00	50¢ de descuento	gratis
Adultos mayores (65 años a más)	$1.00	$1.00	50¢ de descuento	gratis
Personas con discapacidad (con identificación WMATA o tarjeta Medicare)	$1.00	$1.00	50¢ de descuento	gratis
Estudiantes jardín a 12 grado (con ID estudiante)	$1.00	Estudiantes desde jardín infante hasta 12 grado pagan tarifa de estudiante de $1 en ART cuando pagan en efectivo, con tarjeta iRide SmarTrip color verde o iRide token color verde. Costo de transbordos entre ART y otros servicios de transporte pueden variar con tarjeta iRide SmarTrip.		

*TRANSBORDOS DEBEN HACERSE DENTRO DE DOS HORAS.

Las tarifas regulares también se pueden pagar con un Pase de Bus Regional de 7 Días (cargado en SmarTrip), un token dorado ART o un token verde iRide. Puede comprar pases o tarjetas SmarTrip y cargarles dinero o un pase de 7 días en cualquier tienda Commuter Store o Mobile Commuter Store, o en Internet en commuterdirect.com (en inglés).

ART 43

Monday–Friday Southbound

Lunes–Viernes Dirección Sur

Court House (Clarendon Blvd. @ N. Uhle) 1	Wilson Blvd. @ Ft. Myer Dr. (Rosslyn) 2	Crystal City (Bay A) 3
6:05	6:09	6:19
6:15	6:19	6:29
6:25	6:29	6:39
6:35	6:39	6:49
6:45	6:49	6:59
6:55	6:59	7:09
7:05	7:09	7:19
7:15	7:19	7:29
7:25	7:29	7:39
7:35	7:39	7:49
7:45	7:49	7:59
7:55	7:59	8:09
8:05	8:09	8:19
8:15	8:19	8:29
8:25	8:29	8:39
8:35	8:39	8:49
8:45	8:49	8:59
8:55	8:59	9:09
9:05	9:08	9:16
9:25	9:28	9:36
9:45	9:48	9:56
10:05	10:08	10:16
10:25	10:28	10:36
10:45	10:48	10:56
11:05	11:08	11:16
11:25	11:28	11:36
11:45	11:48	11:56
12:05	**12:08**	**12:16**
12:25	**12:28**	**12:36**
12:45	**12:48**	**12:56**
1:05	**1:08**	**1:16**
1:25	**1:28**	**1:36**
1:45	**1:48**	**1:56**
2:05	**2:08**	**2:16**
2:25	**2:28**	**2:36**
2:45	**2:48**	**2:56**
3:00	**3:04**	**3:14**
3:10	**3:14**	**3:24**
3:20	**3:24**	**3:34**
3:30	**3:34**	**3:44**
3:40	**3:44**	**3:54**
3:50	**3:54**	**4:04**
4:00	**4:04**	**4:14**
4:10	**4:14**	**4:24**
4:20	**4:24**	**4:34**
4:30	**4:34**	**4:44**
4:40	**4:44**	**4:54**
4:50	**4:54**	**5:04**
5:00	**5:04**	**5:14**
5:10	**5:14**	**5:24**
5:20	**5:24**	**5:34**
5:30	**5:34**	**5:44**
5:40	**5:44**	**5:54**
5:50	**5:54**	**6:04**
6:00	**6:04**	**6:14**
6:10	**6:14**	**6:24**
6:20	**6:24**	**6:34**
6:30	**6:34**	**6:44**
6:40	**6:44**	**6:54**
6:50	**6:54**	**7:04**
7:00	**7:03**	**7:11**
7:20	**7:23**	**7:31**
7:40	**7:43**	**7:51**
8:00	**8:03**	**8:11**
8:20	**8:23**	**8:31**
8:40	**8:43**	**8:51**
9:00	**9:03**	**9:11**
9:20	**9:23**	**9:31**
9:40	**9:43**	**9:51**
10:00	**10:03**	**10:11**
10:20	**10:23**	**10:31**
10:40	**10:43**	**10:51**
***11:00**	**11:03**	**11:11**
***11:20**	**11:23**	**11:31**
***11:40**	**11:43**	**11:51**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

**This trip operates Friday only*

**Este itinerario opera solo los viernes*

ART 43

Monday–Friday Northbound

Lunes–Viernes Dirección Norte

Crystal City (Bay A) 3	S. Crystal Dr. @ 18th St. S. (VRE) 4	Wilson Blvd. @ N. Moore St. (Rosslyn) 2	Court House (Wilson Blvd. @ N. Veitch) 5
6:02	6:03	6:12	6:17
6:12	6:13	6:22	6:27
6:22	6:23	6:32	6:37
6:32	6:33	6:42	6:47
6:42	6:43	6:52	6:57
6:52	6:53	7:02	7:07
7:02	7:03	7:12	7:17
7:12	7:13	7:22	7:27
7:22	7:23	7:32	7:37
7:32	7:33	7:42	7:47
7:42	7:43	7:52	7:57
7:52	7:53	8:02	8:07
8:02	8:03	8:12	8:17
8:12	8:13	8:22	8:27
8:22	8:23	8:32	8:37
8:32	8:33	8:42	8:47
8:42	8:43	8:52	8:57
8:52	8:53	9:02	9:07
9:02	9:03	9:12	9:17
9:21	9:22	9:30	9:35
9:41	9:42	9:50	9:55
10:01	10:02	10:10	10:15
10:21	10:22	10:30	10:35
10:41	10:42	10:50	10:55
11:01	11:02	11:10	11:15
11:21	11:22	11:30	11:35
11:41	11:42	11:50	11:55
12:01	**12:02**	**12:10**	**12:15**
12:21	**12:22**	**12:30**	**12:35**
12:41	**12:42**	**12:50**	**12:55**
1:01	**1:02**	**1:10**	**1:15**
1:21	**1:22**	**1:30**	**1:35**
1:41	**1:42**	**1:50**	**1:55**
2:01	**2:02**	**2:10**	**2:15**
2:21	**2:22**	**2:30**	**2:35**
2:41	**2:42**	**2:50**	**2:55**
2:59	**3:00**	**3:09**	**3:14**
3:07	**3:08**	**3:17**	**3:22**
3:17	**3:18**	**3:27**	**3:32**
3:27	**3:28**	**3:37**	**3:42**
3:37	**3:38**	**3:47**	**3:52**
3:47	**3:48**	**3:57**	**4:02**
3:57	**3:58**	**4:07**	**4:12**
4:07	**4:08**	**4:17**	**4:22**
4:17	**4:18**	**4:27**	**4:32**
4:27	**4:28**	**4:37**	**4:42**
4:37	**4:38**	**4:47**	**4:52**
4:47	**4:48**	**4:57**	**5:02**
4:57	**4:58**	**5:07**	**5:12**
5:07	**5:08**	**5:17**	**5:22**
5:17	**5:18**	**5:27**	**5:32**
5:27	**5:28**	**5:37**	**5:42**
5:37	**5:38**	**5:47**	**5:52**
5:47	**5:48**	**5:57**	**6:02**
5:57	**5:58**	**6:07**	**6:12**
6:07	**6:08**	**6:17**	**6:22**
6:17	**6:18**	**6:27**	**6:32**
6:27	**6:28**	**6:37**	**6:42**
6:37	**6:38**	**6:47**	**6:52**
6:47	**6:48**	**6:57**	**7:02**
6:57	**6:58**	**7:07**	**7:12**
7:16	**7:17**	**7:25**	**7:30**
7:36	**7:37**	**7:45**	**7:50**
7:56	**7:57**	**8:05**	**8:10**
8:16	**8:17**	**8:25**	**8:30**
8:36	**8:37**	**8:45**	**8:50**
8:56	**8:57**	**9:05**	**9:10**
9:16	**9:17**	**9:25**	**9:30**
9:36	**9:37**	**9:45**	**9:50**
9:56	**9:57**	**10:05**	**10:10**
10:16	**10:17**	**10:25**	**10:30**
10:36	**10:37**	**10:45**	**10:50**
***10:56**	**10:57**	**11:05**	**11:10**
***11:16**	**11:17**	**11:25**	**11:30**
***11:36**	**11:37**	**11:45**	**11:50**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

**This trip operates Friday only*

**Este itinerario opera solo los viernes*

Columbia Pike – DHS/Sequoia – Rosslyn

ART 45

ART arlington transit

Effective December, 2021

ARLINGTON VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
Arlington County Commuter Services

ART 45 FARES	Cash Fare	Fare w/ SmarTrip Card	Transfers Using SmarTrip Card*: ART to Metrorail or Metrorail to ART	Transfers Using SmarTrip Card*: ART to ART or ART to/from Metrobus
Adults	$2.00	$2.00	50¢ discount	Free
Senior Citizens (ages 65+)	$1.00	$1.00	50¢ discount	Free
People w/Disabilities (w/WMATA ID or Medicare card)	$1.00	$1.00	50¢ discount	Free
K-12 Students (w/school ID)	$1.00	K-12 students receive the $1.00 student fare only when paying with cash or a Student iRide SmarTrip card. Transfer costs between ART and other transit systems may vary for using the Student iRide SmarTrip card.		

*TRANSFERS MUST BE MADE WITHIN 2 HOURS.

Regular Fares can also be paid with a 7-Day Regional Bus Pass (loaded on SmarTrip). Purchase SmarTrip cards and add value or a pass to them at any Commuter Store or Mobile Commuter Store, or online at commuterdirect.com.

TARIFAS ART 45	Tarifa Regular	Tarifa con SmarTrip	Transbordos usando tarjeta SmarTrip*: ART a Metrorail o Metrorail a ART	Transbordos usando tarjeta SmarTrip*: ART a ART o ART a/desde Metrobus
Adultos	$2.00	$2.00	50¢ de descuento	gratis
Adultos mayores (65 años a más)	$1.00	$1.00	50¢ de descuento	gratis
Personas con discapacidad (con identificación WMATA o tarjeta Medicare)	$1.00	$1.00	50¢ de descuento	gratis
Estudiantes jardín a 12 grado (con ID estudiante)	$1.00	Estudiantes desde jardín infante hasta 12 grado pagan tarifa de estudiante de $1 en ART cuando pagan en efectivo con tarjeta iRide SmarTrip color verde. Costo de transbordos entre ART y otros servicios de transporte pueden variar con tarjeta iRide SmarTrip.		

*TRANSBORDOS DEBEN HACERSE DENTRO DE DOS HORAS.

Las Tarifas Regulares también se pueden pagar con un Pase de Autobús Regional de 7-días (cargado en SmarTrip). Compre tarjetas SmarTrip y cargue dinero o un pase en cualquier tienda Commuter Store o Mobile Commuter Store, o en Internet en commuterdirect.com

ART 45

Monday–Friday Northbound

Lunes–Viernes Dirección Norte

**This trip starts at Columbia Pike & Greenbrier 7 minutes earlier*

** Este horario empieza 7 minutos antes en Columbia Pike y Greenbrier*

1 S Dinwiddie & Columbia Pike	2 Columbia Pike & Glebe Rd	3 Sequoia/DHS @ 2nd St S	4 N Barton St. & N Pershing Dr.	5 Rosslyn M N Moore St & Wilson Blvd
*5:45	5:56	6:04	6:13	6:28
*6:05	6:16	6:24	6:33	6:48
*6:25	6:36	6:44	6:53	7:08
*6:45	6:56	7:04	7:13	7:28
*7:05	7:16	7:24	7:33	7:48
7:25	7:36	7:44	7:53	8:08
7:45	7:56	8:04	8:13	8:28
8:05	8:16	8:24	8:33	8:48
8:25	8:36	8:44	8:53	9:08
8:45	8:56	9:04	9:13	9:28
9:15	9:24	9:31	9:38	9:50
9:45	9:54	10:01	10:08	10:20
10:15	10:24	10:31	10:38	10:50
10:45	10:54	11:01	11:08	11:20
11:15	11:24	11:31	11:38	11:50
11:45	11:54	**12:01**	**12:08**	**12:20**
12:15	**12:24**	**12:31**	**12:38**	**12:50**
12:45	**12:54**	**1:01**	**1:08**	**1:20**
1:15	**1:24**	**1:31**	**1:38**	**1:50**
1:45	**1:54**	**2:01**	**2:08**	**2:20**
2:15	**2:24**	**2:31**	**2:38**	**2:50**
2:45	**2:54**	**3:01**	**3:08**	**3:20**
3:15	**3:24**	**3:31**	**3:38**	**3:50**
3:45	**3:54**	**4:01**	**4:08**	**4:20**
4:20	**4:30**	**4:37**	**4:45**	**4:58**
4:40	**4:50**	**4:57**	**5:05**	**5:18**
5:00	**5:10**	**5:17**	**5:25**	**5:38**
5:20	**5:30**	**5:37**	**5:45**	**5:58**
5:40	**5:50**	**5:57**	**6:05**	**6:18**
6:00	**6:10**	**6:17**	**6:25**	**6:38**
6:20	**6:30**	**6:37**	**6:45**	**6:58**
6:40	**6:50**	**6:57**	**7:05**	**7:18**
7:15	**7:24**	**7:31**	**7:38**	**7:50**
7:45	**7:54**	**8:01**	**8:08**	**8:20**
8:15	**8:24**	**8:31**	**8:38**	**8:50**
8:45	**8:54**	**9:01**	**9:08**	**9:20**
9:15	**9:24**	**9:31**	**9:38**	**9:50**
9:45	**9:54**	**10:01**	**10:08**	**10:20**
10:15	**10:24**	**10:31**	**10:38**	**10:50**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

ART 45

Monday–Friday Southbound

Lunes–Viernes Dirección Sur

Rosslyn – N Moore St & Wilson Blvd (5)	N Barton St. & N Pershing Dr. (4)	Sequoia/DHS @ 2nd St S (3)	Columbia Pike & Glebe Rd (2)	S Dinwiddie & Columbia Pike (1)
6:33	6:42	6:48	6:56	7:13
6:53	7:02	7:08	7:16	7:33
7:13	7:22	7:28	7:36	7:53
7:33	7:42	7:48	7:56	8:13
7:53	8:02	8:08	8:16	8:33
8:13	8:22	8:28	8:36	8:53
8:33	8:42	8:48	8:56	9:13
9:05	9:14	9:20	9:28	9:45
9:35	9:42	9:48	9:55	10:10
10:05	10:12	10:18	10:25	10:40
10:35	10:42	10:48	10:55	11:10
11:05	11:12	11:18	11:25	11:40
11:35	11:42	11:48	11:55	12:10
12:05	12:12	12:18	12:25	12:40
12:35	12:42	12:48	12:55	1:10
1:05	1:12	**1:18**	**1:25**	**1:40**
1:35	**1:42**	**1:48**	**1:55**	**2:10**
2:05	**2:12**	**2:18**	**2:25**	**2:40**
2:35	**2:42**	**2:48**	**2:55**	**3:10**
3:05	**3:12**	**3:18**	**3:25**	**3:40**
3:35	**3:42**	**3:48**	**3:55**	**4:10**
4:05	**4:14**	**4:20**	**4:29**	**4:46**
4:25	**4:34**	**4:40**	**4:49**	**5:06**
4:45	**4:54**	**5:00**	**5:09**	**5:26**
5:05	**5:14**	**5:20**	**5:29**	**5:46**
5:25	**5:34**	**5:40**	**5:49**	**6:06**
5:45	**5:54**	**6:00**	**6:09**	**6:26**
6:05	**6:14**	**6:20**	**6:29**	**6:46**
6:25	**6:34**	**6:40**	**6:49**	**7:06**
6:45	**6:54**	**7:00**	**7:09**	**7:26**
7:05	**7:12**	**7:18**	**7:25**	**7:40**
7:35	**7:42**	**7:48**	**7:55**	**8:10**
8:05	**8:12**	**8:18**	**8:25**	**8:40**
8:35	**8:42**	**8:48**	**8:55**	**9:10**
9:05	**9:12**	**9:18**	**9:25**	**9:40**
9:35	**9:42**	**9:48**	**9:55**	**10:10**
10:05	**10:12**	**10:18**	**10:25**	**10:40**
10:35	**10:42**	**10:48**	**10:55**	**11:10**
11:05	**11:12**	**11:18**	**11:25**	**11:40**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

ART 45

Saturday Northbound

Sábado Dirección Norte

**This trip starts at Columbia Pike & Greenbrier 7 minutes earlier*

**Este horario empieza 7 minutos antes en Columbia Pike y Greenbrier*

1 S Dinwiddie & Columbia Pike	2 Columbia Pike & Glebe Rd	3 Sequoia/DHS @ 2nd St S	4 N Barton St. & N Pershing Dr.	5 Rosslyn Metro N Moore St & Wilson Blvd
*7:30	7:39	7:46	7:52	8:04
*8:00	8:09	8:16	8:22	8:34
*8:30	8:39	8:46	8:52	9:04
9:00	9:09	9:16	9:22	9:34
9:30	9:39	9:46	9:52	10:04
10:00	10:09	10:16	10:22	10:34
10:30	10:39	10:46	10:52	11:04
11:00	11:09	11:16	11:22	11:34
11:30	11:39	11:46	11:52	**12:04**
12:00	**12:09**	**12:16**	**12:22**	**12:34**
12:30	**12:39**	**12:46**	**12:52**	**1:04**
1:00	**1:09**	**1:16**	**1:22**	**1:34**
1:30	**1:39**	**1:46**	**1:52**	**2:04**
2:00	**2:09**	**2:16**	**2:22**	**2:34**
2:30	**2:39**	**2:46**	**2:52**	**3:04**
3:00	**3:09**	**3:16**	**3:22**	**3:34**
3:30	**3:39**	**3:46**	**3:52**	**4:04**
4:00	**4:09**	**4:16**	**4:22**	**4:34**
4:30	**4:39**	**4:46**	**4:52**	**5:04**
5:00	**5:09**	**5:16**	**5:22**	**5:34**
5:30	**5:39**	**5:46**	**5:52**	**6:04**
6:00	**6:09**	**6:16**	**6:22**	**6:34**
6:30	**6:39**	**6:46**	**6:52**	**7:04**
7:00	**7:09**	**7:16**	**7:22**	**7:34**
7:30	**7:37**	**7:44**	**7:49**	**8:01**
8:00	**8:07**	**8:14**	**8:19**	**8:31**
8:30	**8:37**	**8:44**	**8:49**	**9:01**
9:00	**9:07**	**9:14**	**9:19**	**9:31**
9:30	**9:37**	**9:44**	**9:49**	**10:01**
10:00	**10:07**	**10:14**	**10:19**	**10:31**
10:30	**10:37**	**10:44**	**10:49**	**11:01**
11:00	**11:07**	**11:14**	**11:19**	**11:31**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

ART 45

Saturday
Southbound

Sábado
Dirección Sur

Rosslyn – N Moore St & Wilson Blvd (5)	N Barton St. & N Pershing Dr. (4)	Sequoia/DHS @ 2nd St S (3)	Columbia Pike & Glebe Rd (2)	S Dinwiddie & Columbia Pike (1)
8:15	8:23	8:29	8:36	8:51
8:45	8:53	8:59	9:06	9:21
9:15	9:23	9:29	9:36	9:51
9:45	9:53	9:59	10:06	10:21
10:15	10:23	10:29	10:36	10:51
10:45	10:53	10:59	11:06	11:21
11:15	11:23	11:29	11:36	11:51
11:45	11:53	11:59	**12:06**	**12:21**
12:15	**12:23**	**12:29**	**12:36**	**12:51**
12:45	**12:53**	**12:59**	**1:06**	**1:21**
1:15	**1:23**	**1:29**	**1:36**	**1:51**
1:45	**1:53**	**1:59**	**2:06**	**2:21**
2:15	**2:23**	**2:29**	**2:36**	**2:51**
2:45	**2:53**	**2:59**	**3:06**	**3:21**
3:15	**3:23**	**3:29**	**3:36**	**3:51**
3:45	**3:53**	**3:59**	**4:06**	**4:21**
4:15	**4:23**	**4:29**	**4:36**	**4:51**
4:45	**4:53**	**4:59**	**5:06**	**5:21**
5:15	**5:23**	**5:29**	**5:36**	**5:51**
5:45	**5:53**	**5:59**	**6:06**	**6:21**
6:15	**6:23**	**6:29**	**6:36**	**6:51**
6:45	**6:53**	**6:59**	**7:06**	**7:21**
7:15	**7:23**	**7:29**	**7:36**	**7:51**
7:45	**7:53**	**7:59**	**8:06**	**8:21**
8:15	**8:23**	**8:29**	**8:36**	**8:51**
8:45	**8:53**	**8:59**	**9:06**	**9:21**
9:15	**9:23**	**9:29**	**9:36**	**9:51**
9:45	**9:53**	**9:59**	**10:06**	**10:21**
10:15	**10:23**	**10:29**	**10:36**	**10:51**
10:45	**10:53**	**10:59**	**11:06**	**11:21**
11:15	**11:23**	**11:29**	**11:36**	**11:51**
11:45	**11:53**	**11:59**	12:06	12:21

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

ART 45

Sunday
Northbound

Domingo
Dirección Norte

**This trip starts at Columbia Pike & Greenbrier 7 minutes earlier*

** Este horario empieza 7 minutos antes en Columbia Pike y Greenbrier*

1 S Dinwiddie & Columbia Pike	2 Columbia Pike & Glebe Rd	3 Sequoia/DHS @ 2nd St S	4 N Barton St. & N Pershing Dr.	5 Rosslyn M N Moore St & Wilson Blvd
*6:50	6:57	7:04	7:10	7:21
*7:20	7:27	7:34	7:40	7:51
*7:50	7:57	8:04	8:10	8:21
8:20	8:27	8:34	8:40	8:51
8:50	8:57	9:04	9:10	9:21
9:20	9:27	9:34	9:40	9:51
9:50	9:57	10:04	10:10	10:21
10:20	10:27	10:34	10:40	10:51
10:50	10:57	11:04	11:10	11:21
11:20	11:27	11:34	11:40	11:51
11:50	11:57	**12:04**	**12:10**	**12:21**
12:20	**12:27**	**12:34**	**12:40**	**12:51**
12:50	**12:57**	**1:04**	**1:10**	**1:21**
1:20	**1:27**	**1:34**	**1:40**	**1:51**
1:50	**1:57**	**2:04**	**2:10**	**2:21**
2:20	**2:27**	**2:34**	**2:40**	**2:51**
2:50	**2:57**	**3:04**	**3:10**	**3:21**
3:20	**3:27**	**3:34**	**3:40**	**3:51**
3:50	**3:57**	**4:04**	**4:10**	**4:21**
4:20	**4:27**	**4:34**	**4:40**	**4:51**
4:50	**4:57**	**5:04**	**5:10**	**5:21**
5:20	**5:27**	**5:34**	**5:40**	**5:51**
5:50	**5:57**	**6:04**	**6:10**	**6:21**
6:20	**6:27**	**6:34**	**6:40**	**6:51**
6:50	**6:57**	**7:04**	**7:10**	**7:21**
7:20	**7:27**	**7:34**	**7:40**	**7:51**
7:50	**7:57**	**8:04**	**8:10**	**8:21**
8:20	**8:27**	**8:34**	**8:40**	**8:51**
8:50	**8:57**	**9:04**	**9:10**	**9:21**
9:20	**9:27**	**9:34**	**9:40**	**9:51**
9:50	**9:57**	**10:04**	**10:10**	**10:21**
10:20	**10:27**	**10:34**	**10:40**	**10:51**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

ART 45

Sunday
Southbound

Domingo
Dirección Sur

Rosslyn M – N Moore St & Wilson Blvd (5)	N Barton St. & N Pershing Dr. (4)	Sequoia/DHS @ 2nd St S (3)	Columbia Pike & Glebe Rd (2)	S Dinwiddie & Columbia Pike (1)
7:35	7:43	7:49	7:56	8:11
8:05	8:13	8:19	8:26	8:41
8:35	8:43	8:49	8:56	9:11
9:05	9:13	9:19	9:26	9:41
9:35	9:43	9:49	9:56	10:11
10:05	10:13	10:19	10:26	10:41
10:35	10:43	10:49	10:56	11:11
11:05	11:13	11:19	11:26	11:41
11:35	11:43	11:49	11:56	**12:11**
12:05	**12:13**	**12:19**	**12:26**	**12:41**
12:35	**12:43**	**12:49**	**12:56**	**1:11**
1:05	**1:13**	**1:19**	**1:26**	**1:41**
1:35	**1:43**	**1:49**	**1:56**	**2:11**
2:05	**2:13**	**2:19**	**2:26**	**2:41**
2:35	**2:43**	**2:49**	**2:56**	**3:11**
3:05	**3:13**	**3:19**	**3:26**	**3:41**
3:35	**3:43**	**3:49**	**3:56**	**4:11**
4:05	**4:13**	**4:19**	**4:26**	**4:41**
4:35	**4:43**	**4:49**	**4:56**	**5:11**
5:05	**5:13**	**5:19**	**5:26**	**5:41**
5:35	**5:43**	**5:49**	**5:56**	**6:11**
6:05	**6:13**	**6:19**	**6:26**	**6:41**
6:35	**6:43**	**6:49**	**6:56**	**7:11**
7:05	**7:13**	**7:19**	**7:26**	**7:41**
7:35	**7:43**	**7:49**	**7:56**	**8:11**
8:05	**8:13**	**8:19**	**8:26**	**8:41**
8:35	**8:43**	**8:49**	**8:56**	**9:11**
9:05	**9:13**	**9:19**	**9:26**	**9:41**
9:35	**9:43**	**9:49**	**9:56**	**10:11**
10:05	**10:13**	**10:19**	**10:26**	**10:41**
10:35	**10:43**	**10:49**	**10:56**	**11:11**
11:05	**11:13**	**11:19**	**11:26**	**11:41**

Bold Shaded numerals are **PM Times**

Números sombreados en negrita son **horas PM**

Courthouse - Rosslyn

ART 61

ART arlington transit

Effective July 2, 2012

ARLINGTON VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
Arlington County Commuter Services

ART 61 FARES	Cash Fare	Fare w/ SmarTrip Card	Transfers Using SmarTrip Card*	
			ART to Metrorail or Metrorail to ART	ART to ART or ART to/from Metrobus
Adults	$2.00	$2.00	50¢ discount	Free
Senior Citizens (ages 65+)	$1.00	$1.00	50¢ discount	Free
People w/Disabilities (w/WMATA ID or Medicare card)	$1.00	$1.00	50¢ discount	Free
K-12 Students (w/school ID)	$1.00	K-12 students receive the $1.00 student fare only when paying with cash, a green iRide token or a Student iRide SmarTrip card. Transfer costs between ART and other transit systems may vary for using the Student iRide SmarTrip card.		

*TRANSFERS MUST BE MADE WITHIN 2 HOURS.

Regular Fares can also be paid with a 7 Day Regional Bus Pass (loaded on SmarTrip), a gold ART token, or a green iRide token. You can buy tokens or purchase SmarTrip cards and add value or a 7 day pass to them at any Commuter Store or Mobile Commuter Store, or online at commuterdirect.com.

TARIFAS ART 61	Tarifa Regular	Tarifa con SmarTrip	Transbordos usando tarjeta SmarTrip*	
			ART a Metrorail o Metrorail a ART	ART a ART o ART a/desde Metrobus
Adultos	$2.00	$2.00	50¢ de descuento	gratis
Adultos mayores (65 años a más)	$1.00	$1.00	50¢ de descuento	gratis
Personas con discapacidad (con identificación WMATA o tarjeta Medicare)	$1.00	$1.00	50¢ de descuento	gratis
Estudiantes jardín a 12 grado (con ID estudiante)	$1.00	Estudiantes desde jardín infante hasta 12 grado pagan tarifa de estudiante de $1 en ART cuando pagan en efectivo, con tarjeta iRide SmarTrip color verde o iRide token color verde. Costo de transbordos entre ART y otros servicios de transporte pueden variar con tarjeta iRide SmarTrip.		

*LAS TRANSFERENCIAS DEBEN HACERSE DENTRO DE 2 HORAS.

Las tarifas regulares también se pueden pagar con un Pase de Bus Regional de 7 Días (cargado en SmarTrip), un token dorado ART o un token verde iRide. Puede comprar pases o tarjetas SmarTrip y cargarles dinero o un pase de 7 días en cualquier tienda Commuter Store o Mobile Commuter Store, o en Internet en commuterdirect.com (en inglés).

ART 61A

Monday–Friday Clockwise

Lunes–Viernes Siguiendo las manecillas del reloj

Courthouse*	21st St & N Scott St	Rosslyn	N Queen & 12th St	Courthouse*
1	2	3	4	1
6:23	6:28	6:33	6:38	6:46
6:48	6:53	6:58	7:03	7:11
7:13	7:18	7:23	7:28	7:36
7:38	7:43	7:48	7:53	8:01
8:03	8:08	8:13	8:18	8:26
8:28	8:33	8:38	8:43	8:51
8:53	8:58	9:03	9:08	9:16
9:18	9:23	9:28	9:33	9:41
—	—	**3:33**	**3:38**	**3:46**
3:48	**3:53**	**3:58**	**4:03**	**4:11**
4:13	**4:18**	**4:23**	**4:28**	**4:36**
4:38	**4:43**	**4:48**	**4:53**	**5:01**
5:03	**5:08**	**5:13**	**5:18**	**5:26**
5:28	**5:33**	**5:38**	**5:43**	**5:51**
5:53	**5:58**	**6:03**	**6:08**	**6:16**
6:18	**6:23**	**6:28**	**6:33**	**6:41**
6:43	**6:48**	**6:53**	**6:58**	**7:06**

Bold Shaded numerals are **PM Times**

ART 61B

Monday–Friday Counter Clockwise

Lunes–Viernes Contra reloj

Courthouse	N Queen & 12th St	Rosslyn	21st St & N Scott St	Courthouse
1	4	3	2	1
6:15	6:21	6:28	6:33	6:38
6:40	6:46	6:53	6:58	7:03
7:05	7:11	7:18	7:23	7:28
7:30	7:36	7:43	7:48	7:53
7:55	8:01	8:08	8:13	8:18
8:20	8:26	8:33	8:38	8:43
8:45	8:51	8:58	9:03	9:08
9:10	9:16	9:23	9:28	9:33
—	—	**3:03**	**3:08**	**3:13**
3:15	**3:21**	**3:28**	**3:33**	**3:38**
3:40	**3:46**	**3:53**	**3:58**	**4:03**
4:05	**4:11**	**4:18**	**4:23**	**4:28**
4:30	**4:36**	**4:43**	**4:48**	**4:53**
4:55	**5:01**	**5:08**	**5:13**	**5:18**
5:20	**5:26**	**5:33**	**5:38**	**5:43**
5:45	**5:51**	**5:58**	**6:03**	**6:08**

Bold Shaded numerals are **PM Times**

* Bus stop is located across the street from Courthouse Metro at N Veitch Street & Wilson Boulevard.

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español Effective 8-23-20

4B

Pershing Dr.-Arlington Blvd. Line

metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

- Seven Corners Transit Center
- Arlington Forest
- Buckingham (4B)
- Lyon Park (4B)
- Court House station (4B)
- Rosslyn station

www.wmata.com
Information Anytime 202-637-7000 TTY 202-962-2033

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

4B
Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020
A partir del domingo, 23 de agosto de 2020

4B

Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020
A partir del domingo, 23 de agosto de 2020

Eastbound To Rosslyn station

Monday thru Friday — De Lunes a viernes

Route Number	Seven Corners Transit Center	Patrick Henry Dr. & Arlington Blvd.	Park Dr. & Arlington Blvd.	Pershing Dr. & Glebe Rd.	Barton St. & Pershing Dr.	Clarendon Blvd. & Uhle St. (Court House)	ROSSLYN
AM Service — Servicio matutino							
4B	5:05	5:10	5:16	5:22	5:27	5:32	5:37
4B	5:35	5:40	5:46	5:52	5:57	6:02	6:07
4B	6:05	6:10	6:17	6:24	6:29	6:35	6:40
4B	6:35	6:40	6:47	6:54	6:59	7:05	7:10
4B	7:05	7:10	7:17	7:24	7:29	7:35	7:40
4B	7:35	7:42	7:50	7:58	8:04	8:10	8:17
4B	8:05	8:12	8:20	8:28	8:34	8:40	8:47
4B	8:35	8:42	8:50	8:58	9:04	9:10	9:17
4B	9:05	9:11	9:17	9:24	9:29	9:35	9:40
4B	9:35	9:41	9:47	9:54	9:59	10:05	10:10
4B	10:05	10:11	10:17	10:24	10:29	10:35	10:40
4B	10:35	10:41	10:47	10:53	10:58	11:03	11:08
4B	11:05	11:11	11:17	11:23	11:28	11:33	11:38
4B	11:35	11:41	11:47	11:53	11:58	12:03	12:08
PM Service — Servicio vespertino							
4B	12:05	12:11	12:17	12:23	12:28	12:33	12:38
4B	12:35	12:41	12:47	12:53	12:58	1:03	1:08
4B	1:05	1:11	1:17	1:23	1:28	1:33	1:38
4B	1:35	1:41	1:47	1:53	1:58	2:03	2:08
4B	2:05	2:11	2:17	2:23	2:28	2:33	2:38
4B	2:35	2:41	2:47	2:53	2:58	3:03	3:08
4B	3:05	3:11	3:17	3:23	3:28	3:33	3:38
4B	3:35	3:41	3:47	3:53	3:58	4:03	4:08
4B	4:05	4:12	4:19	4:26	4:31	4:37	4:42
4B	4:35	4:42	4:49	4:56	5:01	5:07	5:12
4B	5:05	5:12	5:19	5:26	5:31	5:37	5:42
4B	5:35	5:42	5:49	5:56	6:01	6:07	6:12
4B	6:05	6:11	6:17	6:23	6:28	6:33	6:38
4B	6:35	6:41	6:47	6:53	6:58	7:03	7:08
4B	7:05	7:11	7:17	7:23	7:28	7:33	7:38
4B	7:35	7:40	7:45	7:51	7:55	7:59	8:03
4B	8:05	8:10	8:15	8:21	8:25	8:29	8:33
4B	8:35	8:40	8:45	8:51	8:55	8:59	9:03
4B	9:05	9:09	9:14	9:19	9:23	9:27	9:31
4B	9:35	9:39	9:44	9:49	9:53	9:57	10:01
4B	10:05	10:09	10:14	10:19	10:23	10:27	10:31
4B	10:50	10:54	10:59	11:04	11:08	11:12	11:16
4B	11:35	11:39	11:44	11:49	11:53	11:57	12:01

4B

Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020
A partir del domingo, 23 de agosto de 2020

Westbound to Seven Corners Transit Center

Monday thru Friday — De Lunes a viernes

Route Number	Rosslyn	Wilson Blvd. & Veitch St. (Court House)	Barton St. & Preshing Dr.	Pershing Dr. & Glebe Rd	Park Dr. & Arlington Blvd.	Patrick Henry Dr. & Arlington Blvd.	SEVEN CORNERS Transit Center
AM Service — Servicio matutino							
4B	5:45	5:51	5:55	6:00	6:07	6:15	6:19
4B	6:15	6:21	6:25	6:30	6:37	6:45	6:49
4B	6:45	6:51	6:55	7:00	7:07	7:15	7:19
4B	7:15	7:21	7:25	7:30	7:37	7:45	7:49
4B	7:45	7:53	7:57	8:02	8:09	8:19	8:23
4B	8:15	8:23	8:27	8:32	8:39	8:49	8:53
4B	8:45	8:53	8:57	9:02	9:09	9:19	9:23
4B	9:15	9:23	9:27	9:32	9:39	9:49	9:53
4B	9:45	9:53	9:57	10:02	10:09	10:19	10:23
4B	10:15	10:23	10:27	10:32	10:39	10:49	10:53
4B	10:45	10:53	10:57	11:02	11:09	11:19	11:23
4B	11:15	11:22	11:26	11:31	11:38	11:46	11:50
4B	11:45	11:52	11:56	12:01	12:08	12:16	12:20
PM Service — Servicio vespertino							
4B	12:15	12:22	12:26	12:31	12:38	12:46	12:50
4B	12:45	12:52	12:56	1:01	1:08	1:16	1:20
4B	1:15	1:22	1:26	1:31	1:38	1:46	1:50
4B	1:45	1:52	1:56	2:01	2:08	2:16	2:20
4B	2:15	2:23	2:28	2:34	2:42	2:51	2:55
4B	2:45	2:53	2:58	3:04	3:12	3:21	3:25
4B	3:15	3:23	3:28	3:34	3:42	3:51	3:55
4B	3:45	3:53	3:58	4:04	4:12	4:21	4:25
4B	4:15	4:23	4:28	4:34	4:42	4:52	4:57
4B	4:45	4:53	4:58	5:04	5:12	5:22	5:27
4B	5:15	5:23	5:28	5:34	5:42	5:52	5:57
4B	5:45	5:53	5:58	6:04	6:12	6:22	6:27
4B	6:15	6:22	6:27	6:33	6:39	6:47	6:51
4B	6:45	6:52	6:57	7:03	7:09	7:17	7:21
4B	7:15	7:22	7:27	7:32	7:38	7:44	7:47
4B	7:45	7:52	7:57	8:02	8:08	8:14	8:17
4B	8:15	8:22	8:27	8:32	8:38	8:44	8:47
4B	8:45	8:52	8:57	9:02	9:08	9:14	9:17
4B	9:15	9:22	9:27	9:32	9:38	9:44	9:47
4B	9:45	9:52	9:57	10:02	10:08	10:14	10:17
4B	10:15	10:21	10:25	10:30	10:35	10:41	10:44
4B	10:45	10:51	10:55	11:00	11:05	11:11	11:14
4B	11:30	11:36	11:40	11:45	11:50	11:56	11:59

4B

Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020
A partir del domingo, 23 de agosto de 2020

Eastbound To Rosslyn station

Saturday — Sábados

Route Number	Seven Corners Transit Center	Patrick Henry Dr. & Arlington Blvd.	Park Dr. & Arlington Blvd.	Pershing Dr. & Glebe Rd.	Barton St. & Pershing Dr.	Clarendon Blvd. & Uhle St. (Court House)	ROSSLYN
AM Service — Servicio matutino							
4B	6:20	6:25	6:31	6:37	6:42	6:47	6:52
4B	7:20	7:25	7:31	7:37	7:42	7:47	7:52
4B	8:05	8:10	8:16	8:22	8:27	8:32	8:37
4B	8:50	8:55	9:01	9:07	9:12	9:17	9:22
4B	9:35	9:42	9:48	9:54	9:59	10:04	10:09
4B	10:20	10:27	10:33	10:39	10:44	10:49	10:54
4B	11:05	11:12	11:18	11:24	11:29	11:34	11:39
4B	11:50	11:57	12:03	12:09	12:14	12:19	12:24
PM Service — Servicio vespertino							
4B	12:35	12:42	12:48	12:54	12:59	1:04	1:09
4B	1:20	1:27	1:33	1:39	1:44	1:49	1:54
4B	2:05	2:12	2:18	2:24	2:29	2:34	2:39
4B	2:50	2:57	3:03	3:09	3:14	3:19	3:24
4B	3:35	3:42	3:48	3:54	3:59	4:04	4:09
4B	4:20	4:27	4:33	4:39	4:44	4:49	4:54
4B	5:05	5:12	5:18	5:24	5:29	5:34	5:39
4B	5:50	5:57	6:03	6:09	6:14	6:19	6:24
4B	6:35	6:40	6:46	6:51	6:56	7:01	7:06
4B	7:20	7:25	7:31	7:36	7:41	7:46	7:51
4B	8:05	8:10	8:16	8:21	8:26	8:31	8:36
4B	8:50	8:55	9:01	9:06	9:11	9:16	9:21
4B	9:35	9:39	9:44	9:49	9:53	9:57	10:01
4B	10:20	10:24	10:29	10:34	10:38	10:42	10:46
4B	11:05	11:09	11:14	11:19	11:23	11:27	11:31

On five Federal holidays, Juneteenth, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.
Metrobus proveerá servicio con horario de sábado durante los cinco días festivos de Juneteenth, Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.

4B

Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020
A partir del domingo, 23 de agosto de 2020

Westbound To Seven Corners Transit Center

Saturday — Sábados

Route Number	Rosslyn	Wilson Blvd. & Veitch St. (Court House)	Barton St. & Preshing Dr.	Pershing Dr. & Glebe Rd	Park Dr. & Arlington Blvd.	Patrick Henry Dr. & Arlington Blvd.	SEVEN CORNERS Transit Center
AM Service — Servicio matutino							
4B	7:15	7:20	7:24	7:29	7:34	7:40	7:43
4B	8:00	8:06	8:10	8:15	8:21	8:28	8:31
4B	8:45	8:51	8:55	9:00	9:06	9:13	9:16
4B	9:30	9:36	9:40	9:45	9:51	9:58	10:01
4B	10:15	10:21	10:25	10:30	10:36	10:43	10:46
4B	11:00	11:07	11:12	11:17	11:23	11:31	11:35
4B	11:45	11:52	11:57	12:02	12:08	12:16	12:20
PM Service — Servicio vespertino							
4B	12:30	12:37	12:42	12:47	12:53	1:01	1:05
4B	1:15	1:22	1:27	1:32	1:38	1:46	1:50
4B	2:00	2:07	2:12	2:17	2:23	2:31	2:35
4B	2:45	2:52	2:57	3:02	3:08	3:16	3:20
4B	3:30	3:37	3:42	3:47	3:53	4:01	4:05
4B	4:15	4:22	4:27	4:32	4:38	4:46	4:50
4B	5:00	5:07	5:12	5:17	5:23	5:31	5:35
4B	5:45	5:52	5:57	6:02	6:08	6:16	6:20
4B	6:30	6:37	6:42	6:47	6:53	7:01	7:05
4B	7:15	7:21	7:25	7:30	7:36	7:43	7:46
4B	8:00	8:06	8:10	8:15	8:21	8:28	8:31
4B	8:45	8:51	8:55	9:00	9:06	9:13	9:16
4B	9:30	9:36	9:40	9:44	9:49	9:55	9:58
4B	10:15	10:21	10:25	10:29	10:34	10:40	10:43
4B	11:00	11:06	11:10	11:14	11:19	11:25	11:28

On five Federal holidays, Juneteenth, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.
Metrobus proveerá servicio con horario de sábado durante los cinco días festivos de Juneteenth, Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.

4B

Pershing Dr.-Arlington Blvd. Line

Effective Sunday, August 23, 2020

A partir del domingo, 23 de agosto de 2020

Eastbound To Rosslyn station

Sunday — Domingos

Route Number	Seven Corners Transit Center	Patrick Henry Dr. & Arlington Blvd.	Park Dr. & Arlington Blvd.	Pershing Dr. & Glebe Rd.	Barton St. & Pershing Dr.	Clarendon Blvd. & Uhle St. (Court House) M	ROSSLYN M
AM Service — Servicio matutino							
4B	6:35	6:39	6:44	6:49	6:53	6:57	7:02
4B	7:35	7:39	7:44	7:49	7:53	7:57	8:02
4B	8:35	8:39	8:44	8:49	8:53	8:57	9:02
4B	9:35	9:39	9:44	9:49	9:53	9:57	10:02
4B	10:35	10:39	10:44	10:49	10:53	10:57	11:02
4B	11:35	11:41	11:47	11:53	11:57	12:02	12:07
PM Service — Servicio vespertino							
4B	12:35	12:41	12:47	12:53	12:57	1:02	1:07
4B	1:35	1:41	1:47	1:53	1:57	2:02	2:07
4B	2:35	2:41	2:47	2:53	2:57	3:02	3:07
4B	3:35	3:41	3:47	3:53	3:57	4:02	4:07
4B	4:35	4:41	4:47	4:53	4:57	5:02	5:07
4B	5:35	5:40	5:45	5:50	5:54	5:59	6:03
4B	6:35	6:40	6:45	6:50	6:54	6:59	7:03
4B	7:35	7:40	7:45	7:50	7:54	7:59	8:03
4B	8:35	8:40	8:45	8:50	8:54	8:59	9:03

Westbound To Seven Corners Transit Center

Sunday — Domingos

Route Number	Rosslyn M	Wilson Blvd. & Veitch St. (Court House) M	Barton St. & Preshing Dr.	Pershing Dr. & Glebe Rd	Park Dr. & Arlington Blvd.	Patrick Henry Dr. & Arlington Blvd.	SEVEN CORNERS Transit Center
AM Service — Servicio matutino							
4B	7:15	7:20	7:24	7:29	7:34	7:41	7:44
4B	8:15	8:20	8:24	8:29	8:34	8:41	8:44
4B	9:15	9:20	9:24	9:29	9:34	9:41	9:44
4B	10:15	10:20	10:24	10:29	10:34	10:41	10:44
4B	11:15	11:20	11:24	11:29	11:34	11:41	11:44
PM Service — Servicio vespertino							
4B	12:15	12:22	12:27	12:33	12:39	12:46	12:49
4B	1:15	1:22	1:27	1:33	1:39	1:46	1:49
4B	2:15	2:22	2:27	2:33	2:39	2:46	2:49
4B	3:15	3:22	3:27	3:33	3:39	3:46	3:49
4B	4:15	4:22	4:27	4:33	4:39	4:46	4:49
4B	5:15	5:22	5:27	5:33	5:39	5:46	5:49
4B	6:15	6:22	6:27	6:33	6:39	6:46	6:49
4B	7:15	7:22	7:27	7:33	7:39	7:46	7:49
4B	8:15	8:21	8:25	8:30	8:35	8:41	8:44
4B	9:15	9:21	9:25	9:30	9:35	9:41	9:44

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español Effective 6-6-21

38B

Ballston-Farragut Square Line

metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

- Ballston-MU station
- Clarendon station
- Court House station
- Rosslyn station
- Georgetown
- Farragut North station
- Farragut West station

www.wmata.com
Information Anytime 202-637-7000 TTY 202-962-2033

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

38B
Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Westbound To Ballston-MU station

Monday thru Friday — De Lunes a viernes

Route Number	17th (E) & I Sts. NW (Farragut N&W)	Pennsylvania Ave. & 24th St. NW	M St. & Wisconsin Ave. NW (Georgetown)	Rosslyn	Court House	Clarendon	Washington Blvd. & Quincy St.	BALLSTON-MU
AM Service — Servicio matutino								
38B	5:45	5:48	5:54	6:00	6:06	6:09	6:12	6:18
38B	6:15	6:18	6:24	6:30	6:36	6:39	6:42	6:48
38B	6:30	6:33	6:39	6:45	6:51	6:54	6:57	7:03
38B	6:45	6:48	6:54	7:00	7:06	7:09	7:12	7:18
38B	7:00	7:04	7:10	7:18	7:24	7:26	7:29	7:37
38B	7:15	7:19	7:25	7:33	7:39	7:41	7:44	7:52
38B	7:30	7:34	7:40	7:48	7:54	7:56	7:59	8:07
38B	7:45	7:49	7:55	8:03	8:09	8:11	8:14	8:22
38B	8:05	8:11	8:17	8:25	8:32	8:35	8:39	8:46
38B	8:25	8:31	8:37	8:45	8:52	8:55	8:59	9:06
38B	8:45	8:51	8:57	9:05	9:12	9:15	9:19	9:26
38B	9:00	9:06	9:12	9:20	9:27	9:30	9:34	9:41
38B	9:15	9:21	9:27	9:35	9:42	9:45	9:49	9:56
38B	9:30	9:34	9:39	9:46	9:52	9:56	9:59	10:06
38B	9:45	9:49	9:54	10:01	10:07	10:11	10:14	10:21
38B	10:00	10:04	10:09	10:16	10:22	10:26	10:29	10:36
38B	10:15	10:19	10:24	10:31	10:37	10:41	10:44	10:51
38B	10:30	10:34	10:39	10:46	10:52	10:56	10:59	11:06
38B	10:45	10:49	10:54	11:01	11:07	11:11	11:14	11:21
38B	11:00	11:04	11:09	11:16	11:22	11:26	11:29	11:36
38B	11:15	11:19	11:24	11:31	11:37	11:41	11:44	11:51
38B	11:30	11:34	11:39	11:46	11:52	11:56	11:59	12:06
38B	11:45	11:49	11:54	12:01	12:07	12:11	12:14	12:21

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Westbound To Ballston-MU station

Monday thru Friday — De Lunes a viernes

Route Number	17th (E) & I Sts. NW (Farragut N&W)	Pennsylvania Ave. & 24th St. NW	M St. & Wisconsin Ave. NW (Georgetown)	Rosslyn	Court House	Clarendon	Washington Blvd. & Quincy St.	BALLSTON-MU
PM Service — Servicio vespertino								
38B	12:00	12:04	12:09	12:16	12:22	12:26	12:29	12:36
38B	12:15	12:19	12:24	12:31	12:37	12:41	12:44	12:51
38B	12:30	12:34	12:39	12:46	12:52	12:56	12:59	1:06
38B	12:45	12:49	12:54	1:01	1:07	1:11	1:14	1:21
38B	1:00	1:04	1:09	1:16	1:22	1:26	1:29	1:36
38B	1:15	1:19	1:24	1:31	1:37	1:41	1:44	1:51
38B	1:30	1:34	1:39	1:46	1:52	1:56	1:59	2:06
38B	1:45	1:49	1:54	2:01	2:07	2:11	2:14	2:21
38B	2:00	2:04	2:09	2:16	2:22	2:26	2:29	2:36
38B	2:15	2:19	2:24	2:31	2:37	2:41	2:44	2:51
38B	2:30	2:34	2:39	2:46	2:52	2:56	2:59	3:06
38B	2:45	2:49	2:54	3:01	3:07	3:11	3:14	3:21
38B	3:00	3:04	3:09	3:16	3:22	3:26	3:29	3:36
38B	3:15	3:19	3:25	3:33	3:41	3:44	3:48	3:55
38B	3:30	3:34	3:40	3:48	3:56	3:59	4:03	4:10
38B	3:45	3:49	3:55	4:03	4:11	4:14	4:18	4:25
38B	4:00	4:04	4:10	4:18	4:26	4:29	4:33	4:40
38B	4:15	4:19	4:25	4:33	4:41	4:44	4:48	4:55
38B	4:30	4:34	4:40	4:48	4:56	4:59	5:03	5:10
38B	4:45	4:49	4:55	5:03	5:11	5:14	5:18	5:25
38B	5:00	5:04	5:10	5:18	5:26	5:29	5:33	5:40
38B	5:15	5:19	5:25	5:33	5:41	5:44	5:48	5:55
38B	5:30	5:34	5:40	5:48	5:56	5:59	6:03	6:10
38B	5:45	5:50	5:57	6:05	6:12	6:17	6:21	6:28
38B	6:00	6:05	6:12	6:20	6:27	6:32	6:36	6:43
38B	6:15	6:20	6:27	6:35	6:42	6:47	6:51	6:58
38B	6:30	6:35	6:42	6:50	6:57	7:02	7:06	7:13
38B	6:45	6:50	6:57	7:05	7:12	7:17	7:21	7:28
38B	7:00	7:04	7:08	7:14	7:20	7:24	7:29	7:37
38B	7:15	7:19	7:23	7:29	7:35	7:39	7:44	7:52
38B	7:30	7:34	7:38	7:44	7:50	7:54	7:59	8:07
38B	7:45	7:49	7:53	7:59	8:05	8:09	8:14	8:22
38B	8:00	8:04	8:08	8:14	8:20	8:24	8:29	8:37
38B	8:15	8:19	8:23	8:29	8:35	8:39	8:44	8:52
38B	8:45	8:49	8:53	8:59	9:05	9:09	9:14	9:22
38B	9:15	9:18	9:24	9:30	9:36	9:40	9:43	9:48
38B	9:45	9:48	9:54	10:00	10:06	10:10	10:13	10:18
38B	10:15	10:18	10:24	10:30	10:36	10:40	10:43	10:48
38B	10:45	10:48	10:54	11:00	11:06	11:10	11:13	11:18
38B	11:15	11:18	11:24	11:30	11:36	11:40	11:43	11:48
38B	11:45	11:48	11:54	12:00	12:06	12:10	12:13	12:18
After Midnight Service — Servicio después de la medianoche								
38B	12:15	12:18	12:24	12:30	12:36	12:40	12:43	12:48
38B	12:45	12:48	12:54	1:00	1:06	1:09	1:12	1:17
38B	1:15	1:18	1:24	1:30	1:36	1:39	1:42	1:47
38B	1:45	1:48	1:54	2:00	2:06	2:09	2:12	2:17

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Eastbound To Farragut North/Farragut West stations

Monday thru Friday — De Lunes a viernes

Route Number	Ballston-MU	Washington Blvd. & Quincy St.	Clarendon	Court House	Rosslyn	M St. & Wisconsin Ave. NW (George-town)	Pennsyl-vania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) #
AM Service — Servicio matutino								
38B	5:30	5:34	5:38	5:41	5:49	5:53	5:57	6:03
38B	5:45	5:49	5:53	5:56	6:04	6:08	6:12	6:18
38B	6:00	6:04	6:08	6:11	6:19	6:23	6:27	6:33
38B	6:15	6:19	6:23	6:26	6:34	6:38	6:42	6:48
38B	6:30	6:34	6:38	6:42	6:49	6:54	6:58	7:04
38B	6:45	6:49	6:53	6:57	7:04	7:09	7:13	7:19
38B	7:00	7:04	7:08	7:12	7:19	7:24	7:28	7:34
38B	7:15	7:20	7:23	7:26	7:35	7:42	7:47	7:54
38B	7:30	7:35	7:38	7:41	7:50	7:57	8:02	8:09
38B	7:45	7:50	7:53	7:56	8:05	8:12	8:17	8:24
38B	8:00	8:04	8:09	8:13	8:22	8:31	8:35	8:43
38B	8:15	8:19	8:24	8:28	8:37	8:46	8:50	8:58
38B	8:30	8:34	8:39	8:43	8:52	9:01	9:05	9:13
38B	8:45	8:49	8:54	8:58	9:07	9:16	9:20	9:28
38B	9:00	9:04	9:07	9:11	9:18	9:24	9:28	9:35
38B	9:15	9:19	9:22	9:26	9:33	9:39	9:43	9:50
38B	9:30	9:34	9:37	9:41	9:48	9:54	9:58	10:05
38B	9:45	9:49	9:52	9:56	10:03	10:09	10:13	10:20
38B	10:00	10:04	10:07	10:11	10:18	10:24	10:28	10:35
38B	10:15	10:19	10:22	10:26	10:33	10:39	10:43	10:50
38B	10:30	10:34	10:37	10:41	10:48	10:54	10:58	11:05
38B	10:45	10:49	10:52	10:56	11:03	11:09	11:13	11:20
38B	11:00	11:04	11:07	11:11	11:18	11:24	11:28	11:35
38B	11:15	11:19	11:22	11:26	11:33	11:39	11:43	11:50
38B	11:30	11:34	11:37	11:41	11:48	11:54	11:58	12:05
38B	11:45	11:49	11:52	11:56	12:03	12:09	12:13	12:20

 # — Buses are signed FARRAGUT SQUARE

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Eastbound To Farragut North/Farragut West stations

Monday thru Friday — De Lunes a viernes

Route Number	Ballston-MU	Washington Blvd. & Quincy St.	Clarendon	Court House	Rosslyn	M St. & Wisconsin Ave. NW (George-town)	Pennsyl-vania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) #
PM Service — Servicio vespertino								
38B	12:00	12:04	12:07	12:11	12:18	12:24	12:28	12:35
38B	12:15	12:19	12:22	12:26	12:33	12:39	12:43	12:50
38B	12:30	12:34	12:37	12:41	12:48	12:54	12:58	1:05
38B	12:45	12:49	12:52	12:56	1:03	1:09	1:13	1:20
38B	1:00	1:04	1:07	1:11	1:18	1:24	1:28	1:35
38B	1:15	1:19	1:22	1:26	1:33	1:39	1:43	1:50
38B	1:30	1:34	1:37	1:41	1:48	1:54	1:58	2:05
38B	1:45	1:49	1:52	1:56	2:03	2:09	2:13	2:20
38B	2:00	2:04	2:07	2:11	2:18	2:24	2:28	2:35
38B	2:15	2:19	2:22	2:26	2:33	2:39	2:43	2:50
38B	2:30	2:34	2:37	2:41	2:48	2:54	2:58	3:05
38B	2:45	2:49	2:52	2:56	3:03	3:09	3:13	3:20
38B	3:00	3:04	3:07	3:11	3:18	3:24	3:28	3:35
38B	3:15	3:19	3:22	3:26	3:33	3:39	3:43	3:50
38B	3:30	3:34	3:37	3:41	3:48	3:54	3:58	4:05
38B	3:45	3:49	3:53	3:57	4:04	4:10	4:15	4:23
38B	4:00	4:04	4:08	4:12	4:19	4:25	4:30	4:38
38B	4:15	4:19	4:23	4:27	4:34	4:40	4:45	4:53
38B	4:30	4:34	4:38	4:44	4:52	4:59	5:07	5:14
38B	4:45	4:49	4:53	4:59	5:07	5:14	5:22	5:29
38B	5:00	5:04	5:08	5:14	5:22	5:29	5:37	5:44
38B	5:15	5:19	5:23	5:29	5:37	5:44	5:52	5:59
38B	5:30	5:34	5:38	5:44	5:52	5:59	6:07	6:14
38B	5:40	5:44	5:48	5:54	6:02	6:09	6:17	6:24
38B	6:00	6:04	6:08	6:12	6:20	6:26	6:31	6:38
38B	6:15	6:19	6:23	6:27	6:35	6:41	6:46	6:53
38B	6:30	6:34	6:38	6:42	6:50	6:56	7:01	7:08
38B	6:45	6:48	6:52	6:57	7:03	7:07	7:11	7:16
38B	7:00	7:03	7:07	7:12	7:18	7:22	7:26	7:31
38B	7:15	7:18	7:22	7:27	7:33	7:37	7:41	7:46
38B	7:30	7:33	7:37	7:42	7:48	7:52	7:56	8:01
38B	8:00	8:03	8:07	8:12	8:18	8:22	8:26	8:31
38B	8:30	8:33	8:37	8:42	8:48	8:52	8:56	9:01
38B	9:00	9:03	9:07	9:12	9:18	9:22	9:26	9:31
38B	9:30	9:33	9:37	9:42	9:48	9:52	9:56	10:01
38B	10:00	10:03	10:07	10:12	10:18	10:22	10:26	10:31
38B	10:30	10:33	10:37	10:42	10:48	10:52	10:56	11:01
38B	11:00	11:03	11:07	11:12	11:18	11:22	11:26	11:31
38B	11:30	11:33	11:37	11:42	11:48	11:52	11:56	12:01
After Midnight Service — Servicio después de la medianoche								
38B	12:00	12:03	12:07	12:12	12:18	12:22	12:26	12:31
38B	12:30	12:33	12:37	12:42	12:48	12:52	12:56	1:01
38B	1:00	1:03	1:07	1:12	1:18	1:22	1:26	1:31
38B	1:30	1:33	1:37	1:42	1:48	1:52	1:56	2:01
38B	2:00	2:03	2:07	2:12	2:18	2:22	2:26	2:31

 # — Buses are signed FARRAGUT SQUARE

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Westbound To Ballston-MU station

Saturday — Sábados

Route Number	17th (E) & I Sts. NW (Farragut N&W)	Pennsylvania Ave. & 24th St. NW	M St. & Wisconsin Ave. NW (Georgetown)	Rosslyn	Court House	Clarendon	Washington Blvd. & Quincy St.	BALLSTON-MU
AM Service — Servicio matutino								
38B	5:46	5:51	5:55	6:01	6:06	6:08	6:11	6:18
38B	6:16	6:21	6:25	6:31	6:36	6:38	6:41	6:48
38B	6:46	6:51	6:55	7:01	7:06	7:08	7:11	7:18
38B	7:16	7:21	7:25	7:31	7:36	7:38	7:41	7:48
38B	7:46	7:51	7:55	8:01	8:06	8:08	8:11	8:18
38B	8:12	8:17	8:23	8:30	8:35	8:38	8:41	8:48
38B	8:42	8:47	8:53	9:00	9:05	9:08	9:11	9:18
38B	9:12	9:17	9:23	9:30	9:35	9:38	9:41	9:48
38B	9:42	9:47	9:53	10:00	10:05	10:08	10:11	10:18
38B	10:12	10:17	10:23	10:30	10:35	10:38	10:41	10:48
38B	10:48	10:53	10:59	11:06	11:11	11:14	11:17	11:24
38B	11:15	11:20	11:26	11:34	11:40	11:44	11:47	11:54
38B	11:45	11:50	11:56	12:04	12:10	12:14	12:17	12:24
PM Service — Servicio vespertino								
38B	12:15	12:20	12:26	12:34	12:40	12:44	12:47	12:54
38B	12:47	12:52	12:58	1:06	1:12	1:16	1:19	1:26
38B	1:17	1:22	1:28	1:36	1:42	1:46	1:49	1:56
38B	1:47	1:52	1:58	2:06	2:12	2:16	2:19	2:26
38B	2:17	2:22	2:28	2:36	2:42	2:46	2:49	2:56
38B	2:40	2:46	2:53	3:02	3:09	3:14	3:18	3:26
38B	3:10	3:16	3:23	3:32	3:39	3:44	3:48	3:56
38B	3:40	3:46	3:53	4:02	4:09	4:14	4:18	4:26
38B	4:10	4:16	4:23	4:32	4:39	4:44	4:48	4:56
38B	4:40	4:46	4:53	5:02	5:09	5:14	5:18	5:26
38B	5:10	5:16	5:23	5:32	5:39	5:44	5:48	5:56
38B	5:40	5:46	5:53	6:02	6:09	6:14	6:18	6:26
38B	6:10	6:16	6:23	6:32	6:39	6:44	6:48	6:56
38B	6:40	6:46	6:53	7:02	7:09	7:14	7:18	7:26
38B	7:03	7:09	7:16	7:25	7:32	7:37	7:41	7:49
38B	7:33	7:39	7:46	7:55	8:02	8:07	8:11	8:19
38B	8:03	8:09	8:16	8:25	8:32	8:37	8:41	8:49
38B	8:41	8:46	8:52	8:59	9:05	9:09	9:12	9:19
38B	9:11	9:16	9:22	9:29	9:35	9:39	9:42	9:49
38B	9:41	9:46	9:52	9:59	10:05	10:09	10:12	10:19
38B	10:11	10:16	10:22	10:29	10:35	10:39	10:42	10:49
38B	10:41	10:46	10:52	10:59	11:05	11:09	11:12	11:19
38B	11:11	11:16	11:22	11:29	11:35	11:39	11:42	11:49
38B	11:41	11:46	11:52	11:59	12:05	12:09	12:12	12:19
After Midnight Service — Servicio después de la medianoche								
38B	12:11	12:16	12:22	12:29	12:35	12:39	12:42	12:49
38B	12:41	12:46	12:52	12:59	1:05	1:09	1:12	1:19
38B	1:11	1:15	1:20	1:26	1:31	1:35	1:38	1:44
38B	1:41	1:45	1:50	1:56	2:01	2:05	2:08	2:14

On five Federal holidays, Juneteenth, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.

Metrobus proveerá servicio con horario de sábado durante los cinco días festivos de Juneteenth, Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Eastbound To Farragut North/Farragut West stations

Saturday — Sábados

Route Number	Ballston-MU	Washington Blvd. & Quincy St.	Clarendon	Court House	Rosslyn	M St. & Wisconsin Ave. NW (George-town)	Pennsyl-vania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) #
AM Service — Servicio matutino								
38B	5:30	5:34	5:37	5:40	5:46	5:49	5:53	5:58
38B	6:00	6:04	6:07	6:10	6:16	6:19	6:23	6:28
38B	6:30	6:34	6:37	6:40	6:46	6:49	6:53	6:58
38B	7:00	7:04	7:07	7:10	7:16	7:19	7:23	7:28
38B	7:30	7:34	7:38	7:42	7:49	7:54	7:59	8:04
38B	8:00	8:04	8:08	8:12	8:19	8:24	8:29	8:34
38B	8:30	8:34	8:38	8:42	8:49	8:54	8:59	9:04
38B	9:00	9:04	9:08	9:12	9:19	9:24	9:29	9:34
38B	9:30	9:34	9:38	9:42	9:49	9:54	9:59	10:04
38B	10:00	10:04	10:08	10:12	10:19	10:24	10:29	10:34
38B	10:30	10:34	10:38	10:42	10:49	10:54	10:59	11:04
38B	11:00	11:04	11:08	11:12	11:19	11:24	11:29	11:34
38B	11:30	11:34	11:38	11:42	11:49	11:54	11:59	12:04
PM Service — Servicio vespertino								
38B	12:00	12:04	12:08	12:12	12:19	12:24	12:29	12:34
38B	12:30	12:34	12:38	12:42	12:49	12:54	12:59	1:04
38B	1:00	1:04	1:08	1:12	1:19	1:24	1:29	1:34
38B	1:30	1:35	1:39	1:43	1:50	1:58	2:03	2:09
38B	2:00	2:05	2:09	2:13	2:20	2:28	2:33	2:39
38B	2:30	2:35	2:39	2:43	2:50	2:58	3:03	3:09
38B	3:00	3:05	3:09	3:13	3:20	3:28	3:33	3:39
38B	3:30	3:35	3:39	3:43	3:50	3:58	4:03	4:09
38B	4:00	4:05	4:09	4:13	4:20	4:28	4:33	4:39
38B	4:30	4:35	4:39	4:43	4:50	4:58	5:03	5:09
38B	5:00	5:05	5:09	5:13	5:20	5:28	5:33	5:39
38B	5:30	5:35	5:39	5:43	5:50	5:58	6:03	6:09
38B	6:00	6:05	6:09	6:13	6:20	6:28	6:33	6:39
38B	6:30	6:35	6:39	6:43	6:50	6:58	7:03	7:09
38B	7:00	7:04	7:08	7:11	7:17	7:22	7:27	7:32
38B	7:30	7:34	7:38	7:41	7:47	7:52	7:57	8:02
38B	8:00	8:04	8:08	8:11	8:17	8:22	8:27	8:32
38B	8:30	8:34	8:38	8:41	8:47	8:52	8:57	9:02
38B	9:00	9:04	9:08	9:11	9:17	9:22	9:27	9:32
38B	9:30	9:34	9:38	9:41	9:47	9:52	9:57	10:02
38B	10:00	10:04	10:08	10:11	10:17	10:22	10:27	10:32
38B	10:30	10:34	10:38	10:41	10:47	10:52	10:57	11:02
38B	11:00	11:04	11:08	11:11	11:17	11:22	11:27	11:32
38B	11:30	11:34	11:38	11:41	11:47	11:52	11:57	12:02
After Midnight Service — Servicio después de la medianoche								
38B	12:00	12:04	12:08	12:11	12:16	12:19	12:23	12:28
38B	12:30	12:34	12:38	12:41	12:46	12:49	12:53	12:58
38B	1:00	1:04	1:08	1:11	1:16	1:19	1:23	1:28
38B	1:30	1:34	1:38	1:41	1:46	1:49	1:53	1:58
38B	2:00	2:04	2:08	2:11	2:16	2:19	2:23	2:28

— *Buses are signed FARRAGUT SQUARE.*

On five Federal holidays, Juneteenth, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.

Metrobus proveerá servicio con horario de sábado durante los cinco días festivos de Juneteenth, Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Westbound To Ballston-MU station

Sunday — Domingos

Route Number	17th (E) & I Sts. NW (Farragut N&W)	Pennsylvania Ave. & 24th St. NW	M St. & Wisconsin Ave. NW (Georgetown)	Rosslyn	Court House	Clarendon	Washington Blvd. & Quincy St.	BALLSTON-MU
AM Service — Servicio matutino								
38B	5:45	5:49	5:54	6:00	6:05	6:08	6:11	6:18
38B	6:15	6:19	6:24	6:30	6:35	6:38	6:41	6:48
38B	6:45	6:49	6:54	7:00	7:05	7:08	7:11	7:18
38B	7:15	7:19	7:24	7:30	7:35	7:38	7:41	7:48
38B	7:45	7:49	7:54	8:00	8:05	8:08	8:11	8:18
38B	8:15	8:19	8:24	8:30	8:35	8:38	8:41	8:48
38B	8:45	8:49	8:54	9:00	9:05	9:08	9:11	9:18
38B	9:15	9:19	9:24	9:30	9:35	9:38	9:41	9:48
38B	9:45	9:49	9:54	10:00	10:05	10:08	10:11	10:18
38B	10:15	10:19	10:24	10:30	10:35	10:38	10:41	10:48
38B	10:45	10:50	10:56	11:03	11:09	11:13	11:17	11:24
38B	11:15	11:20	11:26	11:33	11:39	11:43	11:47	11:54
38B	11:45	11:50	11:56	12:03	12:09	12:13	12:17	12:24
PM Service — Servicio vespertino								
38B	12:15	12:20	12:26	12:33	12:39	12:43	12:47	12:54
38B	12:45	12:50	12:57	1:05	1:11	1:15	1:19	1:26
38B	1:15	1:20	1:27	1:35	1:41	1:45	1:49	1:56
38B	1:45	1:50	1:57	2:05	2:11	2:15	2:19	2:26
38B	2:15	2:20	2:27	2:35	2:41	2:45	2:49	2:56
38B	2:45	2:50	2:57	3:05	3:11	3:15	3:19	3:26
38B	3:15	3:20	3:27	3:35	3:41	3:45	3:49	3:56
38B	3:45	3:50	3:57	4:05	4:11	4:15	4:19	4:26
38B	4:15	4:20	4:27	4:35	4:41	4:45	4:49	4:56
38B	4:45	4:50	4:57	5:05	5:11	5:15	5:19	5:26
38B	5:15	5:20	5:27	5:35	5:41	5:45	5:49	5:56
38B	5:45	5:50	5:57	6:05	6:11	6:15	6:19	6:26
38B	6:15	6:20	6:27	6:35	6:41	6:45	6:49	6:56
38B	6:45	6:50	6:57	7:05	7:11	7:15	7:19	7:26
38B	7:15	7:19	7:24	7:30	7:36	7:39	7:42	7:49
38B	7:45	7:49	7:54	8:00	8:06	8:09	8:12	8:19
38B	8:15	8:19	8:24	8:30	8:36	8:39	8:42	8:49
38B	8:45	8:49	8:54	9:00	9:06	9:09	9:12	9:19
38B	9:15	9:19	9:24	9:30	9:36	9:39	9:42	9:49
38B	9:45	9:49	9:54	10:00	10:06	10:09	10:12	10:19
38B	10:15	10:19	10:24	10:30	10:36	10:39	10:42	10:49
38B	10:45	10:49	10:54	11:00	11:06	11:09	11:12	11:19
38B	11:15	11:19	11:24	11:30	11:36	11:39	11:42	11:49
38B	11:45	11:49	11:54	12:00	12:06	12:09	12:12	12:19
After Midnight Service — Servicio después de la medianoche								
38B	12:15	12:19	12:24	12:30	12:36	12:39	12:42	12:49
38B	12:45	12:49	12:54	1:00	1:06	1:09	1:12	1:19
38B	1:15	1:19	1:24	1:30	1:36	1:39	1:42	1:49
38B	1:45	1:49	1:54	2:00	2:06	2:09	2:12	2:19

38B

Ballston-Farragut Square Line

Effective Sunday, June 6, 2021
A partir del domingo, 6 de junio de 2021

Eastbound To Farragut North/Farragut West stations

Sunday — Domingos

Route Number	Ballston-MU	Washington Blvd. & Quincy St.	Clarendon	Court House	Rosslyn	M St. & Wisconsin Ave. NW (George-town)	Pennsyl-vania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) #
AM Service — Servicio matutino								
38B	5:30	5:33	5:36	5:39	5:45	5:48	5:52	5:57
38B	6:00	6:03	6:06	6:09	6:15	6:18	6:22	6:27
38B	6:30	6:33	6:36	6:39	6:45	6:48	6:52	6:57
38B	7:00	7:03	7:06	7:09	7:15	7:18	7:22	7:27
38B	7:30	7:33	7:36	7:39	7:45	7:48	7:52	7:57
38B	8:00	8:03	8:06	8:09	8:15	8:18	8:22	8:27
38B	8:30	8:33	8:36	8:39	8:45	8:48	8:52	8:57
38B	9:00	9:03	9:06	9:09	9:15	9:18	9:22	9:27
38B	9:30	9:33	9:36	9:39	9:45	9:48	9:52	9:57
38B	10:00	10:05	10:09	10:13	10:20	10:26	10:31	10:36
38B	10:30	10:35	10:39	10:43	10:50	10:56	11:01	11:06
38B	11:00	11:05	11:09	11:13	11:20	11:26	11:31	11:36
38B	11:30	11:35	11:39	11:43	11:50	11:56	12:01	12:06
PM Service — Servicio vespertino								
38B	12:00	12:05	12:09	12:13	12:20	12:26	12:31	12:36
38B	12:30	12:35	12:39	12:43	12:50	12:56	1:01	1:06
38B	1:00	1:05	1:09	1:13	1:20	1:26	1:31	1:36
38B	1:30	1:35	1:39	1:43	1:50	1:56	2:01	2:06
38B	2:00	2:05	2:09	2:13	2:20	2:26	2:31	2:36
38B	2:30	2:35	2:39	2:43	2:50	2:56	3:01	3:06
38B	3:00	3:05	3:09	3:13	3:20	3:26	3:31	3:36
38B	3:30	3:35	3:39	3:43	3:50	3:56	4:01	4:06
38B	4:00	4:05	4:09	4:13	4:20	4:26	4:31	4:36
38B	4:30	4:35	4:39	4:43	4:50	4:56	5:01	5:06
38B	5:00	5:05	5:09	5:13	5:20	5:26	5:31	5:36
38B	5:30	5:35	5:39	5:43	5:50	5:56	6:01	6:06
38B	6:00	6:05	6:09	6:13	6:20	6:26	6:31	6:36
38B	6:30	6:34	6:38	6:41	6:48	6:53	6:58	7:03
38B	7:00	7:04	7:08	7:11	7:18	7:23	7:28	7:33
38B	7:30	7:34	7:38	7:41	7:48	7:53	7:58	8:03
38B	8:00	8:04	8:08	8:11	8:18	8:23	8:28	8:33
38B	8:30	8:34	8:38	8:41	8:48	8:53	8:58	9:03
38B	9:00	9:04	9:08	9:11	9:18	9:23	9:28	9:33
38B	9:30	9:34	9:37	9:40	9:46	9:49	9:53	9:58
38B	10:00	10:04	10:07	10:10	10:16	10:19	10:23	10:28
38B	10:30	10:34	10:37	10:40	10:46	10:49	10:53	10:58
38B	11:00	11:04	11:07	11:10	11:16	11:19	11:23	11:28
38B	11:30	11:33	11:36	11:38	11:44	11:47	11:50	11:54
After Midnight Service — Servicio después de la medianoche								
38B	12:00	12:03	12:06	12:08	12:14	12:17	12:20	12:24
38B	12:30	12:33	12:36	12:38	12:44	12:47	12:50	12:54
38B	1:00	1:03	1:06	1:08	1:14	1:17	1:20	1:24
38B	1:30	1:33	1:36	1:38	1:44	1:47	1:50	1:54
38B	2:00	2:03	2:06	2:08	2:14	2:17	2:20	2:24

— *Buses are signed FARRAGUT SQUARE.*

DC CIRCULATOR NATIONAL MALL SERVICE

1. Union Station
E St. NE / Columbus Circle

2. National Gallery of Art
Madison Dr. NW / 4th St.

3. National Gallery of Art Sculpture Garden
Madison Dr. NW / 7th St.

4. National Museum of American History / National Museum of Natural History
Madison Dr. NW / 12th St.

5. Washington Monument / National Museum of African American History and Culture
15th St. SW / Jefferson Dr.

6. Holocaust Memorial Museum / Bureau of Engraving and Printing
15th St. SW near Maine Ave.

7. Thomas Jefferson Memorial
E. Basin Dr. SW at Jefferson Memorial

8. Martin Luther King, Jr. Memorial / Franklin Delano Roosevelt Memorial
W. Basin Dr. SW near Independence Ave.

9. Lincoln Memorial / Korean War Veterans Memorial
Lincoln Memorial Circle SW

10. Vietnam Veterans Memorial
Constitution Ave. NW / 21st St.

11. World War II Memorial / Constitution Gardens
Constitution Ave. NW / 18th St.

12. Washington Monument / National Museum of African American History and Culture
15th St. NW / Madison Dr.

13. Smithsonian Visitor Center
Jefferson Dr. SW / 12th St.

14. National Air and Space Museum / Hirshhorn Museum and Sculpture Garden
Jefferson Dr. SW / 7th St.

15. United States Capitol / U.S. Botanic Garden National Museum of the American Indian
3rd St. NW near Madison Dr. NW

FARES

- **Regular:** $1.00
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- **DC Students (elementary - high school):** free with DC One Card
- **Children under 5:** free with paying adult
- **Transfers:** available only when you pay with a SmarTrip™ card
- **From Metrobus or Circulator (within two hours):** free
- **To Metrobus (within two hours):** 75¢ (or step-up to current Metrobus fare)
- **To Circulator (within two hours):** free
- **To or from Metrorail:** 50¢ discount

PAYMENT OPTIONS

- **Cash:** exact change required
- **SmarTrip™ Card:** a rechargeable card used to pay for fares on the Circulator, Metrorail and Metrobus. Buy and load SmarTrip™ cards at any Metrorail station.

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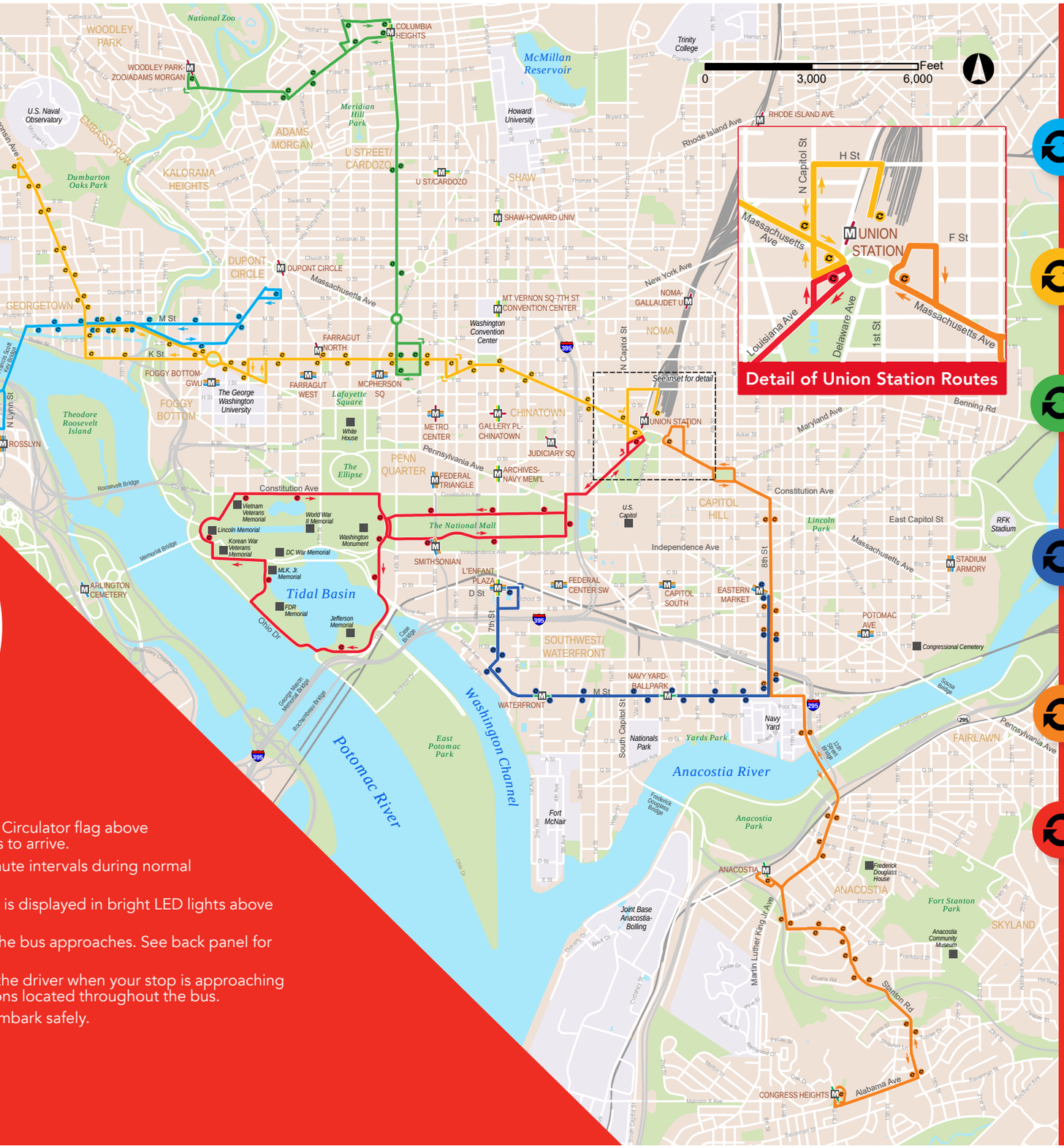
HOW TO RIDE

1. Each bus stop is marked with the Circulator flag above where you should wait for the bus to arrive.
2. Buses service each stop in 10 minute intervals during normal service conditions.
3. The final destination for each bus is displayed in bright LED lights above the front windshield.
4. Have your payment ready when the bus approaches. See back panel for payment details.
5. Enjoy a comfortable ride! Notify the driver when your stop is approaching by pressing one of the stop buttons located throughout the bus.
6. Gather your belongings and disembark safely.

LEGEND

- Circulator stop
- Indicates direction the bus travels
- Transfer points to Metrorail



circulator

Buses run every 10 minutes on the following schedule:

Dupont Circle – Georgetown – Rosslyn
Monday – Thursday: 6am–Midnight
Friday: 6am–3am
Saturday: 7am–3am
Sunday: 7am–Midnight

Georgetown – Union Station
Monday – Thursday: 6am–Midnight
Friday: 6am–3am
Saturday: 7am–3am
Sunday: 7am–Midnight

Woodley Park – Adams Morgan – McPherson Square Metro
Monday – Thursday: 6am–Midnight
Friday: 6am–3:30am
Saturday: 7am–3:30am
Sunday: 7am–Midnight

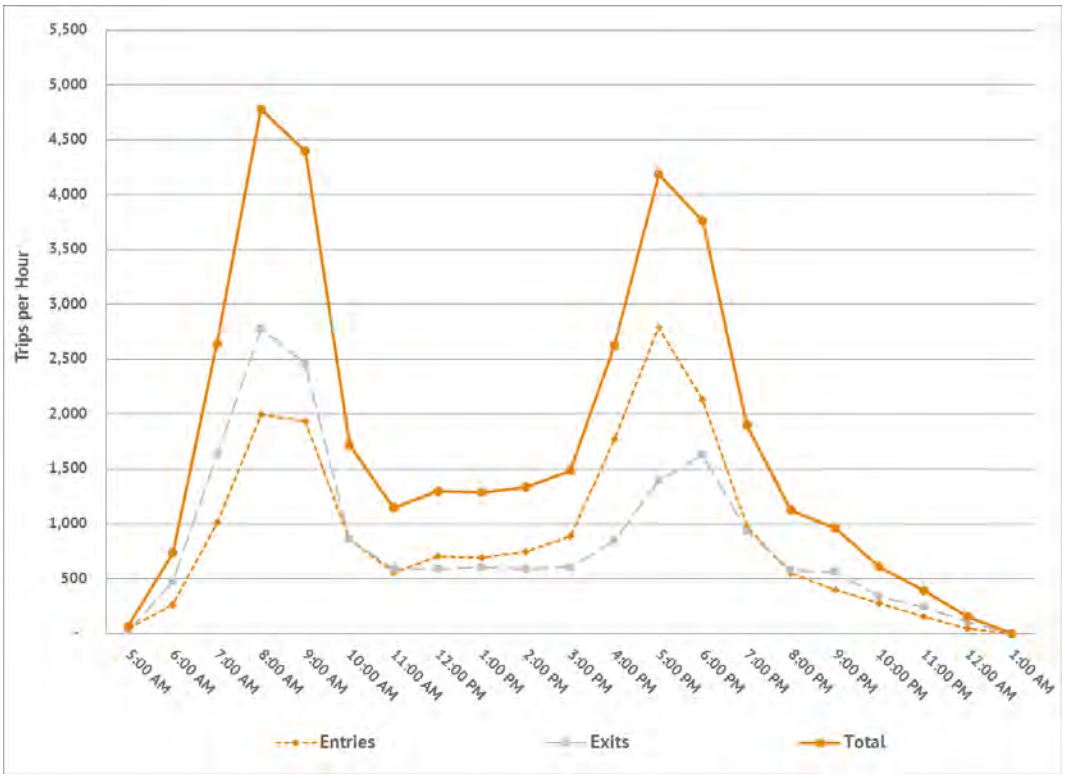
NEW!
Eastern Market – L'Enfant Plaza
Weekdays: 6am–9pm
Weekends: 7am–9pm
**Special detours and extended service on Nationals and DC United game days*

NEW!
Congress Heights – Union Station
Weekdays: 6am–9pm
Weekends: 7am–9pm

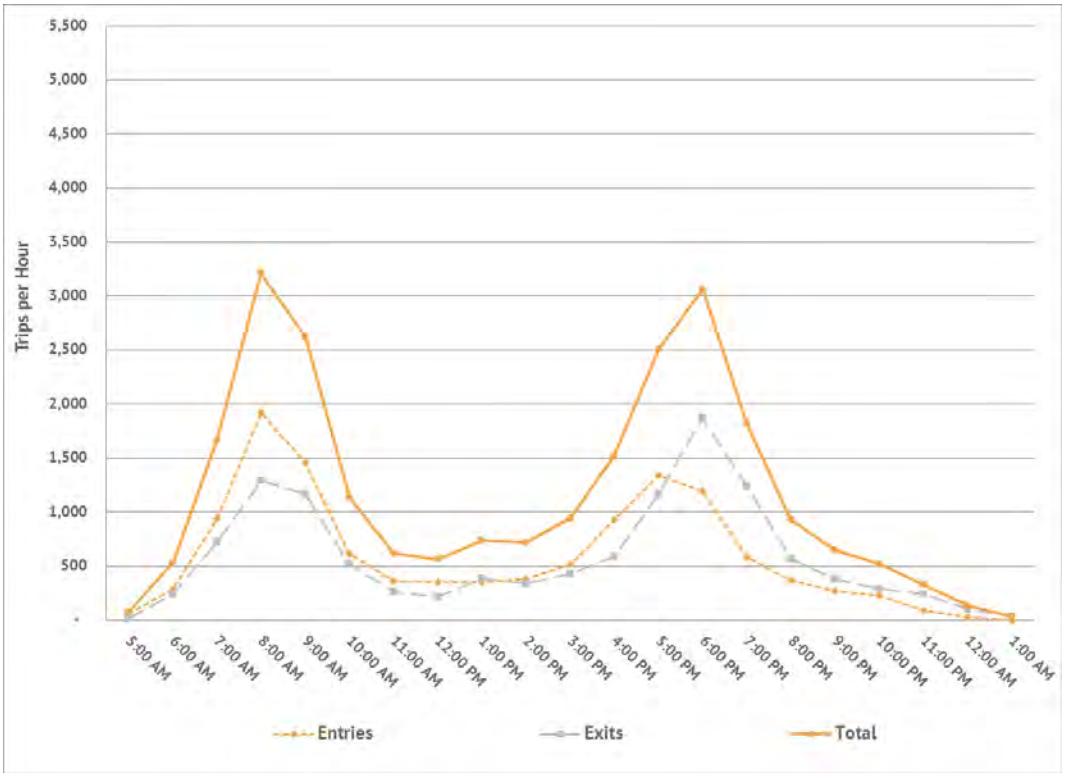
National Mall Route
Winter Hours (October – March):
Weekdays: 7am–7pm
Saturday – Sunday: 9am–7pm
Summer Hours (April – September):
Weekdays: 7am–8pm
Saturday – Sunday: 9am–8pm

Follow us on Twitter to get real-time service alerts for each route @dccirculator

Rosslyn – Hourly Metrorail Ridership for Wednesday May 12th, 2010



Ballston - MU – Hourly Metrorail Ridership for Wednesday May 12th, 2010



METRORAIL HOURLY RIDERSHIP BY STATION (5/12/2010):

Rosslyn

Hour Beginning	Entries	Exits	Total
5:00 AM	46	22	68
6:00 AM	265	473	738
7:00 AM	1,007	1,637	2,644
8:00 AM	1,998	2,780	4,778
9:00 AM	1,934	2,461	4,395
10:00 AM	861	859	1,720
11:00 AM	555	589	1,144
12:00 PM	707	589	1,296
1:00 PM	688	600	1,288
2:00 PM	742	592	1,334
3:00 PM	886	600	1,486
4:00 PM	1,771	848	2,619
5:00 PM	2,790	1,394	4,184
6:00 PM	2,135	1,626	3,761
7:00 PM	970	929	1,899
8:00 PM	546	578	1,124
9:00 PM	401	560	961
10:00 PM	273	334	607
11:00 PM	152	242	394
12:00 AM	43	108	151
1:00 AM	0	0	0
Daily Total	***18,770***	***17,821***	***36,591***

Metrorail Average Weekday
Passenger Boardings

All Daily Passenger Boardings were taken in May unless noted otherwise.

Station	Nov 1977	1978	1979	1980	1981	1982	1984	1985	1986	1987	1988*	1989*	1990**	1991*	1992	1993*	1994	1995**	1996**	1997**	1998**
Dupont Circle	7,784	10,124	13,617	15,643	14,128	11,628	13,894	16,767	17,099	18,838	19,374	21,075	21,631	17,744	20,922	20,518	20,411	20,586	20,025	19,185	20,067
Farragut North	7,950	12,531	12,790	15,087	13,102	16,049	15,150	19,446	23,505	23,287	23,982	25,275	24,651	24,914	24,088	18,308	23,364	22,586	22,142	23,427	23,624
Metro Center	10,493	13,704	19,400	18,516	19,608	17,635	17,154	16,550	19,386	25,356	24,394	26,888	25,956	25,289	24,128	25,285	26,484	27,643	25,423	24,929	25,801
Gallery Pl-Chinatown	2,100	2,505	3,938	4,057	4,141	3,753	5,752	6,938	6,708	6,752	6,766	8,547	7,267	8,121	7,581	7,254	7,377	7,462	6,447	6,525	10,179
Judiciary Square	5,490	7,806	7,955	8,527	7,680	7,175	5,576	7,740	7,552	8,300	9,043	8,991	9,347	9,550	9,343	7,379	9,672	9,206	9,372	9,771	9,925
Union Station	7,038	9,248	11,386	12,540	10,464	10,836	12,227	11,761	13,720	15,433	16,116	20,314	21,946	22,595	22,271	25,840	25,911	25,238	23,874	23,965	25,037
Rhode Island Ave-Brentwood	5,665	4,753	4,307	4,989	4,226	4,073	4,069	4,891	5,079	5,837	5,955	6,327	6,328	6,100	5,700	5,674	4,767	4,451	4,051	4,116	4,337
Brookland-CUA	-	3,451	5,204	6,333	5,740	5,538	5,428	5,741	6,649	6,573	7,345	7,991	6,976	7,508	6,896	6,769	6,180	5,585	5,341	5,502	5,593
Fort Totten	-	2,969	4,896	5,294	4,481	4,150	3,539	4,363	4,868	5,600	5,484	5,761	5,825	5,585	5,033	4,886	5,034	4,670	4,536	4,324	4,538
Takoma	-	2,556	3,873	4,809	4,687	4,137	4,629	5,195	5,304	5,529	6,021	6,427	6,227	6,448	5,859	5,944	5,728	5,204	5,171	5,079	5,344
Silver Spring	-	9,121	13,860	16,414	15,533	14,478	14,735	13,445	14,043	14,664	14,476	15,729	14,857	13,385	12,741	11,778	12,317	11,311	10,565	10,354	10,579
New Carrollton	-	-	5,715	6,592	6,514	5,886	5,723	5,695	6,065	6,330	8,359	8,867	8,786	8,671	8,374	8,741	5,586	7,670	7,406	7,544	7,924
Landover	-	-	2,381	2,815	2,165	2,219	2,300	2,940	3,191	3,432	3,662	3,859	3,856	3,834	3,541	3,406	3,235	3,192	3,155	3,092	3,219
Cheverly	-	-	1,344	1,380	1,366	1,162	1,234	1,315	1,463	1,490	1,549	1,623	1,655	1,705	1,617	1,498	1,514	1,484	1,400	1,377	1,439
Deanwood	-	-	2,535	2,638	2,016	1,851	2,018	1,909	2,026	2,091	2,153	2,206	1,903	2,007	1,827	1,567	1,633	1,708	1,529	1,631	1,656
Minnesota Ave	-	-	3,689	3,556	2,183	2,305	2,144	2,135	2,365	2,633	2,803	2,660	2,518	2,356	2,116	2,144	1,958	2,177	2,100	2,147	2,320
Stadium-Armory	3,956	4,307	4,316	4,094	3,445	2,887	3,178	3,226	3,399	3,989	4,113	4,063	3,942	3,890	3,525	3,441	3,037	3,586	3,438	3,179	3,069
Potomac Ave	2,830	3,384	4,927	4,779	6,753	5,095	5,258	6,383	6,201	6,649	7,164	6,971	6,044	5,079	5,407	5,106	5,264	4,855	4,522	4,514	4,663
Eastern Market	2,506	2,662	4,201	4,545	4,519	4,468	4,724	5,074	5,454	5,898	5,941	6,045	5,816	5,369	4,421	4,250	4,281	4,220	3,942	4,005	4,111
Capitol South	3,696	5,003	5,392	6,758	6,684	7,429	6,052	7,480	7,807	8,759	8,685	8,629	8,383	8,604	7,419	8,102	6,984	7,214	6,724	6,720	6,518
Federal Center SW	2,778	3,604	4,775	5,246	4,645	4,024	4,661	4,928	5,441	5,520	5,909	5,945	6,499	6,545	5,967	6,192	6,039	5,421	4,905	4,860	5,154
L'Enfant Plaza	6,154	8,361	11,417	12,929	12,026	11,990	11,393	16,514	17,255	17,944	20,845	19,745	20,979	21,720	19,579	18,530	17,886	17,320	16,812	16,616	17,206
Smithsonian	4,060	6,184	8,312	12,427	9,657	9,711	8,305	8,986	9,503	9,442	11,351	11,121	11,931	12,062	11,580	13,596	12,420	12,844	11,888	12,310	11,712
Federal Triangle	4,036	4,432	5,660	6,774	6,154	5,960	5,481	6,376	7,101	8,777	8,998	9,001	8,799	8,460	8,751	8,114	8,162	7,870	7,461	6,566	7,938
McPherson Square	7,024	8,927	12,836	13,829	13,162	13,218	12,746	13,902	15,020	16,177	16,423	17,809	18,918	16,380	14,173	14,953	15,587	14,324	14,009	14,063	14,722
Farragut West	15,167	17,085	23,386	28,891	27,294	25,396	20,354	24,138	24,246	25,710	27,418	26,751	28,717	27,010	24,529	24,239	23,427	22,302	21,258	21,514	22,725
Foggy Bottom-GWU	6,144	8,104	9,818	13,528	14,394	12,644	11,605	14,928	14,946	15,600	16,925	18,653	19,674	18,560	16,712	17,401	17,075	17,296	16,312	16,554	16,510
Rosslyn	11,167	11,725	17,155	12,752	12,241	11,406	11,633	13,856	13,432	15,672	17,560	14,615	13,565	13,637	12,165	13,814	12,771	13,831	13,591	13,597	13,453
Arlington Cemetery	140	219	384	362	876	215	416	1,099	341	731	984	1,342	1,102	1,064	1,294	1,263	804	1,480	1,583	1,826	2,074
Pentagon	10,558	12,775	14,441	16,123	16,365	15,310	17,714	19,838	19,443	18,721	19,496	20,862	20,687	20,285	18,743	18,157	15,043	16,873	15,869	15,646	15,105
Pentagon City	1,312	2,068	3,325	3,586	3,136	3,210	2,335	2,821	2,998	3,309	2,786	3,091	6,650	7,602	7,365	8,387	8,529	9,587	9,895	10,411	10,865
Crystal City	3,912	5,110	7,554	8,204	7,438	7,667	9,779	10,602	10,939	12,253	12,965	13,633	13,349	13,335	12,630	12,601	11,704	12,067	11,670	11,596	11,420
Ronald Reagan Washington National Airport	2,479	3,305	5,088	5,605	4,619	4,881	4,402	4,497	4,194	5,407	5,117	5,186	5,657	4,548	4,603	4,699	3,997	4,094	4,192	3,956	4,876
Court House	-	-	-	2,825	3,034	2,860	3,113	3,673	4,077	4,059	4,227	4,977	5,310	5,561	5,653	5,630	6,154	6,018	5,752	6,108	6,575
Clarendon	-	-	-	1,899	2,149	2,064	2,254	2,351	2,652	2,468	2,629	2,818	3,078	2,964	2,474	2,564	2,766	2,694	2,611	2,632	2,681
Virginia Square-GMU	-	-	-	1,728	2,259	2,212	2,350	2,757	2,796	2,341	2,403	2,454	2,312	2,669	2,862	2,432	2,396	2,348	2,287	2,169	2,301
Ballston-MU	-	-	-	9,352	10,250	10,173	10,060	10,239	11,325	8,116	8,218	8,902	9,531	9,482	9,662	9,721	10,712	9,892	9,653	9,407	9,759
Benning Road	-	-	-	-	2,497	3,078	2,973	3,050	3,468	3,546	3,873	4,075	3,883	3,622	3,159	2,898	2,770	2,775	2,662	2,621	2,784
Capitol Heights	-	-	-	-	1,890	1,965	2,217	2,317	2,595	2,972	2,969	3,125	2,922	2,781	2,453	2,247	2,158	2,099	1,983	1,975	2,180
Addison Road-Seat Pleasant	-	-	-	-	2,507	2,964	4,435	3,723	4,356	4,802	5,185	5,450	5,703	5,321	5,803	5,631	5,718	5,238	5,162	5,290	5,833
Woodley Park-Zoo/Adams Morgan	-	-	-	-	-	4,456	4,235	6,461	6,800	6,313	6,275	6,296	6,352	6,704	7,077	6,890	7,309	6,609	6,391	6,617	6,618
Cleveland Park	-	-	-	-	-	2,443	2,961	3,870	3,512	3,419	3,708	3,921	3,864	3,934	3,660	4,066	4,204	4,326	4,214	4,443	4,432
Van Ness-UDC	-	-	-	-	-	7,657	7,682	6,650	7,759	6,831	7,746	7,926	8,747	6,793	6,036	7,338	6,422	6,701	6,436	6,670	6,264
Archives-Navy Memorial-Penn Quarter	-	-	-	-	-	-	2,728	3,364	3,693	3,511	3,625	4,184	3,871	4,831	6,086	6,579	5,961	6,164	6,201	6,202	5,880
Braddock Road	-	-	-	-	-	-	1,295	2,124	2,395	2,549	2,684	2,876	3,054	3,158	3,052	3,227	3,305	3,270	3,113	3,103	3,209
King St-Old Town	-	-	-	-	-	-	1,806	2,549	3,437	3,512	3,742	3,945	4,144	4,082	4,054	4,189	4,139	4,038	3,896	4,134	4,393
Eisenhower Avenue	-	-	-	-	-	-	981	1,269	1,473	1,618	1,601	1,935	2,448	1,849	1,337	1,243	1,192	1,158	1,054	984	976

Station	1999**	2000**	2001**	2002**	2003**	2004**	2005**	2006**	2007**	2008**	2009**	2010**	2011***	2012***	2013***	2014***	2015***	2016***	2017***	2018***
Dupont Circle	20,179	21,425	22,625	22,407	22,490	22,514	23,196	23,700	24,149	24,591	23,561	22,907	22,721	18,830	21,084	20,889	20,415	17,672	17,052	16,542
Farragut North	23,928	24,885	26,250	25,394	24,612	25,300	25,571	26,624	26,934	26,506	25,311	24,105	23,796	26,773	25,351	25,398	25,294	23,659	22,512	22,184
Metro Center	26,541	27,457	28,941	28,671	28,076	28,450	28,983	29,564	29,798	30,615	30,569	29,698	28,983	28,802	28,039	27,883	27,058	24,372	24,243	24,532
Gallery Pl-Chinatown	9,441	10,563	12,494	13,833	15,665	16,443	19,474	20,673	21,921	25,136	25,747	25,894	25,777	26,587	25,820	25,780	25,820	22,636	22,712	22,613
Judiciary Square	9,924	9,402	10,418	10,570	11,024	10,952	10,324	10,308	10,115	10,234	10,369	9,951	9,643	9,253	9,166	8,960	8,778	8,214	8,252	7,475
Union Station	26,343	27,330	29,738	30,278	31,681	32,653	31,864	32,596	32,935	34,383	34,465	32,745	33,697	33,250	32,975	32,465	31,186	29,160	29,469	28,315
Rhode Island Ave-Brentwood	4,474	4,858	5,088	5,105	5,391	5,704	5,491	5,757	6,046	6,144	6,121	5,651	5,227	5,645	5,896	6,070	6,001	5,667	5,453	5,417
Brookland-CUA	5,845	5,951	6,345	6,230	6,280	6,303	6,377	6,619	6,795	7,036	7,158	6,858	6,576	6,827	6,676	6,673	6,619	5,737	5,529	5,436
Fort Totten	4,501	5,121	5,738	5,861	6,082	6,236	6,280	6,665	6,877	7,071	7,198	7,543	7,364	7,636	7,853	7,976	7,932	7,704	8,149	7,842
Takoma	5,543	5,595	6,031	6,019	6,138	6,161	6,201	6,362	6,466	6,664	6,811	6,685	6,488	6,143	5,823	5,813	5,774	5,245	5,157	5,033
Silver Spring	10,610	11,492	12,040	12,034	12,374	12,464	13,078	14,032	14,777	15,155	14,077	13,421	13,471	13,621	13,057	13,195	13,008	12,403	12,004	11,682
New Carrollton	8,123	8,742	9,065	9,058	9,260	9,586	9,091	10,006	10,436	10,625	10,118	10,287	9,940	9,839	9,242	9,098	8,349	7,142	3,767	6,584
Landover	3,250	3,477	3,462	3,447	3,370	3,424	2,917	2,771	2,796	2,763	2,593	2,570	2,478	2,336	2,191	2,087	1,938	1,587	744	1,543
Cheverly	1,430	1,505	1,503	1,507	1,481	1,560	1,544	1,554	1,609	1,629	1,548	1,571	1,543	1,546	1,547	1,493	1,357	1,119	564	980
Deanwood	1,716	1,802	1,854	1,848	1,899	1,914	1,828	1,892	1,827	1,978	1,960	1,909	1,844	1,829	1,754	1,664	1,556	1,273	657	1,240
Minnesota Ave	2,381	2,703	2,890	2,979	3,095	3,158	3,140	3,480	3,488	3,552	3,461	3,410	3,274	3,257	3,110	3,005	2,827	2,209	1,035	2,149
Stadium-Armory	2,991	3,319	3,174	2,963	3,042	2,939	5,608	5,341	5,329	3,235	3,062	3,559	3,077	3,069	2,873	3,022	2,809	2,422	2,821	2,423
Potomac Ave	4,983	5,353	3,255	3,281	3,247	3,247	3,421	3,651	3,583	3,824	4,098	4,144	4,050	3,978	3,869	3,834	3,783	3,304	3,319	3,494
Eastern Market	4,167	4,452	4,637	4,766	4,811	5,132	5,542	5,822	5,875	5,960	6,038	6,308	6,262	6,193	6,382	6,261	6,194	5,341	5,169	5,303
Capitol South	6,509	7,001	7,656	7,252	7,375	7,907	8,303	8,455	8,452	8,900	9,414	9,639	9,194	8,047	8,618	8,287	7,973	6,983	6,903	7,003
Federal Center SW	5,381	5,453	4,657	4,684	4,903	4,830	5,300	5,293	5,307	6,062	5,902	5,951	6,011	6,439	5,736	5,399	5,373	5,337	5,459	6,014
L'Enfant Plaza	17,270	18,712	20,115	21,117	21,809	22,285	21,878	21,848	21,924	20,269	21,705	22,563	22,067	21,926	20,761	20,222	20,367	20,526	20,358	20,240
Smithsonian	12,217	12,241	12,155	12,021	11,164	12,915	12,234	12,465	11,597	12,027	12,764	12,895	12,603	11,946	10,786	10,911	10,684	9,103	9,212	9,331
Federal Triangle	8,470	9,302	9,879	10,424	10,959	10,915	11,166	10,883	10,429	10,603	11,108	10,756	10,258	9,879	9,052	8,498	8,411	7,622	7,628	7,576
McPherson Square	14,710	15,419	16,411	15,956	15,765	16,177	16,047	16,383	16,441	16,959	17,009	17,370	16,873	16,845	16,234	16,212	15,635	13,766	13,319	13,889
Farragut West	22,706	23,404	24,636	23,573	23,432	23,874	24,149	24,179	24,121	23,190	22,469	23,137	22,575	22,918	22,545	23,147	22,374	20,039	19,191	20,348
Foggy Bottom-GWU	16,733	18,200	19,018	18,487	18,702	19,316	19,846	20,355	20,560	21,248	20,923	21,587	21,318	22,827	22,512	22,053	21,462	19,074	17,800	18,299
Rosslyn	13,655	14,672	15,633	14,816	15,397	16,065	16,224	16,770	15,462	17,760	16,941	18,122	17,158	16,718	15,632	15,460	14,815	13,295	12,511	13,020
Arlington Cemetery	1,688	1,759	1,905	1,825	1,441	1,644	1,752	1,821	1,889	2,081	1,970	1,889	1,866	1,827	1,768	1,744	1,918	1,575	1,492	1,485
Pentagon	14,707	15,548	17,401	14,136	15,726	15,337	15,171	15,893	15,968	16,055	16,318	16,726	16,999	17,114	16,324	15,853	15,145	14,071	13,145	13,667
Pentagon City	10,832	11,058	11,751	12,805	13,518	15,833	15,783	16,176	16,339	16,803	16,503	17,197	17,023	16,382	15,589	15,623	14,427	13,201	12,250	12,311
Crystal City	11,847	12,108	12,851	12,908	13,560	13,722	12,809	13,324	14,158	15,028	14,748	14,952	15,187	13,592	12,594	11,959	12,008	11,258	10,310	10,795
Ronald Reagan Washington National Airport	4,675	5,039	5,506	4,784	4,659	5,044	6,024	6,220	6,458	6,344	6,349	6,414	6,739	6,341	6,561	6,732	7,284	6,618	5,970	5,964
Court House	6,583	7,079	7,275	6,695	7,066	7,317	7,356	7,413	7,405	7,381	7,385	7,578	7,483	7,475	7,690	7,653	7,448	6,670	6,368	6,420
Clarendon	2,708	2,752	2,914	2,935	2,927	3,359	3,752	4,065	4,166	4,406	4,355	4,335	4,414	4,838	4,829	4,667	4,882	4,038	4,049	4,375
Virginia Square-GMU	2,205	2,334	2,607	2,623	3,007	3,135	3,289	3,608	3,886	4,016	4,067	4,103	3,953	3,733	3,695	3,721	3,970	3,634	3,614	3,728
Ballston-MU	10,317	10,450	11,257	11,214	11,262	11,620	11,639	12,322	12,564	12,807	12,414	12,508	12,016	12,042	11,590	11,673	11,520	10,176	9,467	9,029
Benning Road	2,787	2,999	3,099	2,976	2,988	3,052	3,240	3,392	3,288	3,382	3,316	3,399	3,241	3,183	3,163	3,200	3,154	2,533	2,591	2,604
Capitol Heights	2,248	2,324	2,219	2,143	2,089	1,956	1,972	2,123	2,137	2,225	2,221	2,241	2,150	2,374	2,105	2,102	2,081	1,826	2,017	1,864
Addison Road-Seat Pleasant	6,085	6,682	6,022	6,007	5,865	5,603	3,798	4,076	3,939	3,897	3,674	3,759	3,626	3,544	3,358	3,345	3,349	2,822	2,979	2,652
Woodley Park-Zoo/Adams Morgan	6,355	6,643	7,353	7,419	6,750	7,492	7,566	8,077	8,471	8,726	8,292	7,607	7,864	7,915	7,734	7,240	7,093	6,212	5,917	5,913
Cleveland Park	4,632	4,396	4,456	4,680	4,520	4,582	4,831	5,082	4,976	5,010	4,807	4,656	4,676	4,700	4,731	4,514	4,366	3,856	3,793	3,657
Van Ness-UDC	6,433	6,458	6,770	6,841	6,858	6,923	7,094	7,462	7,730	7,648	7,276	7,155	7,559	6,699	6,414	6,505	6,266	5,334	5,593	5,476
Archives-Navy Memorial-Penn Quarter	6,151	6,846	7,668	7,810	7,740	8,578	8,570	8,412	8,520	9,324	9,539	9,727	9,565	9,496	9,461	9,099	9,220	8,699	8,414	8,226
Braddock Road	3,309	3,481	3,777	3,804	3,917	4,054	4,202	4,316	4,327	4,506	4,593	4,524	4,559	4,484	4,408	4,631	4,725	4,610	4,003	4,376
King St-Old Town	4,669	5,232	5,678	5,800	6,053	6,971	8,242	8,739	9,084	9,510	9,308	8,991	9,306	9,090	9,054	9,170	8,908	7,906	6,815	7,131
Eisenhower Avenue	1,047	1,108	1,286	1,534	1,607	1,788	1,788	1,951	2,037	2,164	2,496	2,399	2,094	2,080	1,951	1,919	1,757	1,609	1,346	1,919

Metrorail Average Weekday
Passenger Boardings

Station	Nov 1977	1978	1979	1980	1981	1982	1984	1985	1986	1987	1988*	1989*	1990**	1991*	1992	1993*	1994	1995**	1996**	1997**	1998**
Huntington	-	-	-	-	-	-	4,084	6,099	7,030	7,849	8,002	8,979	9,445	9,075	7,566	7,902	7,109	7,917	7,570	7,544	7,174
Tenleytown-AU	-	-	-	-	-	-	-	4,128	4,805	4,615	5,664	5,776	5,591	5,588	5,315	5,200	5,210	4,805	5,178	5,454	5,612
Friendship Heights	-	-	-	-	-	-	-	5,674	7,106	7,654	7,750	8,164	8,268	8,346	8,388	8,430	8,520	8,343	8,278	8,346	8,424
Bethesda	-	-	-	-	-	-	-	5,011	6,163	7,105	6,837	7,305	7,572	7,401	7,779	7,193	7,625	7,501	7,406	7,596	7,889
Medical Center	-	-	-	-	-	-	-	2,715	3,137	3,633	3,964	4,384	4,501	4,286	3,917	3,909	3,927	3,911	3,815	3,734	3,859
Grosvenor-Strathmore	-	-	-	-	-	-	-	2,618	2,946	3,161	3,310	3,638	3,794	3,496	3,414	3,669	3,650	3,438	3,381	3,355	3,510
White Flint	-	-	-	-	-	-	-	2,199	3,077	3,775	4,109	4,074	4,333	3,955	3,903	3,546	3,661	3,605	3,613	3,719	3,662
Twinbrook	-	-	-	-	-	-	-	2,354	3,264	3,662	4,330	4,516	4,515	4,211	4,081	3,795	3,855	3,778	3,673	3,783	3,662
Rockville	-	-	-	-	-	-	-	2,140	2,798	3,371	3,537	3,966	3,944	3,866	3,735	3,663	3,550	3,443	3,386	3,338	3,545
Shady Grove	-	-	-	-	-	-	-	4,050	5,826	7,319	8,144	9,055	9,106	8,745	8,432	8,325	8,321	9,014	9,023	8,876	9,065
East Falls Church	-	-	-	-	-	-	-	-	-	3,361	3,768	4,015	4,269	4,329	3,906	3,831	3,762	3,698	3,458	3,528	3,659
West Falls Church-VT/UVA	-	-	-	-	-	-	-	-	-	4,140	4,535	5,229	5,568	5,597	5,260	5,297	5,425	5,299	5,217	5,640	6,078
Dunn Loring-Merrifield	-	-	-	-	-	-	-	-	-	3,065	3,474	3,770	4,546	4,336	4,224	3,958	4,072	3,921	3,783	3,824	3,969
Vienna/Fairfax-GMU	-	-	-	-	-	-	-	-	-	6,165	7,243	7,637	8,353	9,883	10,964	9,211	9,097	9,386	9,392	9,536	10,093
Forest Glen	-	-	-	-	-	-	-	-	-	-	-	-	-	1,788	1,849	1,834	1,890	1,898	1,854	1,868	1,850
Wheaton	-	-	-	-	-	-	-	-	-	-	-	-	-	5,251	5,584	5,601	5,586	5,508	5,337	5,291	5,574
Mt Vernon Sq 7th St-Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	744	1,439	1,701	1,794	1,861	1,797	1,786	1,909
Shaw-Howard U	-	-	-	-	-	-	-	-	-	-	-	-	-	1,494	2,483	2,689	3,084	2,854	2,605	2,568	2,786
U Street/African-Amer Civil War Memorial/Cardozo	-	-	-	-	-	-	-	-	-	-	-	-	-	1,688	2,903	2,956	3,165	3,127	3,152	3,274	3,338
Van Dorn Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,715	2,990	3,234	3,190	3,305	3,310	2,880
Waterfront	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,320	3,723	3,947	4,112	3,878	4,054	4,157
Navy Yard-Ballpark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,186	1,339	1,450	1,425	1,330	1,417	1,524
Anacostia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,887	7,902	8,487	8,182	7,848	8,197	8,911
Greenbelt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,486	2,948	3,062	3,844	4,538
College Park-U of Md	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,120	1,504	1,801	2,116	2,266
Prince George's Plaza	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,257	2,391	2,361	2,568	2,724
West Hyattsville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,585	1,876	1,901	1,972	2,140
Franconia-Springfield	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,600
Glenmont	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Columbia Heights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia Ave-Petworth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Congress Heights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southern Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Naylor Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suitland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Branch Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NoMa-Gallaudet U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Greensboro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
McLean	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spring Hill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tysons Corner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wiehle-Reston East	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Largo Town Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Morgan Boulevard	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	134,439	186,023	259,877	305,426	296,028	298,258	308,782	382,864	413,233	457,635	483,714	509,394	519,465	517,792	513,518	513,155	517,256	517,622	499,427	503,794	527,986

Station	1999**	2000**	2001**	2002**	2003**	2004**	2005**	2006**	2007**	2008**	2009**	2010**	2011***	2012***	2013***	2014***	2015***	2016***	2017***	2018***
Huntington	7,305	7,787	8,372	8,084	8,136	8,501	8,375	8,648	8,601	8,834	8,847	8,760	9,184	9,060	8,571	8,314	7,922	7,217	6,686	6,896
Tenleytown-AU	5,667	5,966	6,143	6,252	6,103	6,511	6,687	7,563	7,493	7,401	7,290	7,091	6,677	7,220	7,074	6,736	6,351	5,307	5,423	5,286
Friendship Heights	8,581	9,089	9,195	9,172	9,321	9,310	9,268	9,771	9,713	10,189	9,696	9,804	9,957	9,671	9,703	9,620	9,466	8,178	8,084	7,900
Bethesda	7,885	8,469	8,591	8,717	9,205	9,430	9,946	10,530	10,738	10,968	10,730	10,605	10,765	10,888	10,608	10,875	10,708	9,459	9,212	8,999
Medical Center	3,910	4,141	4,438	4,718	4,881	5,091	5,125	5,100	5,256	5,346	5,627	5,574	5,866	6,010	6,221	5,988	5,663	5,511	5,332	5,181
Grosvenor-Strathmore	3,431	3,551	3,595	3,772	3,592	4,013	5,428	5,578	5,642	5,817	5,948	5,843	5,876	5,862	5,857	5,795	5,557	5,227	5,252	4,995
White Flint	3,752	4,050	4,287	4,446	4,223	4,172	3,682	3,714	4,010	4,097	4,096	4,210	4,266	4,151	3,951	3,889	3,855	3,505	3,461	3,506
Twinbrook	3,539	3,863	4,266	4,369	4,541	4,506	4,531	4,763	4,805	4,943	4,628	4,587	4,773	4,632	4,569	4,470	4,443	4,178	4,146	3,807
Rockville	3,543	3,844	3,915	3,994	4,106	4,163	4,237	4,365	4,572	4,736	4,880	4,927	4,812	4,834	4,900	4,769	4,424	4,147	3,981	3,756
Shady Grove	9,111	9,767	10,635	11,050	12,290	13,100	13,360	13,894	14,439	14,390	14,107	13,945	13,856	13,870	13,444	13,308	12,609	11,870	11,517	11,139
East Falls Church	3,626	3,756	4,060	4,049	3,871	4,018	3,994	4,238	4,246	4,306	4,202	4,134	4,102	4,287	4,108	4,163	4,399	4,011	3,980	4,023
West Falls Church-VT/UVA	6,231	6,973	7,279	7,894	8,561	8,584	9,649	10,124	10,290	10,748	10,499	10,836	10,740	10,891	10,369	10,597	3,051	2,671	2,445	2,544
Dunn Loring-Merrifield	4,057	4,216	4,481	4,534	4,823	5,001	5,024	5,353	5,491	5,502	5,304	5,371	5,310	5,239	4,958	5,347	4,386	4,069	3,726	3,789
Vienna/Fairfax-GMU	9,940	10,238	11,607	12,120	12,567	12,854	12,832	13,177	13,143	13,642	13,759	13,967	13,682	13,773	13,141	12,947	11,458	9,863	9,052	8,970
Forest Glen	1,790	1,860	1,930	2,023	2,025	2,089	2,082	2,170	2,302	2,409	2,514	2,366	2,365	2,448	2,443	2,442	2,382	2,220	2,144	2,045
Wheaton	3,384	4,001	4,388	4,576	4,746	4,498	4,468	4,887	4,874	4,754	4,653	4,543	4,472	4,374	4,094	4,227	4,231	3,840	3,564	3,468
Mt Vernon Sq 7th St-Convention Center	1,692	1,635	1,818	1,960	2,969	3,377	3,358	3,615	3,633	3,990	3,634	3,888	3,813	4,263	4,293	4,541	4,629	4,422	4,232	4,238
Shaw-Howard U	2,960	3,107	3,320	3,442	3,483	3,498	3,450	3,679	3,804	4,029	4,256	4,290	4,439	4,696	4,751	5,044	5,087	4,615	4,264	4,314
U Street/African-Amer Civil War Memorial/Cardozo	3,592	3,497	3,725	4,024	4,107	4,513	4,790	5,406	5,934	6,567	7,115	7,183	7,048	7,238	7,501	7,968	7,823	6,671	5,373	5,637
Van Dorn Street	3,065	3,285	3,539	3,481	3,474	3,683	3,679	3,835	3,825	3,828	3,689	3,792	3,653	3,587	3,380	3,374	3,234	3,089	2,497	2,576
Waterfront	4,563	4,466	4,628	4,040	3,284	3,275	3,146	3,163	3,201	3,175	3,067	3,974	4,236	4,536	4,347	4,024	4,180	4,063	3,962	4,271
Navy Yard-Ballpark	1,613	1,828	2,323	3,099	2,970	3,132	3,048	3,238	4,243	9,768	9,113	9,156	8,249	9,884	9,229	10,514	10,569	10,574	9,732	11,013
Anacostia	9,317	10,131	7,226	7,198	7,118	7,036	7,118	7,778	7,642	7,681	7,719	7,774	7,479	7,598	7,342	7,256	7,172	6,480	6,292	6,305
Greenbelt	4,857	5,786	6,482	6,788	6,911	7,150	7,005	7,305	7,331	7,432	7,397	7,294	6,923	6,940	6,757	6,541	6,315	5,934	3,126	5,350
College Park-U of Md	2,240	2,709	3,085	3,206	3,331	3,381	3,635	4,203	4,431	4,723	4,627	4,720	4,768	4,619	4,454	4,604	4,389	4,043	5,205	3,650
Prince George's Plaza	2,860	3,389	3,889	4,357	4,644	4,630	4,637	4,872	4,903	5,034	5,093	5,309	5,374	5,336	5,120	5,133	5,061	4,462	4,563	4,012
West Hyattsville	2,222	2,793	3,150	3,317	3,242	3,434	3,415	3,656	3,839	3,925	3,694	3,809	3,855	3,951	3,905	3,995	3,843	3,505	3,540	3,184
Franconia-Springfield	6,370	7,131	8,194	8,416	8,482	9,265	9,416	9,857	9,769	9,823	9,591	9,665	9,543	9,089	8,306	8,175	7,771	7,066	5,663	5,940
Glenmont	4,096	4,619	4,980	5,254	5,481	5,578	5,664	5,944	6,096	6,117	5,966	5,857	5,850	6,190	6,149	6,270	6,185	5,759	5,726	5,475
Columbia Heights	-	3,957	4,771	5,346	5,835	6,009	6,596	7,330	8,441	10,168	11,375	11,990	12,386	12,860	12,891	12,755	12,415	11,401	10,812	10,448
Georgia Ave-Petworth	-	2,909	3,440	3,766	4,011	4,262	4,396	4,745	4,808	5,041	5,399	5,855	6,027	6,305	6,290	6,408	6,296	5,793	5,791	5,889
Congress Heights	-	-	1,702	1,920	2,060	2,227	2,371	2,524	2,556	2,723	2,722	2,826	2,819	3,035	3,030	2,732	2,666	2,382	2,253	2,223
Southern Avenue	-	-	4,258	5,139	5,543	5,770	5,916	6,278	6,356	6,537	6,263	5,931	5,776	5,909	5,523	5,349	4,789	4,726	4,575	4,744
Naylor Road	-	-	2,373	2,637	2,839	3,092	3,194	3,402	3,325	3,260	3,144	3,165	3,047	3,175	3,100	3,035	2,828	2,453	2,351	2,283
Suitland	-	-	5,182	5,636	5,859	6,122	6,039	6,214	6,510	6,631	6,453	6,668	6,417	6,396	5,924	5,677	5,261	5,023	4,780	4,290
Branch Ave	-	-	4,860	5,501	5,720	6,032	6,198	6,493	6,510	6,667	6,448	6,868	6,660	6,765	6,605	6,457	6,145	5,600	5,621	5,263
NoMa-Gallaudet U	-	-	-	-	-	-	2,177	2,945	3,489	4,603	5,229	5,673	7,461	8,019	8,456	8,412	9,226	8,694	8,661	9,346
Greensboro	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,071	1,096	1,101	1,265
McLean	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,669	1,589	1,645	1,830
Spring Hill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,406	1,243	1,164	1,203
Tysons Corner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,141	3,049	3,079	3,480
Wiehle-Reston East	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,588	7,497	7,341	7,785
Largo Town Center	-	-	-	-	-	-	4,294	4,826	5,015	5,195	5,112	5,283	5,111	5,159	4,874	4,912	4,754	4,276	4,668	4,181
Morgan Boulevard	-	-	-	-	-	-	1,114	1,250	1,346	1,424	1,540	1,674	1,736	2,290	1,929	2,036	2,112	1,813	2,951	1,826
	538,498	576,945	627,630	631,817	645,431	667,741	687,299	714,953	726,013	751,855	747,557	750,603	743,961	744,918	725,770	721,804	712,843	647,853	620,094	626,423

*** No Survey conducted, counts taken by Staff**

**** Average weekday ridership computed by EDADS Editing System**

***** Average weekday ridership computed by Crystal ReportsSystem**

**** Average weekday ridership computed by EDADS Editing System**

Revised 9/2018

1501 Arlington Boulevard

Radnor - Fort Myer Heights, (/VA/Arlington/Radnor_-_Fort_Myer_Heights) Arlington (/VA/Arlington), 22209

Add scores to your site (/professional/badges.php?address=1501 Arlington Boulevard Arlington, VA 22209)

Commute to **Downtown Arlington (/compare#edit-commutes)**

8 min 18 min 16 min 56 min

Favorite **Map** **Nearby Arlington Apartments on Redfin (https://www.redfin.com/city/21282/VA/Arlington/apartments-for-rent)**

More about 1501 Arlington Boulevard (https://www.redfin.com/VA/Arlington/1501-Key-Blvd-22209/home/11249078)

Walk Score 86

Very Walkable

Most errands can be accomplished on foot.

Transit Score 70

Excellent Transit

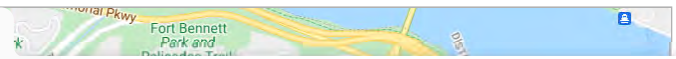
Transit is convenient for most trips.

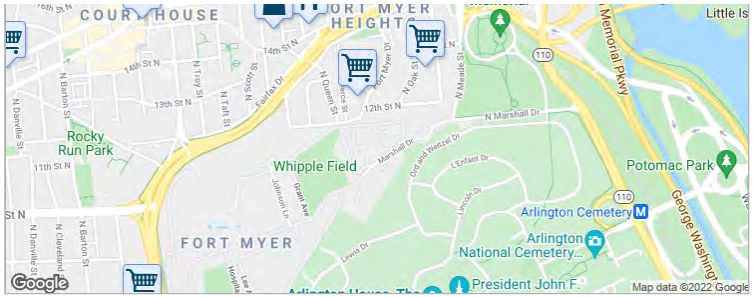
Bike Score 62

Bikeable

Some bike infrastructure.

About your score





About this Location

1501 Arlington Boulevard has a Walk Score of 86 out of 100. This location is Very Walkable so most errands can be accomplished on foot.

1501 Arlington Boulevard is a nine minute walk from the Blue Metrorail Blue Line, the Orange Metrorail Orange Line and the Silver Metrorail ine at the ROSSLYN BLUE/ORANGE/SILVER TRACK 2 PLATFORM stop.

Excellent Transit

1501 Arlington Boulevard has excellent transit which means transit is convenient for most trips. Car sharing is available from Zipcar and RelayRides.

Rail lines:

Blue Metrorail Blue Line	0.4 mi	Silver Metrorail Silver Line	0.4 mi
Orange Metrorail Orange Line	0.4 mi	Orange Metrorail Orange Line	1.1 mi
Silver Metrorail Silver Line	1.1 mi	Blue Metrorail Blue Line	1.5 mi

Bus lines:

38B BALLSTON-FARRAGUT SQUARE	0.1 mi	4B PERSHING DR.-ARLINGTON BLVD	0.1 mi
45 Columbia Pike-DHS/Sequoia-Rosslyn	0.1 mi	61B Rosslyn-Court House Metro Shuttle	0.2 mi
61A Rosslyn-Court House Metro Shuttle	0.2 mi	43 Crystal City-Courthouse	0.2 mi

Radnor - Fort Myer Heights Neighborhood

1501 Arlington Boulevard is in the Radnor - Fort Myer Heights neighborhood. Radnor - Fort Myer Heights is the 10th most
ble neighborhood in **Arlington** (/VA/Arlington) with a neighborhood Walk Score of 84.

Table: ACSDT5Y2019.B08141

	Census Tract 1016.03, Arlington County, Virginia		Census Tract 1017.02, Arlington County, Virginia	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	2,704	±267	3,942	±378
No vehicle available	312	±135	856	±216
1 vehicle available	1,525	±257	2,365	±343
2 vehicles available	794	±307	657	±277
3 or more vehicles available	73	±72	64	±91
Car, truck, or van - drove alone:	843	±167	1,131	±275
No vehicle available	16	±26	35	±41
1 vehicle available	470	±165	830	±257
2 vehicles available	346	±148	251	±142
3 or more vehicles available	11	±18	15	±26
Car, truck, or van - carpooled:	139	±95	0	±17
No vehicle available	32	±36	0	±17
1 vehicle available	48	±46	0	±17
2 vehicles available	59	±74	0	±17
3 or more vehicles available	0	±12	0	±17
Public transportation (excluding taxicab):	1,231	±233	1,737	±320
No vehicle available	188	±116	507	±161
1 vehicle available	763	±206	990	±237
2 vehicles available	232	±125	191	±126
3 or more vehicles available	48	±59	49	±71
Walked:	360	±143	552	±149
No vehicle available	76	±73	150	±75
1 vehicle available	132	±84	304	±119
2 vehicles available	138	±114	98	±89
3 or more vehicles available	14	±22	0	±17
Taxicab, motorcycle, bicycle, or other means:	93	±56	183	±94
No vehicle available	0	±12	102	±67
1 vehicle available	93	±56	68	±61

	Census Tract 1016.03, Arlington County, Virginia		Census Tract 1017.02, Arlington County, Virginia	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
2 vehicles available	0	±12	13	±21
3 or more vehicles available	0	±12	0	±17
Worked from home:	38	±43	339	±183
No vehicle available	0	±12	62	±41
1 vehicle available	19	±30	173	±155
2 vehicles available	19	±31	104	±93
3 or more vehicles available	0	±12	0	±17

Multimodal Transportation Assessments (MMTA) Mode Share Assumptions Summary

Arlington County staff reviewed mode share data for sources including 1) the 2016 American Community Survey (ACS), 2) the 2016 Arlington County Commercial Building Survey, and 3) the 2007-2008 Metropolitan Washington Council of Governments (MWCOG) Regional Household Travel Survey with Arlington County add-on data.

The 2016 ACS data is a good source for production mode share—commute trips from homes in Arlington County. ACS, however, does not have attraction side data (i.e., how commuters arrive at jobs located in Arlington County.

The Building Survey provides a snapshot of the attraction side, as it provides mode share for commute trips to office/commercial buildings in Arlington County. The Building Survey is limited to select buildings along the Rosslyn-Ballston Corridor, and is therefore not statistically valid.

The MWCOG Household Travel Survey is the most dated source of data, but it is the most robust source given a much higher sample size than either the ACS or Building Survey data. The origin-destination data collected through the MWCOG Survey is used regionally for transportation planning. For example, it feeds into the MWCOG travel forecast model for regional planning and emissions analysis.

Arlington County staff reviewed the MWCOG Survey (plus Arlington County add-on) mode shares with the ACS and Building Survey mode shares for commuter trips. The results were very similar between the MWCOG and Building Surveys on the attraction side. On the production mode share side, Arlington County compared the MWCOG Survey data the ACS data and saw generally similar results except for higher transit share and lower vehicle share shown in the MWCOG survey for two Metro Station areas that were significantly affected by the Washington Metropolitan Area Transit Authority (WMATA) SafeTrack program: Ballston and Pentagon City. The following tables summarize the mode share for the comparisons.

Given the MWCOG Survey results benchmarked closely with the ACS and Building Survey data, Arlington County selected to use the 2007-2008 MWCOG Survey data for Multimodal Transportation Assessments (MMTA). To compensate for the impacts of SafeTrack on the transit mode share, Arlington County staff manually adjusted transit ridership percentages for Ballston and Pentagon City to a value between the MWCOG Survey and ACS share. To compensate for slight under-representation of active mode share for attraction trips, Arlington County staff manually adjusted the percentage of active trips in urban areas to better match the active mode share found in the Building Survey.

MWCOG is a validated data source that is regionally applied to transportation studies, which makes it fully relevant and applicable to the MMTA. Further, MWCOG is wrapping up data collection and moving on to processing data collected in their 2017-2018 Household Travel Survey. This new robust dataset will be available by 2020 to update the 2007-2008 Survey data and further update the mode share profile to/from/within Arlington County.

ARLINGTON COUNTY MODE SHARE ASSUMPTIONS USING MWCOG HOUSEHOLD TRAVEL SURVEY DATA

07-08 HHTS PRODUCTIONS

Area	Vehicle %	Transit %	Active %	Total
Ballston**	35%	56%	9%	100%
Clarendon/Courthouse	39%	52%	9%	100%
Columbia Pike Corridor	59%	34%	7%	100%
Crystal City	32%	59%	9%	100%
I-66 Corridor	52%	41%	7%	100%
North Arlington	76%	17%	7%	100%
Pentagon City***	27%	64%	9%	100%
Rosslyn	32%	58%	9%	100%
Route 50 Corridor	58%	35%	7%	100%
S Arlington/Shirlington	52%	41%	7%	100%

07-08 HHTS ATTRACTIONS

Area	Vehicle %	Transit %	Active %*	Total
Ballston	61%	30%	9%	100%
Clarendon/Courthouse	60%	31%	9%	100%
Columbia Pike Corridor	69%	27%	4%	100%
Crystal City	40%	51%	9%	100%
I-66 Corridor	87%	9%	4%	100%
North Arlington	88%	8%	4%	100%
Pentagon City	30%	61%	9%	100%
Rosslyn	52%	39%	9%	100%
Route 50 Corridor	84%	12%	4%	100%
S Arlington/Shirlington	77%	19%	4%	100%

Manually Adjusted:
****Active share increased by 5% to better match findings from 2016 Building Survey for attraction trips***
*****Allocated 10% to Vehicle Share from Transit Share for Ballston production trips to better match findings from 2016 ACS***
******Allocated 20% to Vehicle Share from Transit Share for Pentagon City production trips to better match findings from 2016 ACS***

APPENDIX C
CRASH DATA

1601 Arlington Boulevard
Crash Data (2022-2025)

Intersection/Segment	Collision Type													Sum					
	Rear End	Angle	Backing Up	Head On	Left Turn - Different Roadways	Left Turn - Same Roadways	Right Turn - Different Roadways	Right Turn - Same Roadways	Sideswipe Same Direction	Sideswipe Opposite Direction	Pedestrian	Fixed Object	Other		No Injury (O)	Possible Injury (C)	Visible Injury (B)	Suspected Serious Injury (A)	Fatal (K)
1. North Queen Street/Fairfax Drive	1	2											2	5	4	-	1	-	-
2. North Pierce Street/Fairfax Drive														-	-	-	-	-	-
3. Fort Myer Drive/Fairfax Drive		2									1			3	2	-	-	1	-
4. North Lynn Street/Fairfax Drive		1		1										2	-	-	2	-	-
5. Fort Myer Drive/Arlington Boulevard Ramp		8							1					9	9	-	-	-	-
6. North Pierce Street/Wilson Boulevard	1								1					2	2	-	-	-	-
7. North Pierce Street/Site Entrance														-	-	-	-	-	-
8. North Rhodes Street/14th Street North											1			1	-	-	-	1	-

Notes: 1. Crash data obtained from the Virginia Department of Transportation for May 2022 to April 2025.


3/9/2023
8/3/2023
1/8/2025
6/3/2023
6/10/2024
7/26/2022
4/7/2024
5/24/2024
10/18/2023
3/26/2024
12/4/2023
8/29/2024
1/8/2025
5/1/2024
11/7/2023
3/22/2025
10/2/2024
9/14/2024
10/18/2023
9/21/2024
7/3/2023
C-2
Virginia Geographic Information Network (VGIN)

Document Number	Crash Date	Crash Time	Day Of Week	Collision Type	Crash Description	First Harmful Event	First Harmful Event Location
221935321	7/12/2022	13:58	Tue	16. Other	VEHICLE 1 WAS ON THE OFF-RAMP FROM ARLINGTON BLVD WEST APPROACHING FAIRFAX DRIVE. VEHICLE TWO WAS TRAVELING EAST ON FAIRFAX DRIVE APPROXIMATELY 25MPH. VEHICLE ONE STOPPED AT THE STOP SIGN AT FAIRFAX DRIVE AND N. QUEEN STREET AND ATTEMPTED TO TAKE A RIGHT TURN ON FAIRFAX DRIVE. VEHICLE TWO DID NOT HAVE A STOP SIGN AND CONTINUED TRAVELING EAST. VEHICLE ONE ENTERED THE INTERSECTION WHERE BOTH VEHICLES COLLIDED.	1. On Roadway	20. Motor Vehicle In Transport
230685208	3/9/2023	12:43	Thu	4. Sideswipe - Same Direction	V1 WAS TRAVELING WEST ON WILSON BLVD IN THE RIGHT LANE. V2 WAS TRAVELING WEST ON WILSON BLVD IN THE LEFT LANE. V1 TURNED SOUTH ONTO N PIERCE ST FROM THE RIGHT LANE. V2 WAS TRAVELING STRAIGHT AHEAD. V1 COLLIDED WITH V2 IN THE INTERSECTION.	1. On Roadway	20. Motor Vehicle In Transport
231845313	7/3/2023	1:47	Mon	2. Angle	V1 WAS TRAVELING EASTBOUND ON 14TH ST N. V1 CROSSED THE DOUBLE YELLOW LINES, SIDE-SWIPING V2. V1 CROSSED BACK INTO THE CORRECT LANE, SIDE-SWIPING V3, V4, AND V5. V1 THEN STRUCK V6 AT AN ANGLE BEFORE COMING TO A STOP. V1 WAS TRAVELING EASTBOUND ON 14TH ST N. V1 CROSSED THE DOUBLE YELLOW LINES, SIDE-SWIPING V2. V1 CROSSED BACK INTO THE CORRECT LANE, SIDE-SWIPING V3, V4, AND V5. V1 THEN STRUCK V6 AT AN ANGLE BEFORE COMING TO A STOP.	1. On Roadway	6. Parked Vehicle
232155633	8/3/2023	19:12	Thu	2. Angle	V2 WAS STOPPED WESTBOUND ON WILSON BLVD. IN THE RIGHT HAND LANE. V1 WAS STOPPED IN THE LEFT HAND LANE ONE CARS LENGTH BEHIND V2. THE DRIVER OF V1 THOUGHT THAT THE RIGHT LANE WAS CLEAR AS HER VISION WAS OBSTRUCTED BY ANOTHER VEHICLE IN FRONT OF HER. V1 ENTERED THE RIGHT LANE AT APPROXIMATELY 10-15 MPH AND STRUCK V2 FROM BEHIND AT AN ANGLE. V1 WAS CITED FOR IMPROPER LANE CHANGE.	1. On Roadway	20. Motor Vehicle In Transport
232605273	9/16/2023	17:58	Sat	2. Angle	DRIVER 1 WAS TRAVELING SOUTH ON NORTH QUEEN STREET. AS DRIVER 1 APPROACHED THE INTERSECTION OF NORTH QUEEN AND FAIRFAX DRIVE DRIVER 1 FAILED TO STOP AT THE POSTED STOP SIGN BEFORE ENTERING THE INTERSECTION STRIKING DRIVER 2. DRIVER 2 WAS TRAVELING EAST ON FAIRFAX DRIVE AND WAS STRUCK BY DRIVER 1 AS IT ENTERED THE INTERSECTION. DRIVER 1'S VEHICLE WAS TOWED. DRIVER 2 WAS DROVE BY A FRIEND TO A LOCAL HOSPITAL AFTER PARKING THEIR VEHICLE.	1. On Roadway	20. Motor Vehicle In Transport
232925003	10/18/2023	20:39	Wed	12. Ped	VEHICLE #1 WAS EASTBOUND ON FAIRFAX DR. APPROACHING ITS INTERSECTION WITH 14TH STREET N. VEHICLE #1 MADE A LEFT TURN TO ENTER NORTHBOUND 14TH STREET N. VEHICLE #1 STRUCK PEDESTRIAN #2 IN THE CROSSWALK WITH ITS FRONT BUMPER. PEDESTRIAN #2 COMPLAINED OF A POSSIBLE CONCUSSION AND WAS TRANSPORTED BY A FRIEND TO VIRGINIA HOSPITAL CENTER FOR FURTHER MEDICAL EVALUATION.	1. On Roadway	19. Ped
242835420	9/14/2024	22:45	Sat	1. Rear End	VEHICLE #1 WAS STATIONARY AS THE LEAD VEHICLE AT THE STOP SIGN ON THE EAST SIDE OF THE INTERSECTION OF 14TH STREET N. AND N. QUEEN STREET. VEHICLE #2 WAS BEHIND VEHICLE #1. VEHICLE #1 REVERSED INTO VEHICLE #2. BOTH VEHICLES CAME TO A CONTROLLED REST AT THE NORTH SIDE OF THE ROAD. THE DRIVER OF VEHICLE #1 WAS ARRESTED FOR DUI.	1. On Roadway	20. Motor Vehicle In Transport
242665054	9/21/2024	12:25	Sat	4. Sideswipe - Same Direction	VEHICLE 1 WAS TRAVELING EASTBOUND ON FAIRFAX DRIVE. VEHICLE 2 WAS ATTEMPTING TO PARALLEL PARK ON THE RIGHTHAND SIDE OF FAIRFAX DRIVE. VEHICLE 3 WAS PARKED. THE DRIVER OF VEHICLE 1 STATED THAT VEHICLE 2 HAD PULLED TO THE RIGHT SIDE OF THE ROAD TO PARALLEL AS HE CONTINUED EASTBOUND. THE DRIVER OF VEHICLE 1 STATED THAT VEHICLE 2 THEN SUDDENLY ATTEMPTED TO REENTER THE ROAD CAUSING VEHICLE 1 TO SWERVE LEFT TO AVOID A COLLISION, HOWEVER A COLLISION STILL OCCURED. THE DRIVER OF VEHICLE 2 STATED HE WAS PARKING AND THE VEHICLE 1 CROSSED THE CENTER LINE AND STILL STRUCK HIS VEHICLE. AFTER THE FIRST COLLISION OCCURED, VEHICLE 2 WAS PUSHED INTO VEHICLE 3 WHICH WAS PARKED AND UNOCCUPIED. DUE TO CONFLICTING STATEMENTS ON SCENE, I WAS UNABLE TO DETERMINE FAULT.	1. On Roadway	20. Motor Vehicle In Transport
242785377	10/2/2024	19:54	Wed	2. Angle	VEHICLE 1 WAS TRAVELING SOUTH BOUND ON N QUEEN ST WHEN HE STOPPED AT THE STOP SIGN AT THE INTERSECTION OF N QUEEN ST AND FAIRFAX DRIVE. VEHICLE 1 PROCEEDED PAST THE STOP SIGN HEADING TOWARDS WESTBOUND ON ARLINGTON BLVD WHEN VEHICLE 1 FAILED TO YEILD TO THE BICYCLIST HEADING EAST BOUND ON FAIRFAX DRIVE AND STRUCK VEHICLE 2.	1. On Roadway	22. Bicycle
243275460	11/22/2024	18:01	Fri	16. Other	VEH-2 WAS TRAVELING EASTBOUND ON FAIRFAX DR APPROACHING THE INTERSECTION OF N QUEEN ST. VEH-1 WAS EXITING WETBOUND ROUTE 50 ONTO FAIRFAX DR, WHICH INTERSECTS WITH N QUEEN ST ON THE SOURTH SIDE OF THE INTERSECTION. THAT EXIT RAMP IS CONTROLLED BY A STOP SIGN. EAST AND WESTBOUND TRAFFIC ON FAIRFAX DR DOES NOT HAVE A STOP SIGN OR TRAFFIC SIGNAL AT N QUEEN ST AND HAS THE RIGHT OF WAY.VEH-1, FAILING TO YIELD RIGHT OF WAY, ENTERED THE INTERSECTION CAUSING VEH-2 TO COLLIDE WITH VEH-1. THE COLLISION CAUSED VEH-1 TO COLLIDE WITH A FENCE POST ON THE PROEPRTY OF 1601 FAIRFAX DRIVE.THERE WERE NO RERPORTED INJURIES. VEH-1 WAS TOWED FROM THE SCENE DUE TO DISABLING DAMAGE. DRIVER-1 WAS ISSUED A VUS FOR FAIURE TO STOP/YIELD.	1. On Roadway	20. Motor Vehicle In Transport

KABCO Severity Code	Route Name	Secondary Location	TREDS Jurisdiction	Route Or Street Name	Crash Severity	Pedestrian Fatality Count	Non Pedestrian Fatality Count	Pedestrian Injury Cnt
No Injury (O)	Fairfax DR (PR - Arlington County)	N. QUEEN STREET	Arlington County	FAIRFAX DR	property damage crash	0	0	0
No Injury (O)	Wilson BLVD (PR - Arlington County)	N PIERCE ST	Arlington County	WILSON BLVD	property damage crash	0	0	0
Incapacitating Injury (A)	14Th ST N (NP - Arlington County)	N QUINN ST	Arlington County	14TH ST N	injury crash	0	0	0
No Injury (O)	Wilson BLVD (PR - Arlington County)	N. PIERCE ST.	Arlington County	WILSON BLVD.	property damage crash	0	0	0
No Injury (O)	Fairfax DR (PR - Arlington County)	NORTH QUEEN	Arlington County	FAIRFAX DRIVE	property damage crash	0	0	0
Non-Incapacitating Injury (B)	14Th ST N (PR - Arlington County)	FAIRFAX DR.	Arlington County	14TH STREET N.	pedestrian injury crash	0	0	1
No Injury (O)	Fairfax DR (PR - Arlington County)	N. QUEEN STREET	Arlington County	14TH STREET NORTH	property damage crash	0	0	0
No Injury (O)	14Th ST N (PR - Arlington County)	N QUINN ST	Arlington County	1723 14TH ST N	property damage crash	0	0	0
Non-Incapacitating Injury (B)	N Queen ST (PR - Arlington County)	FAIRFAX DRIVE	Arlington County	N QUEEN STREET	injury crash	0	0	0
No Injury (O)	CR-6746W (Arlington County)	N QUEEN ST	Arlington County	FAIRFAX DRIVE	property damage crash	0	0	0

Non Pedestrian Injury Count	Work Zone Related
0	2. No
0	2. No
1	2. No
0	2. No
0	2. No
0	2. No
0	2. No
0	2. No
1	2. No
0	2. No

Document Number	Crash Date	Crash Time	Day Of Week	Collision Type	Crash Description	First Harmful Event	First Harmful Event Location	KABCO Severity Code	Route Name	Route Number	Secondary Location	Latitude	Longitude	TREDS Jurisdiction	Route Or Street Name	Crash Severity
222075360	7/26/2022	16:25	Tue	3. Head On	VEHICLE TWO WAS CROSSING OVER N LYNN ST WHILE VEHICLE THREE WAS YIELDING AND WAITING TO MAKE A LEFT TURN. VEHICLE ONE DROVE TO THE LEFT OF VEHICLE THREE INTO THE WRONG TRAFFIC LANE IN ORDER TO TURN AND HIT VEHICLE TWO HEAD ON. VEHICLE TWO THEN SPUN AND HIT VEHICLE THREE.	1. On Roadway	20. Motor Vehicle In Transport	Non-Incapacitating Injury (B)	Fairfax DR (PR - Arlington County)		N LYNN ST	38.893333	-77.071249	Arlington County	FAIRFAX DR	injury crash
222965039	10/22/2022	22:42	Sat	2. Angle	V1 EXITED WESTBOUND ARLINGTON BLVD (RT 50) AND STOPPED AT THE STOP SIGN PRIOR TO N MEADE ST. V2 WAS TRAVELING NORTHBOUND ON N MEADE ST. WHEN V1 ENTERED THE ROADWAY OF N MEADE ST, V2 STRUCK V1.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	N Lynn ST (PR - Arlington County)		FAIRFAX DRN LYNN ST	38.892511	-77.071454	Arlington County	N MEADE ST	property damage crash
223195217	11/15/2022	10:19	Tue	2. Angle	VEHICLE 1 WAS DRIVING ON THE WEST BOUND RAMP FROM ARLNGTON BLVD. VEHICLE 2 WAS DRIVING SOUTH BOUND ON FORT MYER DRIVE TOWARDS NORTH MEADE STREET. VEHICLE 1 MADE A LEFT TURN FROM THE ARLINGTON BLVD RAMP TO GO SOUTH BOUND ON FORT MYER DRIVE TOWARDS NORTH MEADE STREET. VEHICLE 1 COLLIDED WITH VEHICLE 2 WHEN TURNING LEFT AND DID NOT HAVE THE RIGHT OF WAY.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	N Meade ST (PR - Arlington County)		ARLINGTON BLVD	38.892447	-77.071495	Arlington County	FORT MYER DRIVE	property damage crash
223535267	12/19/2022	9:12	Mon	2. Angle	VEHICLE 1 WAS TURNING LEFT TO GO SOUTH BOUND ONTO N MEADE ST OFF OF THE WEST BOUND ROUTE 50 OFF RAMP. VEHICLE 2 WAS TRAVELING SOUTH BOUND ON N MEADE ST. VEHICLE 1 DID NOT STOP FOR VEHICLE 2 AND STRUCK THE SIDE OF VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	Fort Myer DR (PR - Arlington County)		ARLINGTON BLVD	38.892496	-77.071532	Arlington County	N MEADE ST	property damage crash
231545187	6/3/2023	14:30	Sat	9. Fixed Object - Off Road	VEHICLE 1 WAS TRAVELING NB ON N LYNN ST JUST PAST THE INTERSECTION WITH FAIRFAX DR. DRIVER 1 WAS DISTRACTED BY TWO FEMALES WALKING ON THE SIDEWALK ACROSS THE STREET. DRIVER 1 FAILED TO MAINTAIN CONTROL OF HIS VEHICLE AND DRIFTED TO THE RIGHT, GOING ONTO THE SIDEWALK AND COLLIDING WITH THE BIKESHARE STATION.	1. On Roadway	15. Other Fixed Object	No Injury (O)	N Lynn ST (PR - Arlington County)		FAIRFAX DRIVE	38.893682	-77.071078	Arlington County	N LYNN ST	property damage crash
232915311	10/18/2023	9:40	Wed	4. Sideswipe - Same Direction	VEHICLE 2 WAS TRAVELLING NORTH ON NORTH LYNN STREET. VEHICLE 1 WAS ALSO TRAVELLING NORTH ON NORTH LYNN STREET, AND WAS ATTEMPTING TO CHANGE LANES. VEHICLE 1 MISJUDGED THAT HE HAD ENOUGH TIME TO SAFELY CHANGE LANES AND SIDESWIPED VEHICLE 2. VEHICLE 1 WAS CITED.	1. On Roadway	20. Motor Vehicle In Transport	Non-Incapacitating Injury (B)	N Lynn ST (PR - Arlington County)		FAIRFAX DRIVE	38.893080	-77.071359	Arlington County	N LYNN STREET	injury crash
232935034	10/19/2023	20:15	Thu	2. Angle	VEHICLE 1 WAS ON THE OFF RAMP FROM WEST BOUND ROUTE 50, IN THE AREA OF FT MYER DRIVE. VEHICLE 2 WAS NORTHBOUND ON FT MYER DRIVE. VEHICLE 1 FAILED TO YIELD TO ONCOMING TRAFFIC. VEHICLE 1 WAS STRUCK BY VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	N Lynn ST (PR - Arlington County)		ROUTE 50 WB OFF RAMP	38.892523	-77.071440	Arlington County	FORT MYER DRIVE	property damage crash
233115404	11/7/2023	17:49	Tue	4. Sideswipe - Same Direction	VEHICLE ONE WAS MERGING FROM ARLINGTON BLVD ONTO N MEADE RD DID NOT YIELD TO ONCOMING VEHICLE TWO WHO WAS TRAVELING SOUTH BOUND ON N MEADE RD.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	N Meade ST (PR - Arlington County)		ARLINGTON BLVD	38.892474	-77.071496	Arlington County	N MEADE ST	property damage crash
233395431	12/4/2023	16:25	Mon	1. Rear End	V1 WAS IMPROPERLY STOPPED IN THE LEFT LANE TRAVELING SOUTHBOUND ON FORT MYER DRIVE. V2 STRUCK THE REAR END OF V1 WHILE ALSO TRAVELLING SOUTBOUND IN THE LEFT LANE.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	Fort Myer DR (PR - Arlington County)		FAIRFAX DRIVE	38.892893	-77.071667	Arlington County	FORT MYER DRIVE	property damage crash
240865318	3/26/2024	18:35	Tue	12. Ped	VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON FORT MYER DR, MAKING A RIGHT TURN ON TO N FAIRFAX DR. AT SOME POINT DURING THE TURN, THE VEHICLE STRUCK A PEDESTRIAN ON ROLLERBLADES. THE DRIVER OF VEH 1 DID NOT KNOW WHERE THE PEDESTRIAN CAME FROM. THE PEDESTRIAN DID NOT RECALL WHERE HE WAS COMING FROM OR BEING STRUCK.	1. On Roadway	19. Ped	Incapacitating Injury (A)	Fairfax DR (PR - Arlington County)		FORT MYER DR	38.893073	-77.071937	Arlington County	1300 BLK N FAIRFAX DR	pedestrian injury crash
240995027	4/7/2024	22:52	Sun	2. Angle	VEHICLE 2 WAS TRAVELING EASTBOUND ON FAIRFAX DRIVE AT THE INTERSECTION OF FAIRFAX DRIVE AND FORT MYER DRIVE. VEHICLE 1 WAS MAKING A LEFT TURN FROM WESTBOUND FAIRFAX DRIVE ON TO FORT MYER DRIVE. VEHICLE 1 STRUCK VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	Fairfax DR (PR - Arlington County)		FORT MYER DRIVE	38.893112	-77.071858	Arlington County	FAIRFAX DRIVE	property damage crash
241305233	5/1/2024	9:20	Wed	2. Angle	V1 WAS TRAVELLING WEST ON THE RAMP FROM RT 50 TO FT MYER DR. V2 AND V3 WERE TRAVELLING NORTH ON FT MYER DR. V1 WAS STRUCK BY V2 AND SPUN AND HIT V3. V1 WAS CITED	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	US-50W Ramp 86A	50	WB RAMP ARLINGTON BLVD	38.892501	-77.071418	Arlington County	FORT MYER DRIVE	property damage crash
241455375	5/24/2024	22:26	Fri	2. Angle	VEHICLE ONE WAS TRAVELING weST ON FAIRFAX DR. VEHICLE TWO WAS TRAVELING EaST OF FAIRFAX DR. BOTH VEHICLE HAD THE GREEN LIGHT. VEHICLE ONE ATTEMPTED TO TURN SOUTH ONTO FORT MYER DR, FAILED TO YIELD TO VEHICLE TWO'S RIGHT OF WAY AND STRUCK VEHICLE TWO.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	Fort Myer DR (PR - Arlington County)		FORT MYER DR	38.893141	-77.071793	Arlington County	FAIRFAX DR	property damage crash
241625293	6/10/2024	11:49	Mon	2. Angle	VEHICLE 1 WAS GETTING OFF OF ARLINGTON BLVD IN THE LEFT LANE OF THE EXIT. THEY WERE TRAVELING WEST. VEHICLE 2 WAS TRAVELING NORTHBOUND ACROSS THE BRIDGE ONTO N LYNN ST. VEHICLE 1 FAILED TO OBEY THE STOP SIGN AND YIELD TO ONCOMING TRAFFIC, CAUSING VEHICLE 2 TO COLLIDE WITH VEHICLE 1.	1. On Roadway	20. Motor Vehicle In Transport	Non-Incapacitating Injury (B)	N Lynn ST (PR - Arlington County)		FAIRFAX DR	38.893300	-77.071264	Arlington County	N LYNN ST	injury crash
242795078	8/29/2024	8:54	Thu	2. Angle	V2 WAS TRAVELING NORTH ON N LYNN ST IN THE RIGHT LANE TOWARDS THE INTERSECTION WITH FAIRFAX DR. V1 WAS MERGING ONTO N LYNN ST FROM EAST BOUND ARLINGTON BLVD. ONCE V2 PASSED V1, V1 MERGED ONTO N LYNN ST IN THE LEFT LANE OF TRAVEL SIMULTANEOUSLY, V2 SWITCHED FROM THE RIGHT LANE TO LEFT LANE DUE TO THE DRIVER NOT OBSERVING ANY ONCOMING VEHICLES IN THE LEFT LANE OF TRAVEL. AS V1 COMPLETED THE MERGE ONTO N LYNN ST, V1 STRUCK THE REAR OF V2 IN THE LEFT LANE OF TRAVEL.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	CR-6747N (Arlington County)	6747	FAIRFAX DR	38.892828	-77.071410	Arlington County	N LYNN ST	property damage crash
243585363	12/23/2024	15:17	Mon	2. Angle	V1 WAS TRAVELING WB ARLINGTON BLVD. ATTEMPTING TO EXIT ONTO FT. MYER DR. AS THEY WERE COMING OFF THE RAMP THEY STRUCK V2 STATING THEY DID NOT SEE THEM. V2 WAS TRAVELING NORTHBOUND ON FT. MYER DR. WHEN THEY STATED THEY THOUGHT V1 WAS GOING TO STOP AND WHEN THEY DID NOT THE COLLISION OCCURED. THERE WERE NO INJURIES ON SCENE, V1'S VEHICLE WAS TOWED. V1 WAS CITED APPROPRIATLEY.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	CR-6747N (Arlington County)	6747	ARLINGTON BLVD.	38.892511	-77.071454	Arlington County	FT. MYER DR.	property damage crash
250085018	1/8/2025	0:21	Wed	3. Head On	V1 TURNED LEFT ONTO ONE-WAY STREET AND STRUCK V2 IN HEAD-ON COLLISION.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	CR-6746W (Arlington County)	6746	FORT MEYER DR/FAIRFAX DR	38.893747	-77.072003	Arlington County	FORT MEYER DR/17TH ST N	property damage crash
250085318	1/8/2025	9:16	Wed	2. Angle	V1 STOPPED AT THE STOP SIGN FACING N MEADE STREET FROM THE OFF RAMP FROM ARLINGTON BLVD. V1 FAILED TO YIELD THE RIGHT OF WAY TO V2, WHO WAS TRAVELING SOUTHBOUND ON N MEADE STREET. V1 STRUCK V2 ON MEADE STREET WHILE TRYING TO MAKE A LEFT TURN INTO THE SAME LANE.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	CR-22S (Arlington County)	22	ARLINGTON BLVD	38.892485	-77.071514	Arlington County	N MEADE STREET	property damage crash
250825005	3/22/2025	16:19	Sat	2. Angle	VEHICLE 1 WAS TRAVELING WEST ON ARLINGTON BLVD AND DID NOT SEE VEHICLE 2 TRAVELING SOUTH ON FORT MYER DRIVE. IT IS UNCLEAR IF VEHICLE 1 STOPPED AT THE STOP SIGN BEFORE TURNING SOUTH. VEHICLE 1 DID NOT HAVE RIGHT OF WAY AND DID NOT SEE VEHICLE 2. VEHICLE 1 STRUCK VEHICLE 2 ON THE REAR DRIVER'S SIDE DOOR. THE COLLISION CAUSED VEHICLE 2 TO SPIN INTO THE OPPOSITE LANE, FACING ONCOMING TRAFFIC.	1. On Roadway	20. Motor Vehicle In Transport	No Injury (O)	CR-6747S (Arlington County)	6747	ARLINGTON BLVD	38.892474	-77.071496	Arlington County	N MEADE ST	property damage crash

Pedestrian Fatality Count	Non Pedestrian Fatality Count	Pedestrian Injury Cnt	Non Pedestrian Injury Count	Work Zone Related
0	0	0	1	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	1	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	1	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	1	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No
0	0	0	0	2. No

APPENDIX D
VEHICLE, PEDESTRIAN, AND BICYCLE COUNTS

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Fairfax Dr. & 14th Street N. & N. Queen St.
LOCATION: Arlington County,VA

DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Queen Street
NORTHBOUND ROAD: North Queen Street
WESTBOUND ROAD: Fairfax Drive
EASTBOUND ROAD: 14th Street North

Time Period	Southbound North Queen Street						Westbound Fairfax Drive						Northbound North Queen Street						Eastbound 14th Street North						North & South	East & West	Total
	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	0	1	2	0	3		0	1	4	0	5		2	14	15	0	31		11	9	3	0	23		34	28	62
6:15 AM - 6:30 AM	0	2	2	0	4		1	1	3	0	5		1	14	14	0	29		10	12	1	0	23		33	28	61
6:30 AM - 6:45 AM	2	2	4	0	8		0	1	6	0	7		5	13	19	0	37		9	17	4	0	30		45	37	82
6:45 AM - 7:00 AM	1	2	5	0	8		0	3	8	0	11		6	19	28	0	53		26	21	3	0	50		61	61	122
7:00 AM - 7:15 AM	3	7	2	0	12		1	7	18	0	26		4	15	11	0	30		26	37	8	0	71		42	97	139
7:15 AM - 7:30 AM	2	8	7	0	17		1	3	15	0	19		5	14	18	0	37		18	32	2	0	52		54	71	125
7:30 AM - 7:45 AM	1	12	2	0	15		0	10	24	0	34		12	8	20	0	40		26	45	12	0	83		55	117	172
7:45 AM - 8:00 AM	1	9	4	0	14		1	13	24	0	38		10	21	36	0	67		21	41	9	0	71		81	109	190
8:00 AM - 8:15 AM	0	4	4	0	8		2	10	27	0	39		5	14	33	0	52		39	49	15	0	103		60	142	202
8:15 AM - 8:30 AM	0	11	3	0	14		4	3	16	0	23		7	26	26	0	59		37	52	11	0	100		73	123	196
8:30 AM - 8:45 AM	1	14	6	0	21		1	17	25	0	43		7	17	25	0	49		44	36	15	0	95		70	138	208
8:45 AM - 9:00 AM	0	12	4	0	16		0	19	23	0	42		10	20	39	0	69		48	41	12	0	101		85	143	228
4:00 PM - 4:15 PM	2	7	2	0	11		2	17	44	0	63		5	24	33	0	62		40	23	5	0	68		73	131	204
4:15 PM - 4:30 PM	3	8	4	0	15		2	17	24	0	43		8	23	36	0	67		26	23	3	0	52		82	95	177
4:30 PM - 4:45 PM	1	7	0	0	8		2	8	29	0	39		8	15	45	0	68		30	17	6	0	53		76	92	168
4:45 PM - 5:00 PM	2	6	2	0	10		1	14	46	0	61		10	17	36	0	63		29	30	7	0	66		73	127	200
5:00 PM - 5:15 PM	1	9	3	0	13		2	17	37	0	56		16	19	42	0	77		42	35	4	0	81		90	137	227
5:15 PM - 5:30 PM	2	8	1	0	11		4	22	37	0	63		9	25	49	0	83		24	29	9	0	62		94	125	219
5:30 PM - 5:45 PM	2	10	1	0	13		5	18	36	0	59		11	28	44	0	83		42	40	3	0	85		96	144	240
5:45 PM - 6:00 PM	1	7	3	0	11		1	11	31	0	43		5	27	44	0	76		46	16	5	0	67		87	110	197
6:00 PM - 6:15 PM	0	5	3	0	8		2	19	30	0	51		8	23	47	0	78		38	20	8	0	66		86	117	203
6:15 PM - 6:30 PM	2	11	2	0	15		5	19	24	0	48		13	20	44	0	77		33	24	10	0	67		92	115	207
6:30 PM - 6:45 PM	2	8	1	0	11		1	20	22	0	43		6	23	49	0	78		36	19	9	0	64		89	107	196
6:45 PM - 7:00 PM	0	11	1	0	12		2	13	18	0	33		16	13	51	0	80		29	26	10	0	65		92	98	190
Total	29	181	68	0	278		40	283	571	0	894		189	452	804	0	1445		730	694	174	0	1598		1723	2492	4215
One Hour Volumes																											
6:00 AM - 7:00 AM	3	7	13	0	23	0.72	1	6	21	0	28	0.64	14	60	76	0	150	0.71	56	59	11	0	126	0.63	173	154	327
6:15 AM - 7:15 AM	6	13	13	0	32	0.67	2	12	35	0	49	0.47	16	61	72	0	149	0.7	71	87	16	0	174	0.61	181	223	404
6:30 AM - 7:30 AM	8	19	18	0	45	0.66	2	14	47	0	63	0.61	20	61	76	0	157	0.74	79	107	17	0	203	0.71	202	266	468
6:45 AM - 7:45 AM	7	29	16	0	52	0.76	2	23	65	0	90	0.66	27	56	77	0	160	0.75	96	135	25	0	256	0.77	212	346	558
7:00 AM - 8:00 AM	7	36	15	0	58	0.85	3	33	81	0	117	0.77	31	58	85	0	174	0.65	91	155	31	0	277	0.83	232	394	626
7:15 AM - 8:15 AM	4	33	17	0	54	0.79	4	36	90	0	130	0.83	32	57	107	0	196	0.73	104	167	38	0	309	0.75	250	439	689
7:30 AM - 8:30 AM	2	36	13	0	51	0.85	7	36	91	0	134	0.86	34	69	115	0	218	0.81	123	187	47	0	357	0.87	269	491	760
7:45 AM - 8:45 AM	2	38	17	0	57	0.68	8	43	92	0	143	0.83	29	78	120	0	227	0.85	141	178	50	0	369	0.9	284	512	796
8:00 AM - 9:00 AM	1	41	17	0	59	0.7	7	49	91	0	147	0.85	29	77	123	0	229	0.83	168	178	53	0	399	0.97	288	546	834
4:00 PM - 5:00 PM	8	28	8	0	44	0.73	7	56	143	0	206	0.82	31	79	150	0	260	0.96	125	93	21	0	239	0.88	304	445	749
4:15 PM - 5:15 PM	7	30	9	0	46	0.77	7	56	136	0	199	0.82	42	74	159	0	275	0.89	127	105	20	0	252	0.78	321	451	772
4:30 PM - 5:30 PM	6	30	6	0	42	0.81	9	61	149	0	219	0.87	43	76	172	0	291	0.88	125	111	26	0	262	0.81	333	481	814
4:45 PM - 5:45 PM	7	33	7	0	47	0.9	12	71	156	0	239	0.95	46	89	171	0	306	0.92	137	134	23	0	294	0.86	353	533	886
5:00 PM - 6:00 PM	6	34	8	0	48	0.92	12	68	141	0	221	0.88	41	99	179	0	319	0.96	154	120	21	0	295	0.87	367	516	883
5:15 PM - 6:15 PM	5	30	8	0	43	0.83	12	70	134	0	216	0.86	33	103	184	0	320	0.96	150	105	25	0	280	0.82	363	496	859
5:30 PM - 6:30 PM	5	33	9	0	47	0.78	13	67	121	0	201	0.85	37	98	179	0	314	0.95	159	100	26	0	285	0.84	361	486	847
5:45 PM - 6:45 PM	5	31	9	0	45	0.75	9	69	107	0	185	0.91	32	93	184	0	309	0.99	153	79	32	0	264	0.99	354	449	803
6:00 PM - 7:00 PM	4	35	7	0	46	0.77	10	71	94	0	175	0.86	43	79	191	0	313	0.98	136	89	37	0	262	0.98	359	437	796

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Fairfax Dr. & 14th Street North
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan
SOUTHBOUND ROAD: North Queen Street
NORTHBOUND ROAD: North Queen Street
WESTBOUND ROAD: Fairfax Drive
EASTBOUND ROAD: 14th Street North

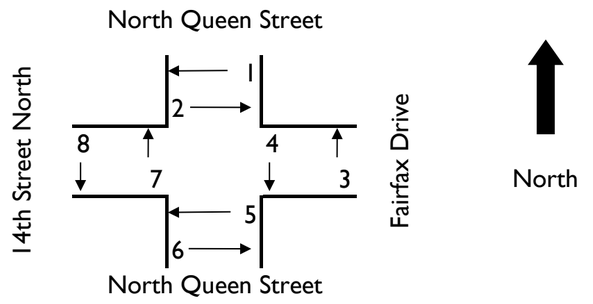
Time Period	Southbound North Queen Street				Westbound Fairfax Drive				Northbound North Queen Street				Eastbound 14th Street North				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0		2		2	0	2	2
6:15 AM - 6:30 AM				0		1		1	3			3				0	3	1	4
6:30 AM - 6:45 AM				0				0	1			1	1			1	1	1	2
6:45 AM - 7:00 AM				0				0	2			2				0	2	0	2
7:00 AM - 7:15 AM				0				0	1	2		3				0	3	0	3
7:15 AM - 7:30 AM				0				0	2			2		2		2	2	2	4
7:30 AM - 7:45 AM				0				0	3			3		1		1	3	1	4
7:45 AM - 8:00 AM			1	1				0	1			1		1		1	2	1	3
8:00 AM - 8:15 AM		1		1				0	1			1		4		4	2	4	6
8:15 AM - 8:30 AM				0			1	1	1	1		2		3		3	2	4	6
8:30 AM - 8:45 AM	1			1				0	4			4		2		2	5	2	7
8:45 AM - 9:00 AM				0			2	2	3	2		5		2		2	5	4	9
4:00 PM - 4:15 PM				0	1	5		6				0		1	1	2	0	8	8
4:15 PM - 4:30 PM	1			1		1		1				0		2		2	1	3	4
4:30 PM - 4:45 PM				0		3	3	6				0		3		3	0	9	9
4:45 PM - 5:00 PM				0		4	1	5				0		4		4	0	9	9
5:00 PM - 5:15 PM				0	2	2		4				0		2		2	0	6	6
5:15 PM - 5:30 PM				0	1	5	3	9	1			1		3		3	1	12	13
5:30 PM - 5:45 PM				0		4	1	5				0		4		4	0	9	9
5:45 PM - 6:00 PM				0		2	3	5	1			1		3		3	1	8	9
6:00 PM - 6:15 PM				0		3		3				0		8		8	0	11	11
6:15 PM - 6:30 PM				0		1		1	1	1		2		3	2	5	2	6	8
6:30 PM - 6:45 PM				0		2		2				0		2		2	0	4	4
6:45 PM - 7:00 PM				0		4		4	2			2				0	2	4	6
Total	2	1	1	4	4	37	14	55	27	6	0	33	1	52	3	56	37	111	148
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	1	0	1	6	0	0	6	1	2	0	3	6	4	10
6:15 AM - 7:15 AM	0	0	0	0	0	1	0	1	7	2	0	9	1	0	0	1	9	2	11
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	6	2	0	8	1	2	0	3	8	3	11
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	8	2	0	10	0	3	0	3	10	3	13
7:00 AM - 8:00 AM	0	0	1	1	0	0	0	0	7	2	0	9	0	4	0	4	10	4	14
7:15 AM - 8:15 AM	0	1	1	2	0	0	0	0	7	0	0	7	0	8	0	8	9	8	17
7:30 AM - 8:30 AM	0	1	1	2	0	0	1	1	6	1	0	7	0	9	0	9	9	10	19
7:45 AM - 8:45 AM	1	1	1	3	0	0	1	1	7	1	0	8	0	10	0	10	11	11	22
8:00 AM - 9:00 AM	1	1	0	2	0	0	3	3	9	3	0	12	0	11	0	11	14	14	28
4:00 PM - 5:00 PM	1	0	0	1	1	13	4	18	0	0	0	0	0	10	1	11	1	29	30
4:15 PM - 5:15 PM	1	0	0	1	2	10	4	16	0	0	0	0	0	11	0	11	1	27	28
4:30 PM - 5:30 PM	0	0	0	0	3	14	7	24	1	0	0	1	0	12	0	12	1	36	37
4:45 PM - 5:45 PM	0	0	0	0	3	15	5	23	1	0	0	1	0	13	0	13	1	36	37
5:00 PM - 6:00 PM	0	0	0	0	3	13	7	23	2	0	0	2	0	12	0	12	2	35	37
5:15 PM - 6:15 PM	0	0	0	0	1	14	7	22	2	0	0	2	0	18	0	18	2	40	42
5:30 PM - 6:30 PM	0	0	0	0	0	10	4	14	2	1	0	3	0	18	2	20	3	34	37
5:45 PM - 6:45 PM	0	0	0	0	0	8	3	11	2	1	0	3	0	16	2	18	3	29	32
6:00 PM - 7:00 PM	0	0	0	0	0	10	0	10	3	1	0	4	0	13	2	15	4	25	29

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: Fairfax Dr. & 14th Street N. & N. Q
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes													
6:00 AM - 6:15 AM									0	0	0	0	0
6:15 AM - 6:30 AM					2	4			0	0	6	0	6
6:30 AM - 6:45 AM	1					2			1	0	2	0	3
6:45 AM - 7:00 AM	1				1	4			1	0	5	0	6
7:00 AM - 7:15 AM	1	2	1		1	3			3	1	4	0	8
7:15 AM - 7:30 AM		3			5	3			3	0	8	0	11
7:30 AM - 7:45 AM	1	2			2	3			3	0	5	0	8
7:45 AM - 8:00 AM	1	1		1	2	5			2	1	7	0	10
8:00 AM - 8:15 AM	1	4	1		5	2			5	1	7	0	13
8:15 AM - 8:30 AM		2	6		2	7			2	6	9	0	17
8:30 AM - 8:45 AM	2	2	4	3	4	7		1	4	7	11	1	23
8:45 AM - 9:00 AM	2	5		1		1			7	1	1	0	9
4:00 PM - 4:15 PM	4	1	3	2	2	4			5	5	6	0	16
4:15 PM - 4:30 PM	2	3	3	2	2	2			5	5	4	0	14
4:30 PM - 4:45 PM	1	2			3				3	0	3	0	6
4:45 PM - 5:00 PM			1	1	5	3			0	2	8	0	10
5:00 PM - 5:15 PM		3		1	3	4			3	1	7	0	11
5:15 PM - 5:30 PM	3	2	1	1	2	7			5	2	9	0	16
5:30 PM - 5:45 PM	1	3	1	1	3	3			4	2	6	0	12
5:45 PM - 6:00 PM	5	1	4	2	10	7			6	6	17	0	29
6:00 PM - 6:15 PM	2	6		2	10	4			8	2	14	0	24
6:15 PM - 6:30 PM				1	3	5			0	1	8	0	9
6:30 PM - 6:45 PM	4	5	4		4	4			9	4	8	0	21
6:45 PM - 7:00 PM	7	7	3	2	7	4			14	5	11	0	30
Total	39	54	32	20	78	88	0	1	93	52	166	1	312
One Hour Volumes													
6:00 AM - 7:00 AM	2	0	0	0	3	10	0	0	2	0	13	0	15
6:15 AM - 7:15 AM	3	2	1	0	4	13	0	0	5	1	17	0	23
6:30 AM - 7:30 AM	3	5	1	0	7	12	0	0	8	1	19	0	28
6:45 AM - 7:45 AM	3	7	1	0	9	13	0	0	10	1	22	0	33
7:00 AM - 8:00 AM	3	8	1	1	10	14	0	0	11	2	24	0	37
7:15 AM - 8:15 AM	3	10	1	1	14	13	0	0	13	2	27	0	42
7:30 AM - 8:30 AM	3	9	7	1	11	17	0	0	12	8	28	0	48
7:45 AM - 8:45 AM	4	9	11	4	13	21	0	1	13	15	34	1	63
8:00 AM - 9:00 AM	5	13	11	4	11	17	0	1	18	15	28	1	62
4:00 PM - 5:00 PM	7	6	7	5	12	9	0	0	13	12	21	0	46
4:15 PM - 5:15 PM	3	8	4	4	13	9	0	0	11	8	22	0	41
4:30 PM - 5:30 PM	4	7	2	3	13	14	0	0	11	5	27	0	43
4:45 PM - 5:45 PM	4	8	3	4	13	17	0	0	12	7	30	0	49
5:00 PM - 6:00 PM	9	9	6	5	18	21	0	0	18	11	39	0	68
5:15 PM - 6:15 PM	11	12	6	6	25	21	0	0	23	12	46	0	81
5:30 PM - 6:30 PM	8	10	5	6	26	19	0	0	18	11	45	0	74
5:45 PM - 6:45 PM	11	12	8	5	27	20	0	0	23	13	47	0	83
6:00 PM - 7:00 PM	13	18	7	5	24	17	0	0	31	12	41	0	84

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Fairfax Dr. & N. Pierce St.
LOCATION: Arlington County,VA

DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Pierce Street
NORTHBOUND ROAD: Fairfax Drive
WESTBOUND ROAD: Fairfax Drive
EASTBOUND ROAD: 0

Time Period	Southbound North Pierce Street						Westbound Fairfax Drive						Northbound Fairfax Drive						Eastbound 0						North & South	East & West	Total
	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	4	0	3	0	7		0	1	0	0	1		0	0	0	0	0		0	9	4	0	13		7	14	21
6:15 AM - 6:30 AM	2	0	3	0	5		0	3	0	0	3		0	0	0	0	0		0	15	2	0	17		5	20	25
6:30 AM - 6:45 AM	4	0	3	0	7		4	2	0	0	6		0	0	0	0	0		0	21	5	0	26		7	32	39
6:45 AM - 7:00 AM	5	0	6	0	11		3	5	0	0	8		0	0	0	0	0		0	22	15	0	37		11	45	56
7:00 AM - 7:15 AM	17	0	6	0	23		5	3	0	0	8		0	0	0	0	0		0	26	18	0	44		23	52	75
7:15 AM - 7:30 AM	11	0	6	0	17		4	11	0	0	15		0	0	0	0	0		0	28	16	0	44		17	59	76
7:30 AM - 7:45 AM	21	0	14	0	35		5	13	0	0	18		0	0	0	0	0		0	44	15	0	59		35	77	112
7:45 AM - 8:00 AM	25	0	7	0	32		7	16	0	0	23		0	0	0	0	0		0	41	15	0	56		32	79	111
8:00 AM - 8:15 AM	25	0	10	0	35		2	12	0	0	14		0	0	0	0	0		0	40	18	0	58		35	72	107
8:15 AM - 8:30 AM	16	0	6	0	22		5	11	0	0	16		0	0	0	0	0		0	42	19	0	61		22	77	99
8:30 AM - 8:45 AM	25	0	8	0	33		4	18	0	0	22		0	0	0	0	0		0	35	16	0	51		33	73	106
8:45 AM - 9:00 AM	23	0	10	0	33		4	23	0	0	27		0	0	0	0	0		0	35	15	0	50		33	77	110
4:00 PM - 4:15 PM	36	0	6	0	42		3	26	0	0	29		0	0	0	0	0		0	20	13	0	33		42	62	104
4:15 PM - 4:30 PM	27	0	11	0	38		1	15	0	0	16		0	0	0	0	0		0	22	14	0	36		38	52	90
4:30 PM - 4:45 PM	28	0	7	0	35		3	13	0	0	16		0	0	0	0	0		0	16	7	0	23		35	39	74
4:45 PM - 5:00 PM	37	0	12	0	49		6	24	0	0	30		0	0	0	0	0		0	30	12	0	42		49	72	121
5:00 PM - 5:15 PM	31	0	14	0	45		2	26	0	0	28		0	0	0	0	0		0	30	22	0	52		45	80	125
5:15 PM - 5:30 PM	33	0	9	0	42		8	32	0	0	40		0	0	0	0	0		0	29	11	0	40		42	80	122
5:30 PM - 5:45 PM	28	0	7	0	35		6	25	0	0	31		0	0	0	0	0		0	35	22	0	57		35	88	123
5:45 PM - 6:00 PM	30	0	13	0	43		5	13	0	0	18		0	0	0	0	0		0	20	6	0	26		43	44	87
6:00 PM - 6:15 PM	33	0	11	0	44		9	17	0	0	26		0	0	0	0	0		0	18	13	0	31		44	57	101
6:15 PM - 6:30 PM	26	0	12	0	38		0	21	0	0	21		0	0	0	0	0		0	21	17	0	38		38	59	97
6:30 PM - 6:45 PM	21	0	10	0	31		3	20	0	0	23		0	0	0	0	0		0	17	9	0	26		31	49	80
6:45 PM - 7:00 PM	22	0	12	0	34		8	16	0	0	24		0	0	0	0	0		0	30	12	0	42		34	66	100
Total	530	0	206	0	736		97	366	0	0	463		0	0	0	0	0		0	646	316	0	962		736	1425	2161
One Hour Volumes																											
6:00 AM - 7:00 AM	15	0	15	0	30	0.68	7	11	0	0	18	0.56	0	0	0	0	0		0	67	26	0	93	0.63	30	111	141
6:15 AM - 7:15 AM	28	0	18	0	46	0.5	12	13	0	0	25	0.78	0	0	0	0	0		0	84	40	0	124	0.7	46	149	195
6:30 AM - 7:30 AM	37	0	21	0	58	0.63	16	21	0	0	37	0.62	0	0	0	0	0		0	97	54	0	151	0.86	58	188	246
6:45 AM - 7:45 AM	54	0	32	0	86	0.61	17	32	0	0	49	0.68	0	0	0	0	0		0	120	64	0	184	0.78	86	233	319
7:00 AM - 8:00 AM	74	0	33	0	107	0.76	21	43	0	0	64	0.7	0	0	0	0	0		0	139	64	0	203	0.86	107	267	374
7:15 AM - 8:15 AM	82	0	37	0	119	0.85	18	52	0	0	70	0.76	0	0	0	0	0		0	153	64	0	217	0.92	119	287	406
7:30 AM - 8:30 AM	87	0	37	0	124	0.89	19	52	0	0	71	0.77	0	0	0	0	0		0	167	67	0	234	0.96	124	305	429
7:45 AM - 8:45 AM	91	0	31	0	122	0.87	18	57	0	0	75	0.82	0	0	0	0	0		0	158	68	0	226	0.93	122	301	423
8:00 AM - 9:00 AM	89	0	34	0	123	0.88	15	64	0	0	79	0.73	0	0	0	0	0		0	152	68	0	220	0.9	123	299	422
4:00 PM - 5:00 PM	128	0	36	0	164	0.84	13	78	0	0	91	0.76	0	0	0	0	0		0	88	46	0	134	0.8	164	225	389
4:15 PM - 5:15 PM	123	0	44	0	167	0.85	12	78	0	0	90	0.75	0	0	0	0	0		0	98	55	0	153	0.74	167	243	410
4:30 PM - 5:30 PM	129	0	42	0	171	0.87	19	95	0	0	114	0.71	0	0	0	0	0		0	105	52	0	157	0.75	171	271	442
4:45 PM - 5:45 PM	129	0	42	0	171	0.87	22	107	0	0	129	0.81	0	0	0	0	0		0	124	67	0	191	0.84	171	320	491
5:00 PM - 6:00 PM	122	0	43	0	165	0.92	21	96	0	0	117	0.73	0	0	0	0	0		0	114	61	0	175	0.77	165	292	457
5:15 PM - 6:15 PM	124	0	40	0	164	0.93	28	87	0	0	115	0.72	0	0	0	0	0		0	102	52	0	154	0.68	164	269	433
5:30 PM - 6:30 PM	117	0	43	0	160	0.91	20	76	0	0	96	0.77	0	0	0	0	0		0	94	58	0	152	0.67	160	248	408
5:45 PM - 6:45 PM	110	0	46	0	156	0.89	17	71	0	0	88	0.85	0	0	0	0	0		0	76	45	0	121	0.8	156	209	365
6:00 PM - 7:00 PM	102	0	45	0	147	0.84	20	74	0	0	94	0.9	0	0	0	0	0		0	86	51	0	137	0.82	147	231	378

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1501 Arlington Boulevard **DATE:** 3/12/2025 **SOUTHBOUND ROAD:** North Pierce Street
W+A JOB NO: 8755 **DAY:** Wednesday **NORTHBOUND ROAD:** Fairfax Drive
INTERSECTION: Fairfax Dr. & N. Pierce St. **WEATHER:** clear **WESTBOUND ROAD:** Fairfax Drive
LOCATION: Arlington County,VA **COUNTED BY:** Agan **EASTBOUND ROAD:** 0
INPUTED BY: agan

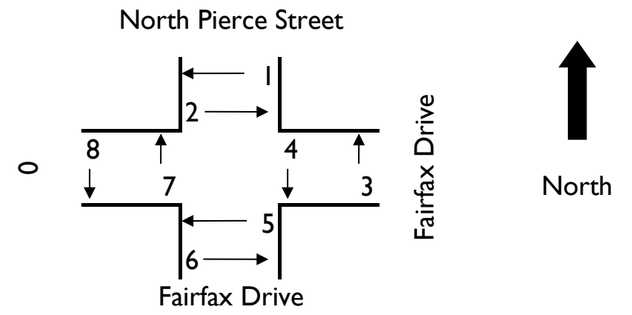
Time Period	Southbound North Pierce Street				Westbound Fairfax Drive				Northbound Fairfax Drive				Eastbound 0				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0		1		1	0	1	1
6:15 AM - 6:30 AM				0		1		1				0		3		3	0	4	4
6:30 AM - 6:45 AM				0				0				0		2		2	0	2	2
6:45 AM - 7:00 AM			1	1				0				0		2		2	1	2	3
7:00 AM - 7:15 AM				0				0				0		1		1	0	1	1
7:15 AM - 7:30 AM				0				0				0		5		5	0	5	5
7:30 AM - 7:45 AM				0				0				0		4		4	0	4	4
7:45 AM - 8:00 AM				0				0				0		5	1	6	0	6	6
8:00 AM - 8:15 AM			1	1				0				0		5		5	1	5	6
8:15 AM - 8:30 AM				0		1		1				0		2		2	0	3	3
8:30 AM - 8:45 AM			2	2				0				0		7		7	2	7	9
8:45 AM - 9:00 AM				0		2		2				0		4		4	0	6	6
4:00 PM - 4:15 PM			1	1		6		6				0		1		1	1	7	8
4:15 PM - 4:30 PM				0		2		2				0		2		2	0	4	4
4:30 PM - 4:45 PM	3			3		8		8				0		2		2	3	10	13
4:45 PM - 5:00 PM				0		2		2				0		4		4	0	6	6
5:00 PM - 5:15 PM				0		2		2				0		2		2	0	4	4
5:15 PM - 5:30 PM				0		10		10				0		2		2	0	12	12
5:30 PM - 5:45 PM				0		7		7				0		4		4	0	11	11
5:45 PM - 6:00 PM	1			1				0				0		3		3	1	3	4
6:00 PM - 6:15 PM				0		6		6				0		8		8	0	14	14
6:15 PM - 6:30 PM				0		4		4				0		2	1	3	0	7	7
6:30 PM - 6:45 PM				0		2		2				0		2		2	0	4	4
6:45 PM - 7:00 PM				0		4		4				0		2		2	0	6	6
Total	4	0	5	9	0	57	0	57	0	0	0	0	0	75	2	77	9	134	143
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	8	0	8	1	9	10
6:15 AM - 7:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	8	0	8	1	9	10
6:30 AM - 7:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	10	0	10	1	10	11
6:45 AM - 7:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	12	0	12	1	12	13
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	16	0	16	16
7:15 AM - 8:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	19	1	20	1	20	21
7:30 AM - 8:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	16	1	17	1	18	19
7:45 AM - 8:45 AM	0	0	3	3	0	1	0	1	0	0	0	0	0	19	1	20	3	21	24
8:00 AM - 9:00 AM	0	0	3	3	0	3	0	3	0	0	0	0	0	18	0	18	3	21	24
4:00 PM - 5:00 PM	3	0	1	4	0	18	0	18	0	0	0	0	0	9	0	9	4	27	31
4:15 PM - 5:15 PM	3	0	0	3	0	14	0	14	0	0	0	0	0	10	0	10	3	24	27
4:30 PM - 5:30 PM	3	0	0	3	0	22	0	22	0	0	0	0	0	10	0	10	3	32	35
4:45 PM - 5:45 PM	0	0	0	0	0	21	0	21	0	0	0	0	0	12	0	12	0	33	33
5:00 PM - 6:00 PM	1	0	0	1	0	19	0	19	0	0	0	0	0	11	0	11	1	30	31
5:15 PM - 6:15 PM	1	0	0	1	0	23	0	23	0	0	0	0	0	17	0	17	1	40	41
5:30 PM - 6:30 PM	1	0	0	1	0	17	0	17	0	0	0	0	0	17	1	18	1	35	36
5:45 PM - 6:45 PM	1	0	0	1	0	12	0	12	0	0	0	0	0	15	1	16	1	28	29
6:00 PM - 7:00 PM	0	0	0	0	0	16	0	16	0	0	0	0	0	14	1	15	0	31	31

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: Fairfax Dr. & N. Pierce St.
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes													
6:00 AM - 6:15 AM	1		1						1	1	0	0	2
6:15 AM - 6:30 AM		1				4			1	0	4	0	5
6:30 AM - 6:45 AM	1								1	0	0	0	1
6:45 AM - 7:00 AM	4		2		2	4			4	2	6	0	12
7:00 AM - 7:15 AM	1	4		2	1	1			5	2	2	0	9
7:15 AM - 7:30 AM		2		5	4	1		2	2	5	5	2	14
7:30 AM - 7:45 AM	1	4	2	4	3				5	6	3	0	14
7:45 AM - 8:00 AM	1		2	1	3	2			1	3	5	0	9
8:00 AM - 8:15 AM	3	6	1	4	3	1			9	5	4	0	18
8:15 AM - 8:30 AM		1		1	1	3	1	1	1	1	4	2	8
8:30 AM - 8:45 AM		3	1	2	5	5	1		3	3	10	1	17
8:45 AM - 9:00 AM		3		1	2	5	1	1	3	1	7	2	13
4:00 PM - 4:15 PM	5	1	4		2	2			6	4	4	0	14
4:15 PM - 4:30 PM	1		1		1	1			1	1	2	0	4
4:30 PM - 4:45 PM	2	3	2		5	1			5	2	6	0	13
4:45 PM - 5:00 PM	1	4			7	5			5	0	12	0	17
5:00 PM - 5:15 PM	2	3	3	2	4	5	1		5	5	9	1	20
5:15 PM - 5:30 PM	2	8	2	3	11	6			10	5	17	0	32
5:30 PM - 5:45 PM	1	8		2	7	4	1		9	2	11	1	23
5:45 PM - 6:00 PM	4	7	1	4	9	8	1		11	5	17	1	34
6:00 PM - 6:15 PM	4	4	3	3	10	3			8	6	13	0	27
6:15 PM - 6:30 PM	3	3	3	7	2	9			6	10	11	0	27
6:30 PM - 6:45 PM		7	2	3	6	5			7	5	11	0	23
6:45 PM - 7:00 PM	5	6	10	3	12				11	13	12	0	36
Total	42	78	40	47	100	75	6	4	120	87	175	10	392
One Hour Volumes													
6:00 AM - 7:00 AM	6	1	3	0	2	8	0	0	7	3	10	0	20
6:15 AM - 7:15 AM	6	5	2	2	3	9	0	0	11	4	12	0	27
6:30 AM - 7:30 AM	6	6	2	7	7	6	0	2	12	9	13	2	36
6:45 AM - 7:45 AM	6	10	4	11	10	6	0	2	16	15	16	2	49
7:00 AM - 8:00 AM	3	10	4	12	11	4	0	2	13	16	15	2	46
7:15 AM - 8:15 AM	5	12	5	14	13	4	0	2	17	19	17	2	55
7:30 AM - 8:30 AM	5	11	5	10	10	6	1	1	16	15	16	2	49
7:45 AM - 8:45 AM	4	10	4	8	12	11	2	1	14	12	23	3	52
8:00 AM - 9:00 AM	3	13	2	8	11	14	3	2	16	10	25	5	56
4:00 PM - 5:00 PM	9	8	7	0	15	9	0	0	17	7	24	0	48
4:15 PM - 5:15 PM	6	10	6	2	17	12	1	0	16	8	29	1	54
4:30 PM - 5:30 PM	7	18	7	5	27	17	1	0	25	12	44	1	82
4:45 PM - 5:45 PM	6	23	5	7	29	20	2	0	29	12	49	2	92
5:00 PM - 6:00 PM	9	26	6	11	31	23	3	0	35	17	54	3	109
5:15 PM - 6:15 PM	11	27	6	12	37	21	2	0	38	18	58	2	116
5:30 PM - 6:30 PM	12	22	7	16	28	24	2	0	34	23	52	2	111
5:45 PM - 6:45 PM	11	21	9	17	27	25	1	0	32	26	52	1	111
6:00 PM - 7:00 PM	12	20	18	16	30	17	0	0	32	34	47	0	113

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Fairfax Dr. & Fort MyerDr.
LOCATION: Arlington County,VA

DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: Fort Myer Drive
NORTHBOUND ROAD: Fort Myer Drive
WESTBOUND ROAD: Fairfax Drive
EASTBOUND ROAD: Fairfax Drive

Time Period	Southbound Fort Myer Drive						Westbound Fairfax Drive						Northbound Fort Myer Drive						Eastbound Fairfax Drive						North & South	East & West	Total
	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	5	30	11	0	46		0	3	3	0	6		0	0	0	0	0		7	4	0	0	11		46	17	63
6:15 AM - 6:30 AM	2	57	12	0	71		0	4	4	0	8		0	0	0	0	0		10	8	0	0	18		71	26	97
6:30 AM - 6:45 AM	2	56	9	0	67		0	1	6	0	7		0	0	0	0	0		12	10	0	0	22		67	29	96
6:45 AM - 7:00 AM	9	80	11	0	100		0	2	8	0	10		0	0	0	0	0		15	12	0	0	27		100	37	137
7:00 AM - 7:15 AM	4	90	18	0	112		0	5	8	0	13		0	0	0	0	0		14	14	0	0	28		112	41	153
7:15 AM - 7:30 AM	6	76	17	0	99		0	4	7	0	11		0	0	0	0	0		21	14	0	0	35		99	46	145
7:30 AM - 7:45 AM	15	117	22	0	154		0	5	5	0	10		0	0	0	0	0		19	28	0	0	47		154	57	211
7:45 AM - 8:00 AM	10	91	19	0	120		0	4	12	0	16		0	0	0	0	0		23	24	0	0	47		120	63	183
8:00 AM - 8:15 AM	15	122	13	0	150		0	3	7	0	10		0	0	0	0	0		15	25	0	0	40		150	50	200
8:15 AM - 8:30 AM	11	109	22	0	142		0	3	4	0	7		0	0	0	0	0		17	29	0	0	46		142	53	195
8:30 AM - 8:45 AM	11	124	15	0	150		0	5	4	0	9		0	0	0	0	0		27	19	0	0	46		150	55	205
8:45 AM - 9:00 AM	14	142	13	0	169		0	6	5	0	11		0	0	0	0	0		21	18	0	0	39		169	50	219
4:00 PM - 4:15 PM	18	313	9	0	340		0	3	8	0	11		0	0	0	0	0		12	7	0	0	19		340	30	370
4:15 PM - 4:30 PM	13	238	18	0	269		0	2	16	0	18		0	0	0	0	0		21	14	0	0	35		269	53	322
4:30 PM - 4:45 PM	20	303	19	0	342		0	4	6	0	10		0	0	0	0	0		14	15	0	0	29		342	39	381
4:45 PM - 5:00 PM	20	331	15	0	366		0	4	10	0	14		0	0	0	0	0		24	17	0	0	41		366	55	421
5:00 PM - 5:15 PM	28	370	17	0	415		0	6	15	0	21		0	0	0	0	0		29	12	0	0	41		415	62	477
5:15 PM - 5:30 PM	25	268	17	0	310		0	6	10	0	16		0	0	0	0	0		29	11	0	0	40		310	56	366
5:30 PM - 5:45 PM	26	297	19	0	342		0	4	13	0	17		0	0	0	0	0		17	16	0	0	33		342	50	392
5:45 PM - 6:00 PM	21	284	18	0	323		0	2	5	0	7		0	0	0	0	0		19	12	0	0	31		323	38	361
6:00 PM - 6:15 PM	22	272	9	0	303		0	5	14	0	19		0	0	0	0	0		17	11	0	0	28		303	47	350
6:15 PM - 6:30 PM	16	218	9	0	243		0	3	12	0	15		0	0	0	0	0		17	10	0	0	27		243	42	285
6:30 PM - 6:45 PM	25	222	15	0	262		0	5	10	0	15		0	0	0	0	0		14	16	0	0	30		262	45	307
6:45 PM - 7:00 PM	23	209	14	0	246		0	8	4	0	12		0	0	0	0	0		17	16	0	0	33		246	45	291
Total	361	4419	361	0	5141		0	97	196	0	293		0	0	0	0	0		431	362	0	0	793		5141	1086	6227
One Hour Volumes																											
6:00 AM - 7:00 AM	18	223	43	0	284	0.71	0	10	21	0	31	0.78	0	0	0	0	0		44	34	0	0	78	0.72	284	109	393
6:15 AM - 7:15 AM	17	283	50	0	350	0.78	0	12	26	0	38	0.73	0	0	0	0	0		51	44	0	0	95	0.85	350	133	483
6:30 AM - 7:30 AM	21	302	55	0	378	0.84	0	12	29	0	41	0.79	0	0	0	0	0		62	50	0	0	112	0.8	378	153	531
6:45 AM - 7:45 AM	34	363	68	0	465	0.75	0	16	28	0	44	0.85	0	0	0	0	0		69	68	0	0	137	0.73	465	181	646
7:00 AM - 8:00 AM	35	374	76	0	485	0.79	0	18	32	0	50	0.78	0	0	0	0	0		77	80	0	0	157	0.84	485	207	692
7:15 AM - 8:15 AM	46	406	71	0	523	0.85	0	16	31	0	47	0.73	0	0	0	0	0		78	91	0	0	169	0.9	523	216	739
7:30 AM - 8:30 AM	51	439	76	0	566	0.92	0	15	28	0	43	0.67	0	0	0	0	0		74	106	0	0	180	0.96	566	223	789
7:45 AM - 8:45 AM	47	446	69	0	562	0.94	0	15	27	0	42	0.66	0	0	0	0	0		82	97	0	0	179	0.95	562	221	783
8:00 AM - 9:00 AM	51	497	63	0	611	0.9	0	17	20	0	37	0.84	0	0	0	0	0		80	91	0	0	171	0.93	611	208	819
4:00 PM - 5:00 PM	71	1185	61	0	1317	0.9	0	13	40	0	53	0.74	0	0	0	0	0		71	53	0	0	124	0.76	1317	177	1494
4:15 PM - 5:15 PM	81	1242	69	0	1392	0.84	0	16	47	0	63	0.75	0	0	0	0	0		88	58	0	0	146	0.89	1392	209	1601
4:30 PM - 5:30 PM	93	1272	68	0	1433	0.86	0	20	41	0	61	0.73	0	0	0	0	0		96	55	0	0	151	0.92	1433	212	1645
4:45 PM - 5:45 PM	99	1266	68	0	1433	0.86	0	20	48	0	68	0.81	0	0	0	0	0		99	56	0	0	155	0.95	1433	223	1656
5:00 PM - 6:00 PM	100	1219	71	0	1390	0.84	0	18	43	0	61	0.73	0	0	0	0	0		94	51	0	0	145	0.88	1390	206	1596
5:15 PM - 6:15 PM	94	1121	63	0	1278	0.93	0	17	42	0	59	0.78	0	0	0	0	0		82	50	0	0	132	0.83	1278	191	1469
5:30 PM - 6:30 PM	85	1071	55	0	1211	0.89	0	14	44	0	58	0.76	0	0	0	0	0		70	49	0	0	119	0.9	1211	177	1388
5:45 PM - 6:45 PM	84	996	51	0	1131	0.88	0	15	41	0	56	0.74	0	0	0	0	0		67	49	0	0	116	0.94	1131	172	1303
6:00 PM - 7:00 PM	86	921	47	0	1054	0.87	0	21	40	0	61	0.8	0	0	0	0	0		65	53	0	0	118	0.89	1054	179	1233

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT:	1501 Arlington Boulevard	**DATE:**	3/12/2025	**SOUTHBOUND ROAD:**	Fort Myer Drive
W+A JOB NO:	8755	**DAY:**	Wednesday	**NORTHBOUND ROAD:**	Fort Myer Drive
INTERSECTION:	Fairfax Dr. & Fort MyerDr	**WEATHER:**	clear	**WESTBOUND ROAD:**	Fairfax Drive
LOCATION:	Arlington County,VA	**COUNTED BY:**	Agan	**EASTBOUND ROAD:**	Fairfax Drive
		INPUTED BY:	agan		

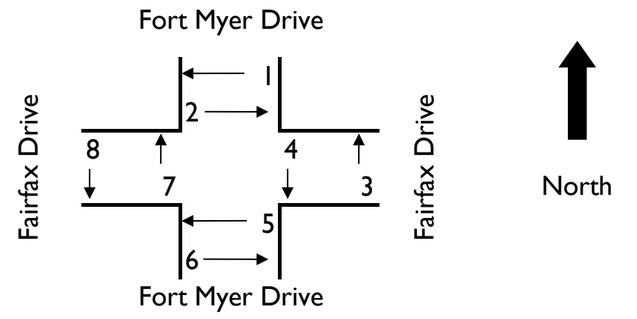
Time Period	Southbound Fort Myer Drive				Westbound Fairfax Drive				Northbound Fort Myer Drive				Eastbound Fairfax Drive				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0		1		1	0	1	1
6:15 AM - 6:30 AM		1		1				0				0			1	1	1	1	2
6:30 AM - 6:45 AM				0				0		1		1		2		2	1	2	3
6:45 AM - 7:00 AM				0				0				0		2		2	0	2	2
7:00 AM - 7:15 AM		1		1			1	1		2		2	1	2	1	4	3	5	8
7:15 AM - 7:30 AM				0				0				0	1	2		3	0	3	3
7:30 AM - 7:45 AM				0				0				0	2	2		4	0	4	4
7:45 AM - 8:00 AM				0				0				0	1	1	1	3	0	3	3
8:00 AM - 8:15 AM			2	2				0				0	1	6		7	2	7	9
8:15 AM - 8:30 AM		1	1	2		1		1		1		1	2	5	1	8	3	9	12
8:30 AM - 8:45 AM				0				0		2		2	3	6	1	10	2	10	12
8:45 AM - 9:00 AM				0		1	1	2				0		3	2	5	0	7	7
4:00 PM - 4:15 PM	1			1		2		2	1			1	1	2	1	4	2	6	8
4:15 PM - 4:30 PM	1			1		2		2				0		3		3	1	5	6
4:30 PM - 4:45 PM	1	2		3		1	2	3				0	2	2		4	3	7	10
4:45 PM - 5:00 PM		3		3		1		1				0		6		6	3	7	10
5:00 PM - 5:15 PM				0		5		5				0	3	1		4	0	9	9
5:15 PM - 5:30 PM		2	1	3		9	2	11				0				0	3	11	14
5:30 PM - 5:45 PM	1	2		3		5	2	7				0	1	2		3	3	10	13
5:45 PM - 6:00 PM	4	1		5	1	3		4				0	3			3	5	7	12
6:00 PM - 6:15 PM	2			2	3	1		4				0	4			4	2	8	10
6:15 PM - 6:30 PM		5		5		1		1	2			2	5			5	7	6	13
6:30 PM - 6:45 PM	1	1		2				0				0	1			1	2	1	3
6:45 PM - 7:00 PM	2	1		3				0				0	2			2	3	2	5
Total	13	20	4	37	4	32	8	44	3	6	0	9	33	48	8	89	46	133	179
One Hour Volumes																			
6:00 AM - 7:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	5	1	6	2	6	8
6:15 AM - 7:15 AM	0	2	0	2	0	0	1	1	0	3	0	3	1	6	2	9	5	10	15
6:30 AM - 7:30 AM	0	1	0	1	0	0	1	1	0	3	0	3	2	8	1	11	4	12	16
6:45 AM - 7:45 AM	0	1	0	1	0	0	1	1	0	2	0	2	4	8	1	13	3	14	17
7:00 AM - 8:00 AM	0	1	0	1	0	0	1	1	0	2	0	2	5	7	2	14	3	15	18
7:15 AM - 8:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	5	11	1	17	2	17	19
7:30 AM - 8:30 AM	0	1	3	4	0	1	0	1	0	1	0	1	6	14	2	22	5	23	28
7:45 AM - 8:45 AM	0	1	3	4	0	1	0	1	0	3	0	3	7	18	3	28	7	29	36
8:00 AM - 9:00 AM	0	1	3	4	0	2	1	3	0	3	0	3	6	20	4	30	7	33	40
4:00 PM - 5:00 PM	3	5	0	8	0	6	2	8	1	0	0	1	3	13	1	17	9	25	34
4:15 PM - 5:15 PM	2	5	0	7	0	9	2	11	0	0	0	0	5	12	0	17	7	28	35
4:30 PM - 5:30 PM	1	7	1	9	0	16	4	20	0	0	0	0	5	9	0	14	9	34	43
4:45 PM - 5:45 PM	1	7	1	9	0	20	4	24	0	0	0	0	4	9	0	13	9	37	46
5:00 PM - 6:00 PM	5	5	1	11	1	22	4	27	0	0	0	0	7	3	0	10	11	37	48
5:15 PM - 6:15 PM	7	5	1	13	4	18	4	26	0	0	0	0	8	2	0	10	13	36	49
5:30 PM - 6:30 PM	7	8	0	15	4	10	2	16	2	0	0	2	13	2	0	15	17	31	48
5:45 PM - 6:45 PM	7	7	0	14	4	5	0	9	2	0	0	2	13	0	0	13	16	22	38
6:00 PM - 7:00 PM	5	7	0	12	3	2	0	5	2	0	0	2	12	0	0	12	14	17	31

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: Fairfax Dr. & Fort MyerDr.
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes													
6:00 AM - 6:15 AM			1	3		1			0	4	1	0	5
6:15 AM - 6:30 AM			2	1		1			0	3	1	0	4
6:30 AM - 6:45 AM		3	2			1		1	3	2	1	1	7
6:45 AM - 7:00 AM		5	7						5	7	0	0	12
7:00 AM - 7:15 AM		7	6	2			2		7	8	0	2	17
7:15 AM - 7:30 AM	3	7	13	1	2	1	1		10	14	3	1	28
7:30 AM - 7:45 AM	1	9	10	4	1		6	1	10	14	1	7	32
7:45 AM - 8:00 AM		4	9	2	2	1	6	1	4	11	3	7	25
8:00 AM - 8:15 AM	4	11	23	2	1	2	3	2	15	25	3	5	48
8:15 AM - 8:30 AM	1	15	14	1	2	1	4	1	16	15	3	5	39
8:30 AM - 8:45 AM	5	11	17	2		2	3		16	19	2	3	40
8:45 AM - 9:00 AM	3	8	18	6	3	3	5	1	11	24	6	6	47
4:00 PM - 4:15 PM	9		2	8	3	1	6	2	9	10	4	8	31
4:15 PM - 4:30 PM	4	4	3	11	2	3	4	7	8	14	5	11	38
4:30 PM - 4:45 PM	6	7	2	17	5	3	5	12	13	19	8	17	57
4:45 PM - 5:00 PM	2	4	8	10	2	4	7	9	6	18	6	16	46
5:00 PM - 5:15 PM	6	3	2	15	6	1	5	4	9	17	7	9	42
5:15 PM - 5:30 PM	7	3	5	9	3	3	11	9	10	14	6	20	50
5:30 PM - 5:45 PM	7	9	5	16	1	1	8	6	16	21	2	14	53
5:45 PM - 6:00 PM	6	3	2	14	7		5	13	9	16	7	18	50
6:00 PM - 6:15 PM	7	4	3	15	8	1	6	12	11	18	9	18	56
6:15 PM - 6:30 PM	5	1	5	12	3		6	8	6	17	3	14	40
6:30 PM - 6:45 PM	2	5	3	10	2	2	7	6	7	13	4	13	37
6:45 PM - 7:00 PM	5	4	2	7	1	1	6	8	9	9	2	14	34
Total	83	127	164	168	54	33	106	103	210	332	87	209	838
One Hour Volumes													
6:00 AM - 7:00 AM	0	8	12	4	0	3	0	1	8	16	3	1	28
6:15 AM - 7:15 AM	0	15	17	3	0	2	2	1	15	20	2	3	40
6:30 AM - 7:30 AM	3	22	28	3	2	2	3	1	25	31	4	4	64
6:45 AM - 7:45 AM	4	28	36	7	3	1	9	1	32	43	4	10	89
7:00 AM - 8:00 AM	4	27	38	9	5	2	15	2	31	47	7	17	102
7:15 AM - 8:15 AM	8	31	55	9	6	4	16	4	39	64	10	20	133
7:30 AM - 8:30 AM	6	39	56	9	6	4	19	5	45	65	10	24	144
7:45 AM - 8:45 AM	10	41	63	7	5	6	16	4	51	70	11	20	152
8:00 AM - 9:00 AM	13	45	72	11	6	8	15	4	58	83	14	19	174
4:00 PM - 5:00 PM	21	15	15	46	12	11	22	30	36	61	23	52	172
4:15 PM - 5:15 PM	18	18	15	53	15	11	21	32	36	68	26	53	183
4:30 PM - 5:30 PM	21	17	17	51	16	11	28	34	38	68	27	62	195
4:45 PM - 5:45 PM	22	19	20	50	12	9	31	28	41	70	21	59	191
5:00 PM - 6:00 PM	26	18	14	54	17	5	29	32	44	68	22	61	195
5:15 PM - 6:15 PM	27	19	15	54	19	5	30	40	46	69	24	70	209
5:30 PM - 6:30 PM	25	17	15	57	19	2	25	39	42	72	21	64	199
5:45 PM - 6:45 PM	20	13	13	51	20	3	24	39	33	64	23	63	183
6:00 PM - 7:00 PM	19	14	13	44	14	4	25	34	33	57	18	59	167

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Fairfax Dr. & N. Lynn Street
LOCATION: Arlington County,VA

DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Lynn Street
NORTHBOUND ROAD: North Lynn Street
WESTBOUND ROAD: Fairfax Drive
EASTBOUND ROAD: Fairfax Drive

Time Period	Southbound North Lynn Street						Westbound Fairfax Drive						Northbound North Lynn Street						Eastbound Fairfax Drive						North & South	East & West	Total
	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	0	0	0	0	0		1	4	0	0	5		11	125	1	0	137		0	2	14	0	16		137	21	158
6:15 AM - 6:30 AM	0	0	0	0	0		3	8	0	0	11		6	182	0	0	188		0	2	17	0	19		188	30	218
6:30 AM - 6:45 AM	0	0	0	0	0		2	8	0	0	10		4	192	0	0	196		0	2	17	0	19		196	29	225
6:45 AM - 7:00 AM	0	0	0	0	0		7	8	0	0	15		8	198	1	0	207		0	5	18	0	23		207	38	245
7:00 AM - 7:15 AM	0	0	0	0	0		9	8	0	0	17		9	192	4	0	205		0	9	22	0	31		205	48	253
7:15 AM - 7:30 AM	0	0	0	0	0		11	10	0	0	21		4	259	2	0	265		0	8	23	0	31		265	52	317
7:30 AM - 7:45 AM	0	0	0	0	0		6	6	0	0	12		9	308	0	0	317		0	4	36	0	40		317	52	369
7:45 AM - 8:00 AM	0	0	0	0	0		5	11	0	0	16		8	368	4	0	380		0	2	40	0	42		380	58	438
8:00 AM - 8:15 AM	0	0	0	0	0		3	7	0	0	10		8	300	2	0	310		0	3	35	0	38		310	48	358
8:15 AM - 8:30 AM	0	0	0	0	0		8	8	0	0	16		8	317	1	0	326		0	6	50	0	56		326	72	398
8:30 AM - 8:45 AM	0	0	0	0	0		5	5	0	0	10		10	352	4	0	366		0	2	32	0	34		366	44	410
8:45 AM - 9:00 AM	0	0	0	0	0		3	11	0	0	14		7	311	3	0	321		0	4	27	0	31		321	45	366
4:00 PM - 4:15 PM	0	0	0	0	0		18	10	0	0	28		10	170	2	0	182		0	4	13	0	17		182	45	227
4:15 PM - 4:30 PM	0	0	0	0	0		15	16	0	0	31		10	190	2	0	202		0	13	19	0	32		202	63	265
4:30 PM - 4:45 PM	0	0	0	0	0		3	8	0	0	11		9	141	2	0	152		0	5	28	0	33		152	44	196
4:45 PM - 5:00 PM	0	0	0	0	0		8	10	0	0	18		12	194	3	0	209		0	5	26	0	31		209	49	258
5:00 PM - 5:15 PM	0	0	0	0	0		8	16	0	0	24		13	170	2	0	185		0	5	25	0	30		185	54	239
5:15 PM - 5:30 PM	0	0	0	0	0		6	13	0	0	19		12	191	4	0	207		0	6	26	0	32		207	51	258
5:30 PM - 5:45 PM	0	0	0	0	0		8	15	0	0	23		9	179	5	0	193		0	11	18	0	29		193	52	245
5:45 PM - 6:00 PM	0	0	0	0	0		6	5	0	0	11		13	136	3	0	152		0	7	14	0	21		152	32	184
6:00 PM - 6:15 PM	0	0	0	0	0		7	17	0	0	24		16	136	1	0	153		0	2	17	0	19		153	43	196
6:15 PM - 6:30 PM	0	0	0	0	0		8	14	0	0	22		16	133	0	0	149		0	11	18	0	29		149	51	200
6:30 PM - 6:45 PM	0	0	0	0	0		7	9	0	0	16		11	137	3	0	151		0	10	21	0	31		151	47	198
6:45 PM - 7:00 PM	0	0	0	0	0		8	8	0	0	16		15	122	3	0	140		0	10	20	0	30		140	46	186
Total	0	0	0	0	0		165	235	0	0	400		238	5003	52	0	5293		0	138	576	0	714		5293	1114	6407
One Hour Volumes																											
6:00 AM - 7:00 AM	0	0	0	0	0		13	28	0	0	41	0.68	29	697	2	0	728	0.88	0	11	66	0	77	0.84	728	118	846
6:15 AM - 7:15 AM	0	0	0	0	0		21	32	0	0	53	0.78	27	764	5	0	796	0.96	0	18	74	0	92	0.74	796	145	941
6:30 AM - 7:30 AM	0	0	0	0	0		29	34	0	0	63	0.75	25	841	7	0	873	0.82	0	24	80	0	104	0.84	873	167	1040
6:45 AM - 7:45 AM	0	0	0	0	0		33	32	0	0	65	0.77	30	957	7	0	994	0.78	0	26	99	0	125	0.78	994	190	1184
7:00 AM - 8:00 AM	0	0	0	0	0		31	35	0	0	66	0.79	30	1127	10	0	1167	0.77	0	23	121	0	144	0.86	1167	210	1377
7:15 AM - 8:15 AM	0	0	0	0	0		25	34	0	0	59	0.7	29	1235	8	0	1272	0.84	0	17	134	0	151	0.9	1272	210	1482
7:30 AM - 8:30 AM	0	0	0	0	0		22	32	0	0	54	0.84	33	1293	7	0	1333	0.88	0	15	161	0	176	0.79	1333	230	1563
7:45 AM - 8:45 AM	0	0	0	0	0		21	31	0	0	52	0.81	34	1337	11	0	1382	0.91	0	13	157	0	170	0.76	1382	222	1604
8:00 AM - 9:00 AM	0	0	0	0	0		19	31	0	0	50	0.78	33	1280	10	0	1323	0.9	0	15	144	0	159	0.71	1323	209	1532
4:00 PM - 5:00 PM	0	0	0	0	0		44	44	0	0	88	0.71	41	695	9	0	745	0.89	0	27	86	0	113	0.86	745	201	946
4:15 PM - 5:15 PM	0	0	0	0	0		34	50	0	0	84	0.68	44	695	9	0	748	0.89	0	28	98	0	126	0.95	748	210	958
4:30 PM - 5:30 PM	0	0	0	0	0		25	47	0	0	72	0.75	46	696	11	0	753	0.9	0	21	105	0	126	0.95	753	198	951
4:45 PM - 5:45 PM	0	0	0	0	0		30	54	0	0	84	0.88	46	734	14	0	794	0.95	0	27	95	0	122	0.95	794	206	1000
5:00 PM - 6:00 PM	0	0	0	0	0		28	49	0	0	77	0.8	47	676	14	0	737	0.89	0	29	83	0	112	0.88	737	189	926
5:15 PM - 6:15 PM	0	0	0	0	0		27	50	0	0	77	0.8	50	642	13	0	705	0.85	0	26	75	0	101	0.79	705	178	883
5:30 PM - 6:30 PM	0	0	0	0	0		29	51	0	0	80	0.83	54	584	9	0	647	0.84	0	31	67	0	98	0.84	647	178	825
5:45 PM - 6:45 PM	0	0	0	0	0		28	45	0	0	73	0.76	56	542	7	0	605	0.99	0	30	70	0	100	0.81	605	173	778
6:00 PM - 7:00 PM	0	0	0	0	0		30	48	0	0	78	0.81	58	528	7	0	593	0.97	0	33	76	0	109	0.88	593	187	780

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT:	1501 Arlington Boulevard	**DATE:**	3/12/2025	**SOUTHBOUND ROAD:**	North Lynn Street
W+A JOB NO:	8755	**DAY:**	Wednesday	**NORTHBOUND ROAD:**	North Lynn Street
INTERSECTION:	Fairfax Dr. & N. Lynn Street	**WEATHER:**	clear	**WESTBOUND ROAD:**	Fairfax Drive
LOCATION:	Arlington County,VA	**COUNTED BY:**	Agan	**EASTBOUND ROAD:**	Fairfax Drive
		INPUTED BY:	agan		

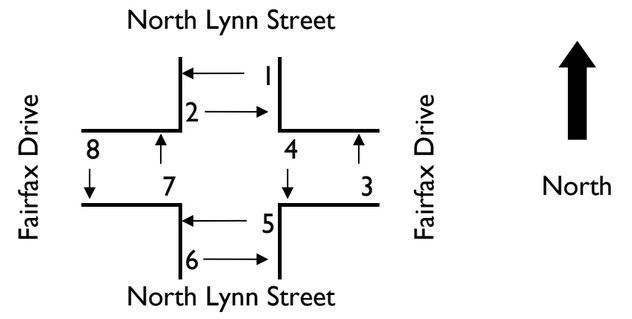
Time Period	Southbound North Lynn Street				Westbound Fairfax Drive				Northbound North Lynn Street				Eastbound Fairfax Drive				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM		1		1				0				0			1	1	1	1	2
6:15 AM - 6:30 AM				0				0				0			1	1	0	1	1
6:30 AM - 6:45 AM				0				0				0			1	1	0	1	1
6:45 AM - 7:00 AM	1			1				0		1		1			2	2	2	2	4
7:00 AM - 7:15 AM				0				0				0			1	1	0	1	1
7:15 AM - 7:30 AM				0		1		1				0			2	2	0	3	3
7:30 AM - 7:45 AM				0				0				0			2	2	0	2	2
7:45 AM - 8:00 AM				0				0				0		1	1	2	0	2	2
8:00 AM - 8:15 AM				0				0				0		1	5	6	0	6	6
8:15 AM - 8:30 AM				0	1		1	2		2		2			5	5	2	7	9
8:30 AM - 8:45 AM		1		1	1			1		3		3			6	6	4	7	11
8:45 AM - 9:00 AM		1		1		2		2		6		6			4	4	7	6	13
4:00 PM - 4:15 PM		1		1	1	1		2		3		3			2	2	4	4	8
4:15 PM - 4:30 PM	1			1		1		1		1		1			1	1	2	2	4
4:30 PM - 4:45 PM	1			1		1		1				0		1	1	2	1	3	4
4:45 PM - 5:00 PM		1		1				0		1		1			6	6	2	6	8
5:00 PM - 5:15 PM				0		1		1		2		2		1	2	3	2	4	6
5:15 PM - 5:30 PM	1	3		4		1	1	2		2	1	3		4		4	7	6	13
5:30 PM - 5:45 PM	1			1		1		1		1		1		2	1	3	2	4	6
5:45 PM - 6:00 PM		1		1				0		2		2		1		1	3	1	4
6:00 PM - 6:15 PM	1			1		1		1		2	1	3		3		3	4	4	8
6:15 PM - 6:30 PM	2			2				0		4	1	5		5		5	7	5	12
6:30 PM - 6:45 PM		1		1	1			1		1		1		1		1	2	2	4
6:45 PM - 7:00 PM	1			1				0		2		2		1		1	3	1	4
Total	9	10	0	19	4	10	2	16	0	33	3	36	0	21	44	65	55	81	136
One Hour Volumes																			
6:00 AM - 7:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	5	5	3	5	8
6:15 AM - 7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	5	5	2	5	7
6:30 AM - 7:30 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	6	6	2	7	9
6:45 AM - 7:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	7	7	2	8	10
7:00 AM - 8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	6	7	0	8	8
7:15 AM - 8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	10	12	0	13	13
7:30 AM - 8:30 AM	0	0	0	0	1	0	1	2	0	2	0	2	0	2	13	15	2	17	19
7:45 AM - 8:45 AM	0	1	0	1	2	0	1	3	0	5	0	5	0	2	17	19	6	22	28
8:00 AM - 9:00 AM	0	2	0	2	2	2	1	5	0	11	0	11	0	1	20	21	13	26	39
4:00 PM - 5:00 PM	2	2	0	4	1	3	0	4	0	5	0	5	0	1	10	11	9	15	24
4:15 PM - 5:15 PM	2	1	0	3	0	3	0	3	0	4	0	4	0	2	10	12	7	15	22
4:30 PM - 5:30 PM	2	4	0	6	0	3	1	4	0	5	1	6	0	6	9	15	12	19	31
4:45 PM - 5:45 PM	2	4	0	6	0	3	1	4	0	6	1	7	0	7	9	16	13	20	33
5:00 PM - 6:00 PM	2	4	0	6	0	3	1	4	0	7	1	8	0	8	3	11	14	15	29
5:15 PM - 6:15 PM	3	4	0	7	0	3	1	4	0	7	2	9	0	10	1	11	16	15	31
5:30 PM - 6:30 PM	4	1	0	5	0	2	0	2	0	9	2	11	0	11	1	12	16	14	30
5:45 PM - 6:45 PM	3	2	0	5	1	1	0	2	0	9	2	11	0	10	0	10	16	12	28
6:00 PM - 7:00 PM	4	1	0	5	1	1	0	2	0	9	2	11	0	10	0	10	16	12	28

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: Fairfax Dr. & N. Lynn Street
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period		Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes														
6:00 AM	- 6:15 AM	1					1			1	0	1	0	2
6:15 AM	- 6:30 AM					1				0	0	1	0	1
6:30 AM	- 6:45 AM	4	3	6	1					7	7	0	0	14
6:45 AM	- 7:00 AM		2	2	3	1		3		2	5	1	3	11
7:00 AM	- 7:15 AM	11	2	1	3	1		1		13	4	1	1	19
7:15 AM	- 7:30 AM	9	2	2	5	2			1	11	7	2	1	21
7:30 AM	- 7:45 AM	4	2	4	2	1			1	6	6	1	1	14
7:45 AM	- 8:00 AM	6		2	1			3		6	3	0	3	12
8:00 AM	- 8:15 AM	4	6	4	1	1	2	3	1	10	5	3	4	22
8:15 AM	- 8:30 AM	10	7	4	4	1		5		17	8	1	5	31
8:30 AM	- 8:45 AM	6	5	1	2		4	3	2	11	3	4	5	23
8:45 AM	- 9:00 AM	10	9	3	2	1	1	4	2	19	5	2	6	32
4:00 PM	- 4:15 PM	4	13	3	2	1	1	3	4	17	5	2	7	31
4:15 PM	- 4:30 PM	3	12		7	2	1	5	3	15	7	3	8	33
4:30 PM	- 4:45 PM	4	7	3		4	3	8		11	3	7	8	29
4:45 PM	- 5:00 PM	3	4	5	6	6	2	10	3	7	11	8	13	39
5:00 PM	- 5:15 PM	6	3	7	8	1	5	5	2	9	15	6	7	37
5:15 PM	- 5:30 PM	11	6	6	9	4		1	5	17	15	4	6	42
5:30 PM	- 5:45 PM	4	2	7	3	1	4	2	5	6	10	5	7	28
5:45 PM	- 6:00 PM	5	5	6	14	9	1	2	3	10	20	10	5	45
6:00 PM	- 6:15 PM	4	8	12	11	3	2	5	11	12	23	5	16	56
6:15 PM	- 6:30 PM	6	7	11	13	7	7	6	7	13	24	14	13	64
6:30 PM	- 6:45 PM	1	8	3	11	2		5	1	9	14	2	6	31
6:45 PM	- 7:00 PM	10	9	12	11	8	2	5	7	19	23	10	12	64
Total		126	122	104	119	57	36	79	58	248	223	93	137	701
One Hour Volumes														
6:00 AM	- 7:00 AM	5	5	8	4	2	1	3	0	10	12	3	3	28
6:15 AM	- 7:15 AM	15	7	9	7	3	0	4	0	22	16	3	4	45
6:30 AM	- 7:30 AM	24	9	11	12	4	0	4	1	33	23	4	5	65
6:45 AM	- 7:45 AM	24	8	9	13	5	0	4	2	32	22	5	6	65
7:00 AM	- 8:00 AM	30	6	9	11	4	0	4	2	36	20	4	6	66
7:15 AM	- 8:15 AM	23	10	12	9	4	2	6	3	33	21	6	9	69
7:30 AM	- 8:30 AM	24	15	14	8	3	2	11	2	39	22	5	13	79
7:45 AM	- 8:45 AM	26	18	11	8	2	6	14	3	44	19	8	17	88
8:00 AM	- 9:00 AM	30	27	12	9	3	7	15	5	57	21	10	20	108
4:00 PM	- 5:00 PM	14	36	11	15	13	7	26	10	50	26	20	36	132
4:15 PM	- 5:15 PM	16	26	15	21	13	11	28	8	42	36	24	36	138
4:30 PM	- 5:30 PM	24	20	21	23	15	10	24	10	44	44	25	34	147
4:45 PM	- 5:45 PM	24	15	25	26	12	11	18	15	39	51	23	33	146
5:00 PM	- 6:00 PM	26	16	26	34	15	10	10	15	42	60	25	25	152
5:15 PM	- 6:15 PM	24	21	31	37	17	7	10	24	45	68	24	34	171
5:30 PM	- 6:30 PM	19	22	36	41	20	14	15	26	41	77	34	41	193
5:45 PM	- 6:45 PM	16	28	32	49	21	10	18	22	44	81	31	40	196
6:00 PM	- 7:00 PM	21	32	38	46	20	11	21	26	53	84	31	47	215

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street N.
LOCATION: Arlington County,VA

DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Meade Street
NORTHBOUND ROAD: North Meade Street
WESTBOUND ROAD: Exit from US Route 50
EASTBOUND ROAD: Exit to US Route 50

Time Period	Southbound North Meade Street						Westbound Exit from US Route 50						Northbound North Meade Street						Eastbound Exit to US Route 50						North & South	East & West	Total
	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	20	42	0	0	62		69	0	23	0	92		0	89	2	0	91		0	0	0	0	0		153	92	245
6:15 AM - 6:30 AM	34	60	0	0	94		67	2	15	0	84		0	117	6	0	123		0	0	0	0	0		217	84	301
6:30 AM - 6:45 AM	24	54	0	0	78		104	0	20	0	124		0	153	2	0	155		0	0	0	0	0		233	124	357
6:45 AM - 7:00 AM	47	74	0	0	121		112	1	17	0	130		0	161	2	0	163		0	0	0	0	0		284	130	414
7:00 AM - 7:15 AM	41	46	0	0	87		163	2	24	0	189		0	198	4	0	202		0	0	0	0	0		289	189	478
7:15 AM - 7:30 AM	58	94	0	0	152		147	1	21	0	169		0	277	15	0	292		0	0	0	0	0		444	169	613
7:30 AM - 7:45 AM	74	99	0	0	173		117	1	13	0	131		0	239	23	0	262		0	0	0	0	0		435	131	566
7:45 AM - 8:00 AM	60	107	0	0	167		113	6	20	0	139		0	240	20	0	260		0	0	0	0	0		427	139	566
8:00 AM - 8:15 AM	59	109	0	0	168		113	0	21	0	134		0	270	18	0	288		0	0	0	0	0		456	134	590
8:15 AM - 8:30 AM	62	118	0	0	180		67	0	17	0	84		0	282	21	0	303		0	0	0	0	0		483	84	567
8:30 AM - 8:45 AM	57	104	0	0	161		97	0	17	0	114		0	353	14	0	367		0	0	0	0	0		528	114	642
8:45 AM - 9:00 AM	59	89	0	0	148		101	4	22	0	127		0	300	38	0	338		0	0	0	0	0		486	127	613
4:00 PM - 4:15 PM	146	202	0	0	348		124	3	56	0	183		0	124	11	0	135		0	0	0	0	0		483	183	666
4:15 PM - 4:30 PM	145	158	0	0	303		114	6	57	0	177		0	141	16	0	157		0	0	0	0	0		460	177	637
4:30 PM - 4:45 PM	159	183	0	0	342		108	2	56	0	166		0	116	22	0	138		0	0	0	0	0		480	166	646
4:45 PM - 5:00 PM	183	199	0	0	382		93	0	61	0	154		0	129	9	0	138		0	0	0	0	0		520	154	674
5:00 PM - 5:15 PM	228	189	0	0	417		78	3	42	0	123		0	109	16	0	125		0	0	0	0	0		542	123	665
5:15 PM - 5:30 PM	205	204	0	0	409		94	1	43	0	138		0	112	11	0	123		0	0	0	0	0		532	138	670
5:30 PM - 5:45 PM	190	173	0	0	363		109	2	49	0	160		0	128	13	0	141		0	0	0	0	0		504	160	664
5:45 PM - 6:00 PM	175	142	0	0	317		98	2	41	0	141		0	107	18	0	125		0	0	0	0	0		442	141	583
6:00 PM - 6:15 PM	134	180	0	0	314		108	13	46	0	167		0	92	12	0	104		0	0	0	0	0		418	167	585
6:15 PM - 6:30 PM	147	142	0	0	289		78	6	44	0	128		0	68	11	0	79		0	0	0	0	0		368	128	496
6:30 PM - 6:45 PM	111	111	0	0	222		67	0	43	0	110		0	79	16	0	95		0	0	0	0	0		317	110	427
6:45 PM - 7:00 PM	105	117	0	0	222		92	0	35	0	127		0	94	19	0	113		0	0	0	0	0		335	127	462
Total	2523	2996	0	0	5519		2433	55	803	0	3291		0	3978	339	0	4317		0	0	0	0	0		9836	3291	13127
One Hour Volumes																											
6:00 AM - 7:00 AM	125	230	0	0	355	0.733	352	3	75	0	430	0.827	0	520	12	0	532	0.816	0	0	0	0	0		887	430	1317
6:15 AM - 7:15 AM	146	234	0	0	380	0.785	446	5	76	0	527	0.697	0	629	14	0	643	0.796	0	0	0	0	0		1023	527	1550
6:30 AM - 7:30 AM	170	268	0	0	438	0.72	526	4	82	0	612	0.81	0	789	23	0	812	0.695	0	0	0	0	0		1250	612	1862
6:45 AM - 7:45 AM	220	313	0	0	533	0.77	539	5	75	0	619	0.819	0	875	44	0	919	0.787	0	0	0	0	0		1452	619	2071
7:00 AM - 8:00 AM	233	346	0	0	579	0.837	540	10	78	0	628	0.831	0	954	62	0	1016	0.87	0	0	0	0	0		1595	628	2223
7:15 AM - 8:15 AM	251	409	0	0	660	0.954	490	8	75	0	573	0.848	0	1026	76	0	1102	0.943	0	0	0	0	0		1762	573	2335
7:30 AM - 8:30 AM	255	433	0	0	688	0.956	410	7	71	0	488	0.878	0	1031	82	0	1113	0.918	0	0	0	0	0		1801	488	2289
7:45 AM - 8:45 AM	238	438	0	0	676	0.939	390	6	75	0	471	0.847	0	1145	73	0	1218	0.83	0	0	0	0	0		1894	471	2365
8:00 AM - 9:00 AM	237	420	0	0	657	0.913	378	4	77	0	459	0.856	0	1205	91	0	1296	0.883	0	0	0	0	0		1953	459	2412
4:00 PM - 5:00 PM	633	742	0	0	1375	0.9	439	11	230	0	680	0.929	0	510	58	0	568	0.904	0	0	0	0	0		1943	680	2623
4:15 PM - 5:15 PM	715	729	0	0	1444	0.866	393	11	216	0	620	0.876	0	495	63	0	558	0.889	0	0	0	0	0		2002	620	2622
4:30 PM - 5:30 PM	775	775	0	0	1550	0.929	373	6	202	0	581	0.875	0	466	58	0	524	0.949	0	0	0	0	0		2074	581	2655
4:45 PM - 5:45 PM	806	765	0	0	1571	0.942	374	6	195	0	575	0.898	0	478	49	0	527	0.934	0	0	0	0	0		2098	575	2673
5:00 PM - 6:00 PM	798	708	0	0	1506	0.903	379	8	175	0	562	0.878	0	456	58	0	514	0.911	0	0	0	0	0		2020	562	2582
5:15 PM - 6:15 PM	704	699	0	0	1403	0.858	409	18	179	0	606	0.907	0	439	54	0	493	0.874	0	0	0	0	0		1896	606	2502
5:30 PM - 6:30 PM	646	637	0	0	1283	0.884	393	23	180	0	596	0.892	0	395	54	0	449	0.796	0	0	0	0	0		1732	596	2328
5:45 PM - 6:45 PM	567	575	0	0	1142	0.901	351	21	174	0	546	0.817	0	346	57	0	403	0.806	0	0	0	0	0		1545	546	2091
6:00 PM - 7:00 PM	497	550	0	0	1047	0.834	345	19	168	0	532	0.796	0	333	58	0	391	0.865	0	0	0	0	0		1438	532	1970

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street
LOCATION: Arlington County,VA
DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan
SOUTHBOUND ROAD: North Meade Street
NORTHBOUND ROAD: North Meade Street
WESTBOUND ROAD: Exit from US Route 50
EASTBOUND ROAD: Exit to US Route 50

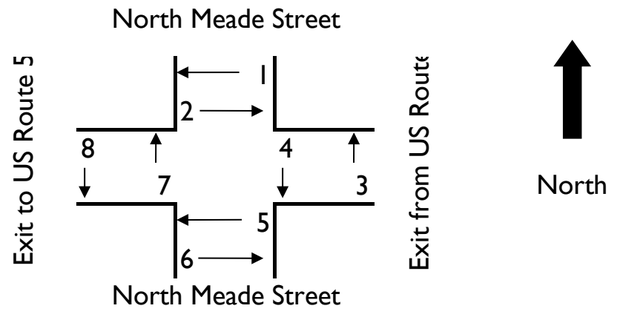
Time Period	Southbound North Meade Street				Westbound Exit from US Route 50				Northbound North Meade Street				Eastbound Exit to US Route 50				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM	0	0		0	0	0	0	0		0	0	0				0	0	0	0
6:15 AM - 6:30 AM	0	2		2	0	0	0	0		0	0	0				0	2	0	2
6:30 AM - 6:45 AM	0	0		0	0	0	0	0		1	0	1				0	1	0	1
6:45 AM - 7:00 AM	0	2		2	0	0	0	0		0	0	0				0	2	0	2
7:00 AM - 7:15 AM	0	1		1	0	0	0	0		2	0	2				0	3	0	3
7:15 AM - 7:30 AM	0	0		0	0	0	0	0		1	0	1				0	1	0	1
7:30 AM - 7:45 AM	0	0		0	0	0	0	0		1	0	1				0	1	0	1
7:45 AM - 8:00 AM	0	3		3	0	0	0	0		0	0	0				0	3	0	3
8:00 AM - 8:15 AM	0	2		2	0	0	0	0		4	0	4				0	6	0	6
8:15 AM - 8:30 AM	0	2		2	0	0	0	0		2	0	2				0	4	0	4
8:30 AM - 8:45 AM	0	1		1	0	0	0	0		2	0	2				0	3	0	3
8:45 AM - 9:00 AM	0	0		0	0	0	0	0		3	1	4				0	4	0	4
4:00 PM - 4:15 PM	0	4		4	0	0	0	0		1	0	1				0	5	0	5
4:15 PM - 4:30 PM	0	2		2	0	0	0	0		4	0	4				0	6	0	6
4:30 PM - 4:45 PM	0	1		1	0	0	0	0		0	0	0				0	1	0	1
4:45 PM - 5:00 PM	0	4		4	0	0	0	0		1	0	1				0	5	0	5
5:00 PM - 5:15 PM	0	2		2	0	0	0	0		6	0	6				0	8	0	8
5:15 PM - 5:30 PM	0	3		3	0	0	0	0		1	0	1				0	4	0	4
5:30 PM - 5:45 PM	0	2		2	0	0	0	0		1	0	1				0	3	0	3
5:45 PM - 6:00 PM	0	4		4	0	3	0	3		7	0	7				0	11	3	14
6:00 PM - 6:15 PM	0	2		2	0	0	0	0		6	0	6				0	8	0	8
6:15 PM - 6:30 PM	0	4		4	0	0	0	0		7	0	7				0	11	0	11
6:30 PM - 6:45 PM	0	0		0	0	0	0	0		2	1	3				0	3	0	3
6:45 PM - 7:00 PM	0	3		3	0	0	0	0		1	0	1				0	4	0	4
Total	0	44	0	44	0	3	0	3	0	53	2	55	0	0	0	0	99	3	102
One Hour Volumes																			
6:00 AM - 7:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5	0	5
6:15 AM - 7:15 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8	0	8
6:30 AM - 7:30 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7	0	7
6:45 AM - 7:45 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7	0	7
7:00 AM - 8:00 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8	0	8
7:15 AM - 8:15 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11	0	11
7:30 AM - 8:30 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14	0	14
7:45 AM - 8:45 AM	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16	0	16
8:00 AM - 9:00 AM	0	5	0	5	0	0	0	0	0	11	1	12	0	0	0	0	17	0	17
4:00 PM - 5:00 PM	0	11	0	11	0	0	0	0	0	6	0	6	0	0	0	0	17	0	17
4:15 PM - 5:15 PM	0	9	0	9	0	0	0	0	0	11	0	11	0	0	0	0	20	0	20
4:30 PM - 5:30 PM	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18	0	18
4:45 PM - 5:45 PM	0	11	0	11	0	0	0	0	0	9	0	9	0	0	0	0	20	0	20
5:00 PM - 6:00 PM	0	11	0	11	0	3	0	3	0	15	0	15	0	0	0	0	26	3	29
5:15 PM - 6:15 PM	0	11	0	11	0	3	0	3	0	15	0	15	0	0	0	0	26	3	29
5:30 PM - 6:30 PM	0	12	0	12	0	3	0	3	0	21	0	21	0	0	0	0	33	3	36
5:45 PM - 6:45 PM	0	10	0	10	0	3	0	3	0	22	1	23	0	0	0	0	33	3	36
6:00 PM - 7:00 PM	0	9	0	9	0	0	0	0	0	16	1	17	0	0	0	0	26	0	26

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street N.
LOCATION: Arlington County,VA
DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period		Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes														
6:00 AM	- 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	- 6:30 AM	0	3	13	6	0	2	3	5	3	19	2	8	32
6:30 AM	- 6:45 AM	2	0	7	1	0	4	5	3	2	8	4	8	22
6:45 AM	- 7:00 AM	0	0	2	10	0	4	4	1	0	12	4	5	21
7:00 AM	- 7:15 AM	3	1	3	2	1	8	12	7	4	5	9	19	37
7:15 AM	- 7:30 AM	2	3	4	17	3	19	25	12	5	21	22	37	85
7:30 AM	- 7:45 AM	2	1	0	3	1	20	25	5	3	3	21	30	57
7:45 AM	- 8:00 AM	1	4	3	1	1	17	28	4	5	4	18	32	59
8:00 AM	- 8:15 AM	1	1	3	3	3	17	23	3	2	6	20	26	54
8:15 AM	- 8:30 AM	0	2	3	2	0	25	31	6	2	5	25	37	69
8:30 AM	- 8:45 AM	0	1	0	0	0	18	33	1	1	0	18	34	53
8:45 AM	- 9:00 AM	0	0	2	2	1	14	17	3	0	4	15	20	39
4:00 PM	- 4:15 PM	2	2	2	1	5	6	9	6	4	3	11	15	33
4:15 PM	- 4:30 PM	0	3	3	0	4	5	8	12	3	3	9	20	35
4:30 PM	- 4:45 PM	2	0	7	3	7	5	9	13	2	10	12	22	46
4:45 PM	- 5:00 PM	1	2	5	4	5	5	21	16	3	9	10	37	59
5:00 PM	- 5:15 PM	2	5	10	7	11	4	6	28	7	17	15	34	73
5:15 PM	- 5:30 PM	10	1	6	7	11	7	10	36	11	13	18	46	88
5:30 PM	- 5:45 PM	8	1	1	6	3	3	16	20	9	7	6	36	58
5:45 PM	- 6:00 PM	5	1	7	2	6	7	13	25	6	9	13	38	66
6:00 PM	- 6:15 PM	2	0	9	4	8	3	10	24	2	13	11	34	60
6:15 PM	- 6:30 PM	5	3	6	6	4	8	16	23	8	12	12	39	71
6:30 PM	- 6:45 PM	4	2	5	9	5	3	12	19	6	14	8	31	59
6:45 PM	- 7:00 PM	1	1	4	1	2	3	7	9	2	5	5	16	28
Total		53	37	105	97	81	207	343	281	90	202	288	624	1204
One Hour Volumes														
6:00 AM	- 7:00 AM	2	3	22	17	0	10	12	9	5	39	10	21	75
6:15 AM	- 7:15 AM	5	4	25	19	1	18	24	16	9	44	19	40	112
6:30 AM	- 7:30 AM	7	4	16	30	4	35	46	23	11	46	39	69	165
6:45 AM	- 7:45 AM	7	5	9	32	5	51	66	25	12	41	56	91	200
7:00 AM	- 8:00 AM	8	9	10	23	6	64	90	28	17	33	70	118	238
7:15 AM	- 8:15 AM	6	9	10	24	8	73	101	24	15	34	81	125	255
7:30 AM	- 8:30 AM	4	8	9	9	5	79	107	18	12	18	84	125	239
7:45 AM	- 8:45 AM	2	8	9	6	4	77	115	14	10	15	81	129	235
8:00 AM	- 9:00 AM	1	4	8	7	4	74	104	13	5	15	78	117	215
4:00 PM	- 5:00 PM	5	7	17	8	21	21	47	47	12	25	42	94	173
4:15 PM	- 5:15 PM	5	10	25	14	27	19	44	69	15	39	46	113	213
4:30 PM	- 5:30 PM	15	8	28	21	34	21	46	93	23	49	55	139	266
4:45 PM	- 5:45 PM	21	9	22	24	30	19	53	100	30	46	49	153	278
5:00 PM	- 6:00 PM	25	8	24	22	31	21	45	109	33	46	52	154	285
5:15 PM	- 6:15 PM	25	3	23	19	28	20	49	105	28	42	48	154	272
5:30 PM	- 6:30 PM	20	5	23	18	21	21	55	92	25	41	42	147	255
5:45 PM	- 6:45 PM	16	6	27	21	23	21	51	91	22	48	44	142	256
6:00 PM	- 7:00 PM	12	6	24	20	19	17	45	75	18	44	36	120	218

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Wilson Blvd. & N. Pierce St.
LOCATION: Arlington County,VA

DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Pierce Street
NORTHBOUND ROAD: North Pierce Street
WESTBOUND ROAD: Wilson Boulevard
EASTBOUND ROAD: Wilson Boulevard

Time Period	Southbound North Pierce Street						Westbound Wilson Boulevard						Northbound North Pierce Street						Eastbound Wilson Boulevard						North & South	East & West	Total
	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF	Right	Thru	Left	J-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	3	0	0	0	3		1	34	4	0	39		11	0	0	0	11		0	0	0	0	0		14	39	53
6:15 AM - 6:30 AM	3	0	0	0	3		5	20	16	0	41		5	0	0	0	5		0	0	0	0	0		8	41	49
6:30 AM - 6:45 AM	4	0	0	0	4		5	31	15	0	51		10	0	0	0	10		0	0	0	0	0		14	51	65
6:45 AM - 7:00 AM	9	0	0	0	9		2	32	14	0	48		12	0	0	0	12		0	0	0	0	0		21	48	69
7:00 AM - 7:15 AM	5	0	0	0	5		5	35	28	0	68		22	0	0	0	22		0	0	0	0	0		27	68	95
7:15 AM - 7:30 AM	2	0	0	0	2		2	48	24	0	74		27	0	0	0	27		0	0	0	0	0		29	74	103
7:30 AM - 7:45 AM	0	0	0	0	0		9	32	17	0	58		17	0	0	0	17		0	0	0	0	0		17	58	75
7:45 AM - 8:00 AM	14	0	0	0	14		12	54	28	0	94		24	0	0	0	24		0	0	0	0	0		38	94	132
8:00 AM - 8:15 AM	13	0	0	0	13		10	57	26	0	93		25	0	0	0	25		0	0	0	0	0		38	93	131
8:15 AM - 8:30 AM	14	0	0	0	14		13	65	34	0	112		21	0	0	0	21		0	0	0	0	0		35	112	147
8:30 AM - 8:45 AM	10	0	0	0	10		7	66	30	0	103		34	0	0	0	34		0	0	0	0	0		44	103	147
8:45 AM - 9:00 AM	27	0	0	0	27		20	78	37	0	135		78	0	0	0	78		0	0	0	0	0		105	135	240
4:00 PM - 4:15 PM	25	0	0	0	25		7	87	57	0	151		28	0	0	0	28		0	0	0	0	0		53	151	204
4:15 PM - 4:30 PM	4	0	0	0	4		10	95	46	0	151		35	0	0	0	35		0	0	0	0	0		39	151	190
4:30 PM - 4:45 PM	6	0	0	0	6		8	79	39	0	126		15	0	0	0	15		0	0	0	0	0		21	126	147
4:45 PM - 5:00 PM	8	0	0	0	8		8	84	45	0	137		31	0	0	0	31		0	0	0	0	0		39	137	176
5:00 PM - 5:15 PM	14	0	0	0	14		13	103	46	0	162		36	0	0	0	36		0	0	0	0	0		50	162	212
5:15 PM - 5:30 PM	16	0	0	0	16		21	101	54	0	176		43	0	0	0	43		0	0	0	0	0		59	176	235
5:30 PM - 5:45 PM	11	0	0	0	11		21	108	37	0	166		39	0	0	0	39		0	0	0	0	0		50	166	216
5:45 PM - 6:00 PM	13	0	0	0	13		23	121	47	0	191		27	0	0	0	27		0	0	0	0	0		40	191	231
6:00 PM - 6:15 PM	12	0	0	0	12		9	89	43	0	141		34	0	0	0	34		0	0	0	0	0		46	141	187
6:15 PM - 6:30 PM	6	0	0	0	6		7	89	33	0	129		34	0	0	0	34		0	0	0	0	0		40	129	169
6:30 PM - 6:45 PM	14	0	0	0	14		8	73	35	0	116		31	0	0	0	31		0	0	0	0	0		45	116	161
6:45 PM - 7:00 PM	8	0	0	0	8		19	80	27	0	126		28	0	0	0	28		0	0	0	0	0		36	126	162
Total	241	0	0	0	241		245	1661	782	0	2688		667	0	0	0	667		0	0	0	0	0		908	2688	3596
One Hour Volumes																											
6:00 AM - 7:00 AM	19	0	0	0	19	0.53	13	117	49	0	179	0.88	38	0	0	0	38	0.79	0	0	0	0	0		57	179	236
6:15 AM - 7:15 AM	21	0	0	0	21	0.58	17	118	73	0	208	0.76	49	0	0	0	49	0.56	0	0	0	0	0		70	208	278
6:30 AM - 7:30 AM	20	0	0	0	20	0.56	14	146	81	0	241	0.81	71	0	0	0	71	0.66	0	0	0	0	0		91	241	332
6:45 AM - 7:45 AM	16	0	0	0	16	0.44	18	147	83	0	248	0.84	78	0	0	0	78	0.72	0	0	0	0	0		94	248	342
7:00 AM - 8:00 AM	21	0	0	0	21	0.38	28	169	97	0	294	0.78	90	0	0	0	90	0.83	0	0	0	0	0		111	294	405
7:15 AM - 8:15 AM	29	0	0	0	29	0.52	33	191	95	0	319	0.85	93	0	0	0	93	0.86	0	0	0	0	0		122	319	441
7:30 AM - 8:30 AM	41	0	0	0	41	0.73	44	208	105	0	357	0.8	87	0	0	0	87	0.87	0	0	0	0	0		128	357	485
7:45 AM - 8:45 AM	51	0	0	0	51	0.91	42	242	118	0	402	0.9	104	0	0	0	104	0.76	0	0	0	0	0		155	402	557
8:00 AM - 9:00 AM	64	0	0	0	64	0.59	50	266	127	0	443	0.82	158	0	0	0	158	0.51	0	0	0	0	0		222	443	665
4:00 PM - 5:00 PM	43	0	0	0	43	0.43	33	345	187	0	565	0.94	109	0	0	0	109	0.78	0	0	0	0	0		152	565	717
4:15 PM - 5:15 PM	32	0	0	0	32	0.57	39	361	176	0	576	0.89	117	0	0	0	117	0.81	0	0	0	0	0		149	576	725
4:30 PM - 5:30 PM	44	0	0	0	44	0.69	50	367	184	0	601	0.85	125	0	0	0	125	0.73	0	0	0	0	0		169	601	770
4:45 PM - 5:45 PM	49	0	0	0	49	0.77	63	396	182	0	641	0.91	149	0	0	0	149	0.87	0	0	0	0	0		198	641	839
5:00 PM - 6:00 PM	54	0	0	0	54	0.84	78	433	184	0	695	0.91	145	0	0	0	145	0.84	0	0	0	0	0		199	695	894
5:15 PM - 6:15 PM	52	0	0	0	52	0.81	74	419	181	0	674	0.88	143	0	0	0	143	0.83	0	0	0	0	0		195	674	869
5:30 PM - 6:30 PM	42	0	0	0	42	0.81	60	407	160	0	627	0.82	134	0	0	0	134	0.86	0	0	0	0	0		176	627	803
5:45 PM - 6:45 PM	45	0	0	0	45	0.8	47	372	158	0	577	0.76	126	0	0	0	126	0.93	0	0	0	0	0		171	577	748
6:00 PM - 7:00 PM	40	0	0	0	40	0.71	43	331	138	0	512	0.91	127	0	0	0	127	0.93	0	0	0	0	0		167	512	679

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: Wilson Blvd. & N. Pierce St.
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan
SOUTHBOUND ROAD: North Pierce Street
NORTHBOUND ROAD: North Pierce Street
WESTBOUND ROAD: Wilson Boulevard
EASTBOUND ROAD: Wilson Boulevard

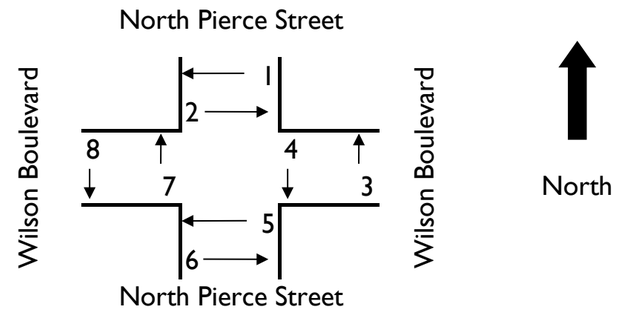
Time Period	Southbound North Pierce Street				Westbound Wilson Boulevard				Northbound North Pierce Street				Eastbound Wilson Boulevard				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM				0	1			1				0	1		1	2	0	3	3
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM				0		1		1				0		1		1	0	2	2
6:45 AM - 7:00 AM				0		1		1				0				0	0	1	1
7:00 AM - 7:15 AM				0		1		1	1			1		2		2	1	3	4
7:15 AM - 7:30 AM				0		1		1				0				0	0	1	1
7:30 AM - 7:45 AM				0		1		1				0				0	0	1	1
7:45 AM - 8:00 AM				0				0	1			1				0	1	0	1
8:00 AM - 8:15 AM				0		4		4	1			1		1		1	1	5	6
8:15 AM - 8:30 AM				0		2		2				0		2		2	0	4	4
8:30 AM - 8:45 AM				0		3		3				0				0	0	3	3
8:45 AM - 9:00 AM				0		2		2				0		1		1	0	3	3
4:00 PM - 4:15 PM				0		4		4	1			1				0	1	4	5
4:15 PM - 4:30 PM				0	2	4	2	8	1	1		2				0	2	8	10
4:30 PM - 4:45 PM				0		4		4			1	1				0	1	4	5
4:45 PM - 5:00 PM				0		3	1	4			1	1				0	1	4	5
5:00 PM - 5:15 PM				0		5		5				0				0	0	5	5
5:15 PM - 5:30 PM				0		4		4			1	1				0	1	4	5
5:30 PM - 5:45 PM				0		12		12	1		1	2				0	2	12	14
5:45 PM - 6:00 PM				0		6	1	7	1		1	2		1		1	2	8	10
6:00 PM - 6:15 PM				0		2	1	3			2	2				0	2	3	5
6:15 PM - 6:30 PM				0		6	1	7	1		3	4		1		1	4	8	12
6:30 PM - 6:45 PM				0		5		5	2		2	4		1		1	4	6	10
6:45 PM - 7:00 PM				0		10		10			2	2		1		1	2	11	13
Total	0	0	0	0	3	81	6	90	10	1	14	25	1	11	1	13	25	103	128
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	1	1	1	3	0	6	6
6:15 AM - 7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	1	6	7
6:30 AM - 7:30 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	3	0	3	1	7	8
6:45 AM - 7:45 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2	1	6	7
7:00 AM - 8:00 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	2	0	2	2	5	7
7:15 AM - 8:15 AM	0	0	0	0	0	6	0	6	2	0	0	2	0	1	0	1	2	7	9
7:30 AM - 8:30 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	3	0	3	2	10	12
7:45 AM - 8:45 AM	0	0	0	0	0	9	0	9	2	0	0	2	0	3	0	3	2	12	14
8:00 AM - 9:00 AM	0	0	0	0	0	11	0	11	1	0	0	1	0	4	0	4	1	15	16
4:00 PM - 5:00 PM	0	0	0	0	2	15	3	20	2	1	2	5	0	0	0	0	5	20	25
4:15 PM - 5:15 PM	0	0	0	0	2	16	3	21	1	1	2	4	0	0	0	0	4	21	25
4:30 PM - 5:30 PM	0	0	0	0	0	16	1	17	0	0	3	3	0	0	0	0	3	17	20
4:45 PM - 5:45 PM	0	0	0	0	0	24	1	25	1	0	3	4	0	0	0	0	4	25	29
5:00 PM - 6:00 PM	0	0	0	0	0	27	1	28	2	0	3	5	0	1	0	1	5	29	34
5:15 PM - 6:15 PM	0	0	0	0	0	24	2	26	2	0	5	7	0	1	0	1	7	27	34
5:30 PM - 6:30 PM	0	0	0	0	0	26	3	29	3	0	7	10	0	2	0	2	10	31	41
5:45 PM - 6:45 PM	0	0	0	0	0	19	3	22	4	0	8	12	0	3	0	3	12	25	37
6:00 PM - 7:00 PM	0	0	0	0	0	23	2	25	3	0	9	12	0	3	0	3	12	28	40

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: Wilson Blvd. & N. Pierce St.
LOCATION: Arlington County,VA
DATE: 3/12/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period	Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes													
6:00 AM - 6:15 AM	7	6	1		2	2		3	13	1	4	3	21
6:15 AM - 6:30 AM	1	6			1	1	2		7	0	2	2	11
6:30 AM - 6:45 AM	7	6	1	2	5	2	3		13	3	7	3	26
6:45 AM - 7:00 AM	3	8	2	3	2	8		2	11	5	10	2	28
7:00 AM - 7:15 AM	8	13	5	4	5	5	4	2	21	9	10	6	46
7:15 AM - 7:30 AM	10	12	6	6	6	6	8	3	22	12	12	11	57
7:30 AM - 7:45 AM	14	29	8	2	2	3	8	6	43	10	5	14	72
7:45 AM - 8:00 AM	12	27	1	5	6	13	14	2	39	6	19	16	80
8:00 AM - 8:15 AM	16	28	16	5	4	11	10	7	44	21	15	17	97
8:15 AM - 8:30 AM	23	38	8	7	10	18	10	4	61	15	28	14	118
8:30 AM - 8:45 AM	21	37	24	4	5	10	10		58	28	15	10	111
8:45 AM - 9:00 AM	35	57	15	5	3	14	24	10	92	20	17	34	163
4:00 PM - 4:15 PM	22	25	15	13	18	15	8	1	47	28	33	9	117
4:15 PM - 4:30 PM	40	28	10	12	18	14	12	6	68	22	32	18	140
4:30 PM - 4:45 PM	44	25	15	9	24	12	9	11	69	24	36	20	149
4:45 PM - 5:00 PM	43	31	11	13	29	18	12	9	74	24	47	21	166
5:00 PM - 5:15 PM	53	37	17	21	21	11	20	11	90	38	32	31	191
5:15 PM - 5:30 PM	72	41	9	30	22	26	10	25	113	39	48	35	235
5:30 PM - 5:45 PM	60	46	14	16	23	20	13	11	106	30	43	24	203
5:45 PM - 6:00 PM	83	60	12	10	12	25	12	17	143	22	37	29	231
6:00 PM - 6:15 PM	81	42	12	19	29	28	19	8	123	31	57	27	238
6:15 PM - 6:30 PM	71	62	18	21	43	20	14	30	133	39	63	44	279
6:30 PM - 6:45 PM	58	37	24	14	28	40	22	14	95	38	68	36	237
6:45 PM - 7:00 PM	73	44	14	13	26	17	14	22	117	27	43	36	223
Total	857	745	258	234	344	339	258	204	1602	492	683	462	3239
One Hour Volumes													
6:00 AM - 7:00 AM	18	26	4	5	10	13	5	5	44	9	23	10	86
6:15 AM - 7:15 AM	19	33	8	9	13	16	9	4	52	17	29	13	111
6:30 AM - 7:30 AM	28	39	14	15	18	21	15	7	67	29	39	22	157
6:45 AM - 7:45 AM	35	62	21	15	15	22	20	13	97	36	37	33	203
7:00 AM - 8:00 AM	44	81	20	17	19	27	34	13	125	37	46	47	255
7:15 AM - 8:15 AM	52	96	31	18	18	33	40	18	148	49	51	58	306
7:30 AM - 8:30 AM	65	122	33	19	22	45	42	19	187	52	67	61	367
7:45 AM - 8:45 AM	72	130	49	21	25	52	44	13	202	70	77	57	406
8:00 AM - 9:00 AM	95	160	63	21	22	53	54	21	255	84	75	75	489
4:00 PM - 5:00 PM	149	109	51	47	89	59	41	27	258	98	148	68	572
4:15 PM - 5:15 PM	180	121	53	55	92	55	53	37	301	108	147	90	646
4:30 PM - 5:30 PM	212	134	52	73	96	67	51	56	346	125	163	107	741
4:45 PM - 5:45 PM	228	155	51	80	95	75	55	56	383	131	170	111	795
5:00 PM - 6:00 PM	268	184	52	77	78	82	55	64	452	129	160	119	860
5:15 PM - 6:15 PM	296	189	47	75	86	99	54	61	485	122	185	115	907
5:30 PM - 6:30 PM	295	210	56	66	107	93	58	66	505	122	200	124	951
5:45 PM - 6:45 PM	293	201	66	64	112	113	67	69	494	130	225	136	985
6:00 PM - 7:00 PM	283	185	68	67	126	105	69	74	468	135	231	143	977

Wells + Associates,Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street N.
LOCATION: Arlington County,VA

DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan

SOUTHBOUND ROAD: North Rhodes Street
NORTHBOUND ROAD: North Rhodes Street
WESTBOUND ROAD: 14th Street North
EASTBOUND ROAD: 14th Street North

Time Period	Southbound North Rhodes Street						Westbound 14th Street North						Northbound North Rhodes Street						Eastbound 14th Street North						North & South	East & West	Total
	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF			
15 Minute Volumes																											
6:00 AM - 6:15 AM	0	3	0	0	3		3	12	5	0	20		12	14	4	0	30		3	7	0	0	10		33	30	63
6:15 AM - 6:30 AM	0	8	8	0	16		5	10	3	0	18		8	19	4	0	31		4	6	1	0	11		47	29	76
6:30 AM - 6:45 AM	0	7	4	0	11		2	18	5	0	25		12	14	2	0	28		3	8	4	0	15		39	40	79
6:45 AM - 7:00 AM	1	10	13	0	24		7	13	5	0	25		22	32	3	0	57		8	10	3	0	21		81	46	127
7:00 AM - 7:15 AM	2	15	11	0	28		4	19	2	0	25		22	47	8	0	77		7	16	7	0	30		105	55	160
7:15 AM - 7:30 AM	7	11	8	0	26		10	22	6	0	38		15	27	5	0	47		6	16	6	0	28		73	66	139
7:30 AM - 7:45 AM	3	16	23	0	42		10	23	8	0	41		21	44	4	0	69		6	18	2	0	26		111	67	178
7:45 AM - 8:00 AM	5	19	20	0	44		5	25	3	0	33		28	41	12	0	81		11	16	7	0	34		125	67	192
8:00 AM - 8:15 AM	1	14	12	0	27		7	37	6	0	50		34	42	18	0	94		16	25	5	0	46		121	96	217
8:15 AM - 8:30 AM	4	13	6	0	23		7	25	2	0	34		39	57	12	0	108		10	27	4	0	41		131	75	206
8:30 AM - 8:45 AM	5	14	22	0	41		13	36	2	0	51		38	78	16	0	132		25	20	5	0	50		173	101	274
8:45 AM - 9:00 AM	9	19	15	0	43		12	37	3	0	52		34	81	19	0	134		21	23	6	0	50		177	102	279
4:00 PM - 4:15 PM	2	12	11	0	25		12	25	8	0	45		30	59	14	0	103		10	13	3	0	26		128	71	199
4:15 PM - 4:30 PM	9	15	8	0	32		20	29	6	0	55		30	36	17	0	83		11	15	3	0	29		115	84	199
4:30 PM - 4:45 PM	3	11	8	0	22		12	21	9	0	42		20	51	14	0	85		8	10	5	0	23		107	65	172
4:45 PM - 5:00 PM	4	10	4	0	18		16	25	5	0	46		22	41	14	0	77		5	16	1	0	22		95	68	163
5:00 PM - 5:15 PM	6	12	17	0	35		13	26	12	0	51		36	42	14	0	92		17	24	7	0	48		127	99	226
5:15 PM - 5:30 PM	3	16	16	0	35		16	26	9	0	51		17	43	17	0	77		13	21	5	0	39		112	90	202
5:30 PM - 5:45 PM	7	19	16	0	42		22	42	7	0	71		29	44	12	0	85		6	26	3	0	35		127	106	233
5:45 PM - 6:00 PM	4	21	14	0	39		19	32	7	0	58		27	32	11	0	70		11	20	5	0	36		109	94	203
6:00 PM - 6:15 PM	1	21	19	0	41		27	46	8	0	81		21	40	17	0	78		15	25	13	0	53		119	134	253
6:15 PM - 6:30 PM	5	16	14	0	35		14	25	11	0	50		23	37	10	0	70		17	18	3	0	38		105	88	193
6:30 PM - 6:45 PM	2	16	11	0	29		11	34	4	0	49		33	52	13	0	98		16	13	5	0	34		127	83	210
6:45 PM - 7:00 PM	3	21	13	0	37		14	38	7	0	59		23	35	10	0	68		13	12	8	0	33		105	92	197
Total	86	339	293	0	718		281	646	143	0	1070		596	1008	270	0	1874		262	405	111	0	778		2592	1848	4440
One Hour Volumes																											
6:00 AM - 7:00 AM	1	28	25	0	54	0.5625	17	53	18	0	88	0.88	54	79	13	0	146	0.6404	18	31	8	0	57	0.6786	200	145	345
6:15 AM - 7:15 AM	3	40	36	0	79	0.7054	18	60	15	0	93	0.93	64	112	17	0	193	0.6266	22	40	15	0	77	0.6417	272	170	442
6:30 AM - 7:30 AM	10	43	36	0	89	0.7946	23	72	18	0	113	0.7434	71	120	18	0	209	0.6786	24	50	20	0	94	0.7833	298	207	505
6:45 AM - 7:45 AM	13	52	55	0	120	0.7143	31	77	21	0	129	0.7866	80	150	20	0	250	0.8117	27	60	18	0	105	0.875	370	234	604
7:00 AM - 8:00 AM	17	61	62	0	140	0.7955	29	89	19	0	137	0.8354	86	159	29	0	274	0.8457	30	66	22	0	118	0.8676	414	255	669
7:15 AM - 8:15 AM	16	60	63	0	139	0.7898	32	107	23	0	162	0.81	98	154	39	0	291	0.7739	39	75	20	0	134	0.7283	430	296	726
7:30 AM - 8:30 AM	13	62	61	0	136	0.7727	29	110	19	0	158	0.79	122	184	46	0	352	0.8148	43	86	18	0	147	0.7989	488	305	793
7:45 AM - 8:45 AM	15	60	60	0	135	0.767	32	123	13	0	168	0.8235	139	218	58	0	415	0.786	62	88	21	0	171	0.855	550	339	889
8:00 AM - 9:00 AM	19	60	55	0	134	0.7791	39	135	13	0	187	0.899	145	258	65	0	468	0.8731	72	95	20	0	187	0.935	602	374	976
4:00 PM - 5:00 PM	18	48	31	0	97	0.7578	60	100	28	0	188	0.8545	102	187	59	0	348	0.8447	34	54	12	0	100	0.8621	445	288	733
4:15 PM - 5:15 PM	22	48	37	0	107	0.7643	61	101	32	0	194	0.8818	108	170	59	0	337	0.9158	41	65	16	0	122	0.6354	444	316	760
4:30 PM - 5:30 PM	16	49	45	0	110	0.7857	57	98	35	0	190	0.9314	95	177	59	0	331	0.8995	43	71	18	0	132	0.6875	441	322	763
4:45 PM - 5:45 PM	20	57	53	0	130	0.7738	67	119	33	0	219	0.7711	104	170	57	0	331	0.8995	41	87	16	0	144	0.75	461	363	824
5:00 PM - 6:00 PM	20	68	63	0	151	0.8988	70	126	35	0	231	0.8134	109	161	54	0	324	0.8804	47	91	20	0	158	0.8229	475	389	864
5:15 PM - 6:15 PM	15	77	65	0	157	0.9345	84	146	31	0	261	0.8056	94	159	57	0	310	0.9118	45	92	26	0	163	0.7689	467	424	891
5:30 PM - 6:30 PM	17	77	63	0	157	0.9345	82	145	33	0	260	0.8025	100	153	50	0	303	0.8912	49	89	24	0	162	0.7642	460	422	882
5:45 PM - 6:45 PM	12	74	58	0	144	0.878	71	137	30	0	238	0.7346	104	161	51	0	316	0.8061	59	76	26	0	161	0.7594	460	399	859
6:00 PM - 7:00 PM	11	74	57	0	142	0.8659	66	143	30	0	239	0.7377	100	164	50	0	314	0.801	61	68	29	0	158	0.7453	456	397	853

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1501 Arlington Boulevard
W+A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street
LOCATION: Arlington County,VA
DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan
SOUTHBOUND ROAD: North Rhodes Street
NORTHBOUND ROAD: North Rhodes Street
WESTBOUND ROAD: 14th Street North
EASTBOUND ROAD: 14th Street North

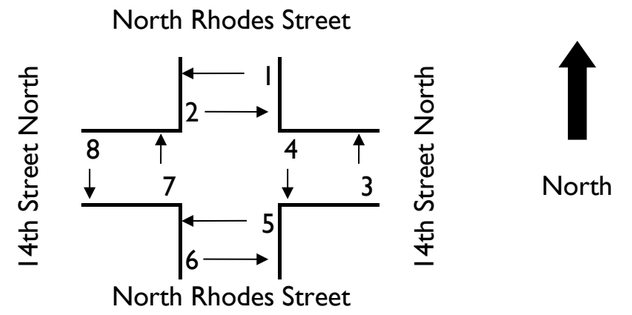
Time Period	Southbound North Rhodes Street				Westbound 14th Street North				Northbound North Rhodes Street				Eastbound 14th Street North				North & South	East & West	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0	1			1	0	1	1
6:15 AM - 6:30 AM				0				0				0	2	1		3	0	3	3
6:30 AM - 6:45 AM				0		1		1				0	1			1	0	2	2
6:45 AM - 7:00 AM			1	1				0		1	1	2				0	3	0	3
7:00 AM - 7:15 AM				0		1		1		2		2				0	2	1	3
7:15 AM - 7:30 AM		5	1	6		1		1		1		1	2	1		3	7	4	11
7:30 AM - 7:45 AM				0				0		1		1	2			2	1	2	3
7:45 AM - 8:00 AM		21		21			1	1		2		2	3	1		4	23	5	28
8:00 AM - 8:15 AM				0			1	1		2	1	3	4			4	3	5	8
8:15 AM - 8:30 AM		1		1		1		1		2	1	3	2	1		3	4	4	8
8:30 AM - 8:45 AM				0				0				0	1			1	0	1	1
8:45 AM - 9:00 AM				0				0		1		1	3			3	1	3	4
4:00 PM - 4:15 PM				0				0		1		1	2	1		3	1	3	4
4:15 PM - 4:30 PM		1		1				0		3	2	5	2	1		3	6	3	9
4:30 PM - 4:45 PM		2		2				0		3		3				0	5	0	5
4:45 PM - 5:00 PM		2		2				0		2	4	6	3	1		4	8	4	12
5:00 PM - 5:15 PM		1	1	2	1	1		2		3		3				0	5	2	7
5:15 PM - 5:30 PM		2		2	1	1		2	1	2	1	4	2	3		5	6	7	13
5:30 PM - 5:45 PM		1		1		1	1	2	1			1	3	1		4	2	6	8
5:45 PM - 6:00 PM		1		1		1		1			3	3				0	4	1	5
6:00 PM - 6:15 PM		4		4		1	1	2		3	2	5	5	2		7	9	9	18
6:15 PM - 6:30 PM				0		1		1		2	4	6	1	1		2	6	3	9
6:30 PM - 6:45 PM				0	1	2		3			1	1	4	1		5	1	8	9
6:45 PM - 7:00 PM				0				0	1	1		2				0	2	0	2
Total	0	41	3	44	3	12	4	19	3	32	20	55	43	15	0	58	99	77	176
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	1	1	0	1	0	1	0	1	1	2	4	1	0	5	3	6	9
6:15 AM - 7:15 AM	0	0	1	1	0	2	0	2	0	3	1	4	3	1	0	4	5	6	11
6:30 AM - 7:30 AM	0	5	2	7	0	3	0	3	0	4	1	5	3	1	0	4	12	7	19
6:45 AM - 7:45 AM	0	5	2	7	0	2	0	2	0	5	1	6	4	1	0	5	13	7	20
7:00 AM - 8:00 AM	0	26	1	27	0	2	1	3	0	6	0	6	7	2	0	9	33	12	45
7:15 AM - 8:15 AM	0	26	1	27	0	1	2	3	0	6	1	7	11	2	0	13	34	16	50
7:30 AM - 8:30 AM	0	22	0	22	0	1	2	3	0	7	2	9	11	2	0	13	31	16	47
7:45 AM - 8:45 AM	0	22	0	22	0	1	2	3	0	6	2	8	10	2	0	12	30	15	45
8:00 AM - 9:00 AM	0	1	0	1	0	1	1	2	0	5	2	7	10	1	0	11	8	13	21
4:00 PM - 5:00 PM	0	5	0	5	0	0	0	0	0	9	6	15	7	3	0	10	20	10	30
4:15 PM - 5:15 PM	0	6	1	7	1	1	0	2	0	11	6	17	5	2	0	7	24	9	33
4:30 PM - 5:30 PM	0	7	1	8	2	2	0	4	1	10	5	16	5	4	0	9	24	13	37
4:45 PM - 5:45 PM	0	6	1	7	2	3	1	6	2	7	5	14	8	5	0	13	21	19	40
5:00 PM - 6:00 PM	0	5	1	6	2	4	1	7	2	5	4	11	5	4	0	9	17	16	33
5:15 PM - 6:15 PM	0	8	0	8	1	4	2	7	2	5	6	13	10	6	0	16	21	23	44
5:30 PM - 6:30 PM	0	6	0	6	0	4	2	6	1	5	9	15	9	4	0	13	21	19	40
5:45 PM - 6:45 PM	0	5	0	5	1	5	1	7	0	5	10	15	10	4	0	14	20	21	41
6:00 PM - 7:00 PM	0	4	0	4	1	4	1	6	1	6	7	14	10	4	0	14	18	20	38

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1501 Arlington Boulevard
W + A JOB NO: 8755
INTERSECTION: N. Rhodes St. & 14th Street N.
LOCATION: Arlington County,VA
DATE: 5/14/2025
DAY: Wednesday
WEATHER: clear
COUNTED BY: Agan
INPUTED BY: agan



Time Period		Movement 1	2	3	4	5	6	7	8	1 + 2	3 + 4	5 + 6	7+ 8	Total
15 Minute Volumes														
6:00 AM	- 6:15 AM		3		1		1			3	1	1	0	5
6:15 AM	- 6:30 AM			1	2					0	3	0	0	3
6:30 AM	- 6:45 AM	1		1	1	1	1	1	1	1	2	2	2	7
6:45 AM	- 7:00 AM	2	6	2	4		3			8	6	3	0	17
7:00 AM	- 7:15 AM	2						1		2	0	0	1	3
7:15 AM	- 7:30 AM	1			2	1	1	2		1	2	2	2	7
7:30 AM	- 7:45 AM	1	2	5	1	1		4	1	3	6	1	5	15
7:45 AM	- 8:00 AM			3			3	3	2	0	3	3	5	11
8:00 AM	- 8:15 AM	1	2	1	3	2		3		3	4	2	3	12
8:15 AM	- 8:30 AM	2		2	1	1	1		1	2	3	2	1	8
8:30 AM	- 8:45 AM	1	2	2	1		1	4	2	3	3	1	6	13
8:45 AM	- 9:00 AM			3	2	1		4		0	5	1	4	10
4:00 PM	- 4:15 PM	3	3	2	8		2	3	4	6	10	2	7	25
4:15 PM	- 4:30 PM	5	2	3	4	2	1	4		7	7	3	4	21
4:30 PM	- 4:45 PM	1	3		2		1	2	2	4	2	1	4	11
4:45 PM	- 5:00 PM	2	1				4		3	3	0	4	3	10
5:00 PM	- 5:15 PM	2	2	1			2	2	11	4	1	2	13	20
5:15 PM	- 5:30 PM	1	10	1	1	4	1	4	6	11	2	5	10	28
5:30 PM	- 5:45 PM	3	4	5	3		2	9	7	7	8	2	16	33
5:45 PM	- 6:00 PM	3	2	4	6	4	3	10	11	5	10	7	21	43
6:00 PM	- 6:15 PM	1	5	7	5	2	7	4	1	6	12	9	5	32
6:15 PM	- 6:30 PM	6	6	4	4		7	6	2	12	8	7	8	35
6:30 PM	- 6:45 PM			3	5		1	5	2	0	8	1	7	16
6:45 PM	- 7:00 PM	2	1	2		2	2	2	5	3	2	4	7	16
Total		40	54	52	56	21	44	73	61	94	108	65	134	401
One Hour Volumes														
6:00 AM	- 7:00 AM	3	9	4	8	1	5	1	1	12	12	6	2	32
6:15 AM	- 7:15 AM	5	6	4	7	1	4	2	1	11	11	5	3	30
6:30 AM	- 7:30 AM	6	6	3	7	2	5	4	1	12	10	7	5	34
6:45 AM	- 7:45 AM	6	8	7	7	2	4	7	1	14	14	6	8	42
7:00 AM	- 8:00 AM	4	2	8	3	2	4	10	3	6	11	6	13	36
7:15 AM	- 8:15 AM	3	4	9	6	4	4	12	3	7	15	8	15	45
7:30 AM	- 8:30 AM	4	4	11	5	4	4	10	4	8	16	8	14	46
7:45 AM	- 8:45 AM	4	4	8	5	3	5	10	5	8	13	8	15	44
8:00 AM	- 9:00 AM	4	4	8	7	4	2	11	3	8	15	6	14	43
4:00 PM	- 5:00 PM	11	9	5	14	2	8	9	9	20	19	10	18	67
4:15 PM	- 5:15 PM	10	8	4	6	2	8	8	16	18	10	10	24	62
4:30 PM	- 5:30 PM	6	16	2	3	4	8	8	22	22	5	12	30	69
4:45 PM	- 5:45 PM	8	17	7	4	4	9	15	27	25	11	13	42	91
5:00 PM	- 6:00 PM	9	18	11	10	8	8	25	35	27	21	16	60	124
5:15 PM	- 6:15 PM	8	21	17	15	10	13	27	25	29	32	23	52	136
5:30 PM	- 6:30 PM	13	17	20	18	6	19	29	21	30	38	25	50	143
5:45 PM	- 6:45 PM	10	13	18	20	6	18	25	16	23	38	24	41	126
6:00 PM	- 7:00 PM	9	12	16	14	4	17	17	10	21	30	21	27	99

APPENDIX E
LOS DESCRIPTIONS

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	$\leq$10.0
B	> 10.0 and $\leq$20.0
C	> 20.0 and $\leq$ 35.0
D	> 35.0 and $\leq$ 55.0
E	> 55.0 and $\leq$ 80.0
F	>80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

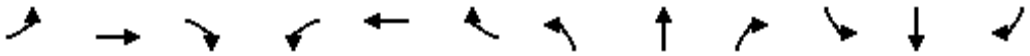
Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

APPENDIX F
EXISTING LEVEL OF SERVICE AND QUEUE SYNCHRO WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	178	168	91	49	7	123	77	29	17	41	1
Future Volume (Veh/h)	53	178	168	91	49	7	123	77	29	17	41	1
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
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)	62	209	198	107	58	8	145	91	34	20	48	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	66			407			733	712	308	788	807	62
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	66			407			733	712	308	788	807	62
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			91			45	71	95	90	83	100
cM capacity (veh/h)	1536			1152			263	311	732	207	274	1003

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	469	173	270	69
Volume Left	62	107	145	20
Volume Right	198	8	34	1
cSH	1536	1152	303	253
Volume to Capacity	0.04	0.09	0.89	0.27
Queue Length 95th (ft)	3	8	205	27
Control Delay (s)	1.3	5.5	65.5	24.5
Lane LOS	A	A	F	C
Approach Delay (s)	1.3	5.5	65.5	24.5
Approach LOS			F	C

Intersection Summary				
Average Delay	21.4			
Intersection Capacity Utilization	56.8%	ICU Level of Service	B	
Analysis Period (min)	15			

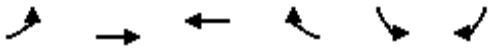
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	53	178	168	91	49	7	123	77	29	17	41	1
Future Vol, veh/h	53	178	168	91	49	7	123	77	29	17	41	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	209	198	107	58	8	145	91	34	20	48	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	66	0	0	407	0	0	708	807	62
Stage 1	-	-	-	-	-	-	276	276	-
Stage 2	-	-	-	-	-	-	432	531	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1152	-	-	401	315	1003
Stage 1	-	-	-	-	-	-	771	682	-
Stage 2	-	-	-	-	-	-	655	526	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1536	-	-	1152	-	-	342	0	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	0	-
Stage 1	-	-	-	-	-	-	729	0	-
Stage 2	-	-	-	-	-	-	591	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1	5.2	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	1152	-	-	355
HCM Lane V/C Ratio	0.041	-	-	0.093	-	-	0.196
HCM Control Delay (s)	7.4	0	-	8.4	0	-	17.6
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-	0.7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	167	52	19	37	87
Future Volume (Veh/h)	67	167	52	19	37	87
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	79	196	61	22	44	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	83				426	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	83				426	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 %	95				92	90
cM capacity (veh/h)	1514				555	990

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	275	83	146
Volume Left	79	0	44
Volume Right	0	22	102
cSH	1514	1700	801
Volume to Capacity	0.05	0.05	0.18
Queue Length 95th (ft)	4	0	17
Control Delay (s)	2.5	0.0	10.5
Lane LOS	A		B
Approach Delay (s)	2.5	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	167	52	19	37	87
Future Vol, veh/h	67	167	52	19	37	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	196	61	22	44	102

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	83	0	-	0	426	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1514	-	-	-	628	996
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	591	996
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	754	-

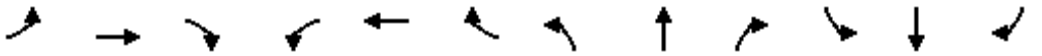
Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	827
HCM Lane V/C Ratio	0.052	-	-	-	0.176
HCM Control Delay (s)	7.5	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	201	44	74	585	60
v/c Ratio	0.41	0.11	0.10	0.33	0.09
Control Delay	23.2	12.4	9.4	11.0	2.8
Queue Delay	0.0	1.2	0.0	0.0	0.0
Total Delay	23.2	13.6	9.5	11.0	2.8
Queue Length 50th (ft)	72	8	19	89	0
Queue Length 95th (ft)	126	m15	36	113	14
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	499	423	745	1798	670
Starvation Cap Reductn	0	268	0	0	0
Spillback Cap Reductn	6	0	135	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.28	0.12	0.33	0.09

Intersection Summary

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



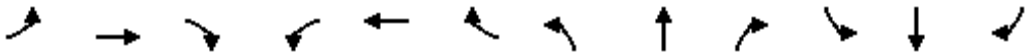
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	91	80	20	17	0	0	0	0	63	497	51
Future Volume (vph)	0	91	80	20	17	0	0	0	0	63	497	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.98			1.00					1.00	1.00	0.93
Flpb, ped/bikes		1.00			0.99					0.86	1.00	1.00
Frt		0.94			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.97					0.95	1.00	1.00
Satd. Flow (prot)		1552			1707					1288	3107	1114
Flt Permitted		1.00			0.80					0.95	1.00	1.00
Satd. Flow (perm)		1552			1411					1288	3107	1114
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	107	94	24	20	0	0	0	0	74	585	60
RTOR Reduction (vph)	0	34	0	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	167	0	0	44	0	0	0	0	74	585	35
Confl. Peds. (#/hr)	41		9	9		41	30		87	87		30
Confl. Bikes (#/hr)			14									
Heavy Vehicles (%)	0%	0%	1%	4%	11%	0%	0%	0%	0%	0%	3%	8%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		457			415					745	1798	644
v/s Ratio Prot		c0.11									c0.19	
v/s Ratio Perm					0.03					0.06		0.03
v/c Ratio		0.37			0.11					0.10	0.33	0.05
Uniform Delay, d1		26.5			24.4					8.9	10.4	8.7
Progression Factor		1.00			0.48					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.0					0.3	0.5	0.2
Delay (s)		26.7			11.8					9.2	10.9	8.9
Level of Service		C			B					A	B	A
Approach Delay (s)		26.7			11.8			0.0			10.5	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	200	61	1626
v/c Ratio	0.47	0.19	0.71
Control Delay	25.2	34.0	20.1
Queue Delay	4.9	0.0	0.0
Total Delay	30.1	34.0	20.1
Queue Length 50th (ft)	72	31	263
Queue Length 95th (ft)	104	63	289
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	430	315	2303
Starvation Cap Reductn	165	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.75	0.19	0.71

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	13	0	0	31	21	11	1337	34	0	0	0
Future Volume (vph)	157	13	0	0	31	21	11	1337	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			1.00				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.94			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1804			1618			4553				
Flt Permitted		0.70			1.00			1.00				
Satd. Flow (perm)		1318			1618			4553				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	185	15	0	0	36	25	13	1573	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	200	0	0	61	0	0	1623	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	13		12	12		13
Confl. Bikes (#/hr)			4						10			
Heavy Vehicles (%)	1%	7%	0%	0%	8%	7%	0%	2%	4%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		31.0			18.5			48.0				
Effective Green, g (s)		31.0			18.5			48.0				
Actuated g/C Ratio		0.33			0.19			0.51				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		430			315			2300				
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.15						0.36				
v/c Ratio		0.47			0.19			0.71				
Uniform Delay, d1		25.4			32.0			18.1				
Progression Factor		0.83			1.00			1.00				
Incremental Delay, d2		0.3			1.4			1.9				
Delay (s)		21.4			33.4			19.9				
Level of Service		C			C			B				
Approach Delay (s)		21.4			33.4			19.9			0.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	19.7

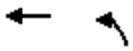
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	77	4	0	91	1205	0	0	420	237	0	0
Future Vol, veh/h	0	0	0	77	4	0	91	1205	0	0	420	237	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	91	5	0	107	1418	0	0	494	279	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1879	2126	-	494	0	-	-	-	0
Stage 1	1632	1632	-	-	-	-	-	-	-
Stage 2	247	494	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 63	49	0	1066	-	0	0	-	-
Stage 1	145	158	0	-	-	0	0	-	-
Stage 2	771	545	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 57	0	-	1066	-	-	-	-	-
Mov Cap-2 Maneuver	~ 57	0	-	-	-	-	-	-	-
Stage 1	131	0	-	-	-	-	-	-	-
Stage 2	771	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 484.6	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1066	-	57	-	-	-
HCM Lane V/C Ratio	0.1	-	1.672	-	-	-
HCM Control Delay (s)	8.8	-	$ 484.6	0	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	8.8	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



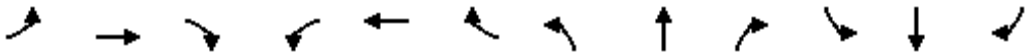
Lane Group	WBT	NBL
Lane Group Flow (vph)	462	186
v/c Ratio	0.39	0.41
Control Delay	13.8	22.9
Queue Delay	0.0	0.0
Total Delay	13.8	22.9
Queue Length 50th (ft)	65	63
Queue Length 95th (ft)	93	110
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1192	455
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.39	0.41

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	127	266	158	0
Future Volume (vph)	0	0	127	266	158	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				2608	1518	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				2608	1518	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	149	313	186	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	462	186	0
Confl. Peds. (#/hr)		86	86		35	87
Confl. Bikes (#/hr)						3
Heavy Vehicles (%)	0%	0%	4%	12%	7%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1192	455	
v/s Ratio Prot					c0.12	
v/s Ratio Perm				0.18		
v/c Ratio				0.39	0.41	
Uniform Delay, d1				12.5	19.5	
Progression Factor				1.00	1.00	
Incremental Delay, d2				1.0	0.2	
Delay (s)				13.5	19.8	
Level of Service				B	B	
Approach Delay (s)	0.0			13.5	19.8	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

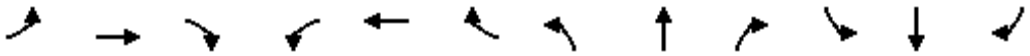
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	95	72	13	135	39	65	258	145	55	60	19
Future Volume (vph)	20	95	72	13	135	39	65	258	145	55	60	19
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)	24	112	85	15	159	46	76	304	171	65	71	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	221	220	551	158
Volume Left (vph)	24	15	76	65
Volume Right (vph)	85	46	171	22
Hadj (s)	-0.18	-0.08	-0.12	0.03
Departure Headway (s)	6.4	6.5	5.6	6.5
Degree Utilization, x	0.39	0.39	0.85	0.28
Capacity (veh/h)	519	512	635	495
Control Delay (s)	13.4	13.6	32.0	12.0
Approach Delay (s)	13.4	13.6	32.0	12.0
Approach LOS	B	B	D	B

Intersection Summary				
Delay	22.1			
Level of Service	C			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	134	137	156	71	12	171	89	46	7	33	7
Future Volume (Veh/h)	23	134	137	156	71	12	171	89	46	7	33	7
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
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)	27	158	161	184	84	14	201	105	54	8	39	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	98			319			779	758	238	858	832	91
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	98			319			779	758	238	858	832	91
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			85			16	63	93	95	85	99
cM capacity (veh/h)	1495			1241			241	281	800	162	255	967

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	346	282	360	55
Volume Left	27	184	201	8
Volume Right	161	14	54	8
cSH	1495	1241	282	261
Volume to Capacity	0.02	0.15	1.28	0.21
Queue Length 95th (ft)	1	13	437	19
Control Delay (s)	0.7	5.9	185.9	22.4
Lane LOS	A	A	F	C
Approach Delay (s)	0.7	5.9	185.9	22.4
Approach LOS			F	C

Intersection Summary			
Average Delay	67.2		
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

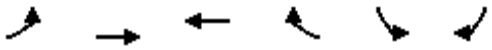
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	134	137	156	71	12	171	89	46	7	33	7
Future Vol, veh/h	23	134	137	156	71	12	171	89	46	7	33	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	158	161	184	84	14	201	105	54	8	39	8

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	98	0	0	319	0	0			752	832	91
Stage 1	-	-	-	-	-	-			459	459	-
Stage 2	-	-	-	-	-	-			293	373	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1241	-	-			378	305	967
Stage 1	-	-	-	-	-	-			636	566	-
Stage 2	-	-	-	-	-	-			757	618	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1495	-	-	1241	-	-			311	0	967
Mov Cap-2 Maneuver	-	-	-	-	-	-			311	0	-
Stage 1	-	-	-	-	-	-			622	0	-
Stage 2	-	-	-	-	-	-			638	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	5.5	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	1241	-	-	471
HCM Lane V/C Ratio	0.018	-	-	0.148	-	-	0.117
HCM Control Delay (s)	7.5	0	-	8.4	0	-	13.7
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	124	107	22	42	129
Future Volume (Veh/h)	67	124	107	22	42	129
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	79	146	126	26	49	152
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	152				443	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152				443	139
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				91	83
cM capacity (veh/h)	1429				541	909

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	225	152	201
Volume Left	79	0	49
Volume Right	0	26	152
cSH	1429	1700	780
Volume to Capacity	0.06	0.09	0.26
Queue Length 95th (ft)	4	0	26
Control Delay (s)	3.0	0.0	11.2
Lane LOS	A		B
Approach Delay (s)	3.0	0.0	11.2
Approach LOS			B

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	124	107	22	42	129
Future Vol, veh/h	67	124	107	22	42	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	146	126	26	49	152

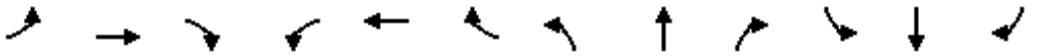
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	152	0	-	0	443	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1429	-	-	-	616	920
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	579	920
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1429	-	-	-	804
HCM Lane V/C Ratio	0.055	-	-	-	0.25
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	182	80	80	1489	116
v/c Ratio	0.40	0.21	0.10	0.81	0.16
Control Delay	26.0	16.5	9.4	20.5	2.4
Queue Delay	0.0	2.7	0.0	0.0	0.0
Total Delay	26.0	19.2	9.5	20.5	2.4
Queue Length 50th (ft)	75	45	20	349	0
Queue Length 95th (ft)	126	85	38	400	19
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	466	381	772	1834	716
Starvation Cap Reductn	0	216	0	0	0
Spillback Cap Reductn	1	0	87	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.48	0.12	0.81	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	56	99	48	20	0	0	0	0	68	1266	99
Future Volume (vph)	0	56	99	48	20	0	0	0	0	68	1266	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.97			1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00			0.98					0.90	1.00	1.00
Frt		0.91			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.97					0.95	1.00	1.00
Satd. Flow (prot)		1497			1721					1334	3169	1153
Flt Permitted		1.00			0.71					0.95	1.00	1.00
Satd. Flow (perm)		1497			1272					1334	3169	1153
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	66	116	56	24	0	0	0	0	80	1489	116
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	164	0	0	80	0	0	0	0	80	1489	67
Confl. Peds. (#/hr)	23		27	27		23	55		62	62		55
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	3%	6%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		441			374					772	1834	667
v/s Ratio Prot		c0.11									c0.47	
v/s Ratio Perm					0.06					0.06		0.06
v/c Ratio		0.37			0.21					0.10	0.81	0.10
Uniform Delay, d1		26.5			25.2					9.0	15.9	8.9
Progression Factor		1.00			0.59					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.1					0.3	4.0	0.3
Delay (s)		26.7			15.0					9.2	19.9	9.2
Level of Service		C			B					A	B	A
Approach Delay (s)		26.7			15.0			0.0			18.7	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	144	99	934
v/c Ratio	0.27	0.22	0.46
Control Delay	21.3	29.4	19.3
Queue Delay	4.5	0.1	0.0
Total Delay	25.7	29.5	19.3
Queue Length 50th (ft)	53	47	138
Queue Length 95th (ft)	84	85	162
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	526	445	2014
Starvation Cap Reductn	310	0	0
Spillback Cap Reductn	0	55	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.67	0.25	0.46

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	27	0	0	54	30	14	734	46	0	0	0
Future Volume (vph)	95	27	0	0	54	30	14	734	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			0.99				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1819			1727			4542				
Flt Permitted		0.71			1.00			1.00				
Satd. Flow (perm)		1351			1727			4542				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	112	32	0	0	64	35	16	864	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	144	0	0	99	0	0	927	0	0	0	0
Confl. Peds. (#/hr)	56		9	9		56	13		59	59		13
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	7%	1%	0%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		37.0			24.5			42.0				
Effective Green, g (s)		37.0			24.5			42.0				
Actuated g/C Ratio		0.39			0.26			0.44				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		526			445			2008				
v/s Ratio Prot					0.06							
v/s Ratio Perm		c0.11						0.20				
v/c Ratio		0.27			0.22			0.46				
Uniform Delay, d1		19.8			27.8			18.6				
Progression Factor		0.98			1.00			1.00				
Incremental Delay, d2		0.1			1.2			0.8				
Delay (s)		19.6			28.9			19.3				
Level of Service		B			C			B				
Approach Delay (s)		19.6			28.9			19.3			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	19.1

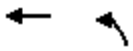
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	195	6	0	49	478	0	0	765	806	0	0
Future Vol, veh/h	0	0	0	195	6	0	49	478	0	0	765	806	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	229	7	0	58	562	0	0	900	948	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1128	1578	-	900	0	-	-	-	0
Stage 1	678	678	-	-	-	-	-	-	-
Stage 2	450	900	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 198	108	0	751	-	0	0	-	-
Stage 1	466	450	0	-	-	0	0	-	-
Stage 2	609	355	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 183	0	-	751	-	-	-	-	-
Mov Cap-2 Maneuver	~ 183	0	-	-	-	-	-	-	-
Stage 1	430	0	-	-	-	-	-	-	-
Stage 2	609	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	216	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	751	-	183	-	-	-
HCM Lane V/C Ratio	0.077	-	1.292	-	-	-
HCM Control Delay (s)	10.2	-	216	0	-	-
HCM Lane LOS	B	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	13.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

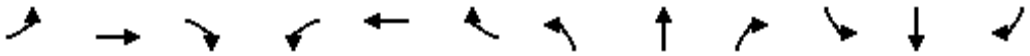


Lane Group	WBT	NBL
Lane Group Flow (vph)	725	171
v/c Ratio	0.60	0.36
Control Delay	16.7	21.9
Queue Delay	0.0	0.0
Total Delay	16.7	21.9
Queue Length 50th (ft)	116	57
Queue Length 95th (ft)	155	100
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1217	477
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.60	0.36

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	184	433	145	0
Future Volume (vph)	0	0	184	433	145	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.92	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	0.95	
Satd. Flow (prot)				2664	1592	
Flt Permitted				0.99	0.95	
Satd. Flow (perm)				2664	1592	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	216	509	171	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	725	171	0
Confl. Peds. (#/hr)		153	153		88	106
Heavy Vehicles (%)	0%	0%	0%	5%	2%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1217	477	
v/s Ratio Prot					c0.11	
v/s Ratio Perm				0.27		
v/c Ratio				0.60	0.36	
Uniform Delay, d1				14.2	19.2	
Progression Factor				1.00	1.00	
Incremental Delay, d2				2.2	0.2	
Delay (s)				16.3	19.4	
Level of Service				B	B	
Approach Delay (s)	0.0			16.3	19.4	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

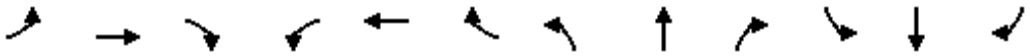


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	92	45	31	146	84	57	159	94	65	77	15
Future Volume (vph)	26	92	45	31	146	84	57	159	94	65	77	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	31	108	53	36	172	99	67	187	111	76	91	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	192	307	365	185
Volume Left (vph)	31	36	67	76
Volume Right (vph)	53	99	111	18
Hadj (s)	-0.10	-0.14	-0.11	0.06
Departure Headway (s)	6.1	5.8	5.7	6.2
Degree Utilization, x	0.33	0.50	0.58	0.32
Capacity (veh/h)	510	570	594	507
Control Delay (s)	12.0	14.4	16.2	12.1
Approach Delay (s)	12.0	14.4	16.2	12.1
Approach LOS	B	B	C	B

Intersection Summary				
Delay	14.2			
Level of Service	B			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A	
Analysis Period (min)	15			

APPENDIX G
FUTURE (2028) WITHOUT DEVELOPMENT LEVEL OF SERVICE AND QUEUE SYNCHRO WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	187	171	116	66	7	125	78	33	17	42	1
Future Volume (Veh/h)	54	187	171	116	66	7	125	78	33	17	42	1
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	203	186	126	72	8	136	85	36	18	46	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	80			389			766	746	296	820	835	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	80			389			766	746	296	820	835	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			89			45	71	95	91	82	100
cM capacity (veh/h)	1518			1170			247	293	743	194	260	985

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	448	206	257	65
Volume Left	59	126	136	18
Volume Right	186	8	36	1
cSH	1518	1170	289	240
Volume to Capacity	0.04	0.11	0.89	0.27
Queue Length 95th (ft)	3	9	201	27
Control Delay (s)	1.3	5.5	67.5	25.4
Lane LOS	A	A	F	D
Approach Delay (s)	1.3	5.5	67.5	25.4
Approach LOS			F	D

Intersection Summary				
Average Delay	21.3			
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			

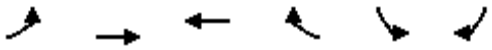
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	187	171	116	66	7	125	78	33	17	42	1
Future Vol, veh/h	54	187	171	116	66	7	125	78	33	17	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	203	186	126	72	8	136	85	36	18	46	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	80	0	0	389	0	0			742	835	76
Stage 1	-	-	-	-	-	-			328	328	-
Stage 2	-	-	-	-	-	-			414	507	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1170	-	-			383	304	985
Stage 1	-	-	-	-	-	-			730	647	-
Stage 2	-	-	-	-	-	-			667	539	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1518	-	-	1170	-	-			322	0	985
Mov Cap-2 Maneuver	-	-	-	-	-	-			322	0	-
Stage 1	-	-	-	-	-	-			693	0	-
Stage 2	-	-	-	-	-	-			592	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1	5.2	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	1170	-	-	335
HCM Lane V/C Ratio	0.039	-	-	0.108	-	-	0.195
HCM Control Delay (s)	7.5	0	-	8.4	0	-	18.3
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	180	93	26	40	88
Future Volume (Veh/h)	68	180	93	26	40	88
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	196	101	28	43	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	129				459	115
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129				459	115
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				92	90
cM capacity (veh/h)	1457				532	938

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	270	129	139
Volume Left	74	0	43
Volume Right	0	28	96
cSH	1457	1700	759
Volume to Capacity	0.05	0.08	0.18
Queue Length 95th (ft)	4	0	17
Control Delay (s)	2.4	0.0	10.8
Lane LOS	A		B
Approach Delay (s)	2.4	0.0	10.8
Approach LOS			B

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	180	93	26	40	88
Future Vol, veh/h	68	180	93	26	40	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	196	101	28	43	96

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	459	115
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1457	-	-	-	605	946
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	571	946
Mov Cap-2 Maneuver	-	-	-	-	571	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	760	-

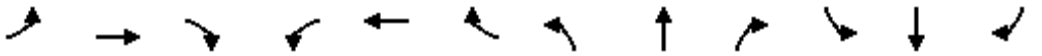
Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	785
HCM Lane V/C Ratio	0.051	-	-	-	0.177
HCM Control Delay (s)	7.6	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	220	45	70	548	60
v/c Ratio	0.45	0.11	0.09	0.30	0.09
Control Delay	24.3	14.9	9.4	10.8	2.8
Queue Delay	0.0	1.3	0.0	0.0	0.0
Total Delay	24.3	16.2	9.4	10.8	2.8
Queue Length 50th (ft)	82	9	18	82	0
Queue Length 95th (ft)	151	m19	37	113	16
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	499	429	745	1798	670
Starvation Cap Reductn	0	276	0	0	0
Spillback Cap Reductn	5	0	121	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.29	0.11	0.30	0.09

Intersection Summary

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



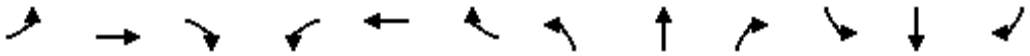
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	107	96	20	21	0	0	0	0	64	504	55
Future Volume (vph)	0	107	96	20	21	0	0	0	0	64	504	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.98			1.00					1.00	1.00	0.93
Flpb, ped/bikes		1.00			1.00					0.86	1.00	1.00
Frt		0.94			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1550			1707					1288	3107	1114
Flt Permitted		1.00			0.82					0.95	1.00	1.00
Satd. Flow (perm)		1550			1431					1288	3107	1114
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	116	104	22	23	0	0	0	0	70	548	60
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	185	0	0	45	0	0	0	0	70	548	35
Confl. Peds. (#/hr)	41		9	9		41	30		87	87		30
Confl. Bikes (#/hr)			14									
Heavy Vehicles (%)	0%	0%	1%	4%	11%	0%	0%	0%	0%	0%	3%	8%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		456			421					745	1798	644
v/s Ratio Prot		c0.12									c0.18	
v/s Ratio Perm					0.03					0.05		0.03
v/c Ratio		0.41			0.11					0.09	0.30	0.05
Uniform Delay, d1		26.8			24.4					8.9	10.2	8.7
Progression Factor		1.00			0.58					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.0					0.3	0.4	0.2
Delay (s)		27.1			14.2					9.2	10.7	8.9
Level of Service		C			B					A	B	A
Approach Delay (s)		27.1			14.2			0.0			10.3	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	203	57	1529
v/c Ratio	0.47	0.18	0.66
Control Delay	24.2	33.8	19.2
Queue Delay	4.0	0.0	0.0
Total Delay	28.2	33.8	19.2
Queue Length 50th (ft)	69	29	239
Queue Length 95th (ft)	104	63	291
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	430	315	2300
Starvation Cap Reductn	153	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.18	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	13	0	0	31	21	15	1357	35	0	0	0
Future Volume (vph)	174	13	0	0	31	21	15	1357	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			1.00				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.95			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1804			1620			4552				
Flt Permitted		0.70			1.00			1.00				
Satd. Flow (perm)		1320			1620			4552				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	189	14	0	0	34	23	16	1475	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	203	0	0	57	0	0	1526	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	13		12	12		13
Confl. Bikes (#/hr)			4						10			
Heavy Vehicles (%)	1%	7%	0%	0%	8%	7%	0%	2%	4%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		31.0			18.5			48.0				
Effective Green, g (s)		31.0			18.5			48.0				
Actuated g/C Ratio		0.33			0.19			0.51				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		430			315			2299				
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.15						0.34				
v/c Ratio		0.47			0.18			0.66				
Uniform Delay, d1		25.5			31.9			17.5				
Progression Factor		0.78			1.00			1.00				
Incremental Delay, d2		0.3			1.3			1.5				
Delay (s)		20.3			33.2			19.0				
Level of Service		C			C			B				
Approach Delay (s)		20.3			33.2			19.0			0.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13.3

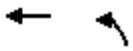
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	78	4	0	92	1226	0	0	442	240	0	0
Future Vol, veh/h	0	0	0	78	4	0	92	1226	0	0	442	240	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	85	4	0	100	1333	0	0	480	261	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1773	2013	-	480	0	-	-	-	0
Stage 1	1533	1533	-	-	-	-	-	-	-
Stage 2	240	480	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 74	58	0	1079	-	0	0	-	-
Stage 1	164	177	0	-	-	0	0	-	-
Stage 2	777	553	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 67	0	-	1079	-	-	-	-	-
Mov Cap-2 Maneuver	~ 67	0	-	-	-	-	-	-	-
Stage 1	149	0	-	-	-	-	-	-	-
Stage 2	777	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 327.2	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1079	-	67	-	-	-
HCM Lane V/C Ratio	0.093	-	1.33	-	-	-
HCM Control Delay (s)	8.7	-	$ 327.2	0	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	7.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



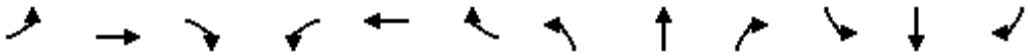
Lane Group	WBT	NBL
Lane Group Flow (vph)	433	182
v/c Ratio	0.36	0.40
Control Delay	13.5	22.7
Queue Delay	0.0	0.0
Total Delay	13.5	22.7
Queue Length 50th (ft)	60	62
Queue Length 95th (ft)	93	115
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1191	455
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.36	0.40

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	129	270	167	0
Future Volume (vph)	0	0	129	270	167	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				2608	1518	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				2608	1518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	140	293	182	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	433	182	0
Confl. Peds. (#/hr)		86	86		35	87
Confl. Bikes (#/hr)						3
Heavy Vehicles (%)	0%	0%	4%	12%	7%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1192	455	
v/s Ratio Prot					c0.12	
v/s Ratio Perm				0.17		
v/c Ratio				0.36	0.40	
Uniform Delay, d1				12.4	19.5	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.9	0.2	
Delay (s)				13.2	19.7	
Level of Service				B	B	
Approach Delay (s)	0.0			13.2	19.7	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

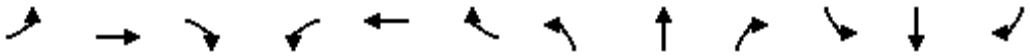
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	96	73	21	140	44	66	262	149	57	61	19
Future Volume (vph)	19	96	73	21	140	44	66	262	149	57	61	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	104	79	23	152	48	72	285	162	62	66	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	204	223	519	149
Volume Left (vph)	21	23	72	62
Volume Right (vph)	79	48	162	21
Hadj (s)	-0.18	-0.07	-0.13	0.03
Departure Headway (s)	6.2	6.2	5.4	6.3
Degree Utilization, x	0.35	0.39	0.78	0.26
Capacity (veh/h)	506	508	644	500
Control Delay (s)	12.4	13.1	25.1	11.4
Approach Delay (s)	12.4	13.1	25.1	11.4
Approach LOS	B	B	D	B

Intersection Summary				
Delay	18.5			
Level of Service	C			
Intersection Capacity Utilization	54.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	160	139	172	81	12	174	90	56	7	33	7
Future Volume (Veh/h)	23	160	139	172	81	12	174	90	56	7	33	7
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	174	151	187	88	13	189	98	61	8	36	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	101			325			794	774	250	878	844	94
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			325			794	774	250	878	844	94
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			85			20	64	92	95	86	99
cM capacity (veh/h)	1491			1235			236	275	789	158	250	962

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	350	288	348	52
Volume Left	25	187	189	8
Volume Right	151	13	61	8
cSH	1491	1235	282	256
Volume to Capacity	0.02	0.15	1.23	0.20
Queue Length 95th (ft)	1	13	407	19
Control Delay (s)	0.7	6.0	169.6	22.6
Lane LOS	A	A	F	C
Approach Delay (s)	0.7	6.0	169.6	22.6
Approach LOS			F	C

Intersection Summary				
Average Delay	59.9			
Intersection Capacity Utilization	72.8%	ICU Level of Service	C	
Analysis Period (min)	15			

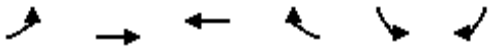
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	160	139	172	81	12	174	90	56	7	33	7
Future Vol, veh/h	23	160	139	172	81	12	174	90	56	7	33	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	174	151	187	88	13	189	98	61	8	36	8

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	101	0	0	325	0	0			769	844	95
Stage 1	-	-	-	-	-	-			469	469	-
Stage 2	-	-	-	-	-	-			300	375	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1235	-	-			369	300	962
Stage 1	-	-	-	-	-	-			630	561	-
Stage 2	-	-	-	-	-	-			752	617	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1491	-	-	1235	-	-			303	0	962
Mov Cap-2 Maneuver	-	-	-	-	-	-			303	0	-
Stage 1	-	-	-	-	-	-			617	0	-
Stage 2	-	-	-	-	-	-			631	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	5.5	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	1235	-	-	461
HCM Lane V/C Ratio	0.017	-	-	0.151	-	-	0.111
HCM Control Delay (s)	7.5	0	-	8.4	0	-	13.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	159	131	26	49	131
Future Volume (Veh/h)	68	159	131	26	49	131
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	173	142	28	53	142
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	170				477	156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	170				477	156
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				90	84
cM capacity (veh/h)	1407				519	890

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	170	195
Volume Left	74	0	53
Volume Right	0	28	142
cSH	1407	1700	745
Volume to Capacity	0.05	0.10	0.26
Queue Length 95th (ft)	4	0	26
Control Delay (s)	2.6	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	2.6	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	159	131	26	49	131
Future Vol, veh/h	68	159	131	26	49	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	173	142	28	53	142

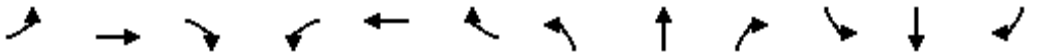
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	477	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	592	901
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1407	-	-	-	558	901
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1407	-	-	-	772
HCM Lane V/C Ratio	0.053	-	-	-	0.253
HCM Control Delay (s)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	191	91	75	1397	124
v/c Ratio	0.41	0.23	0.10	0.76	0.17
Control Delay	25.5	23.3	9.4	18.6	2.3
Queue Delay	0.0	3.7	0.0	0.0	0.0
Total Delay	25.5	27.0	9.4	18.6	2.3
Queue Length 50th (ft)	76	53	19	310	0
Queue Length 95th (ft)	140	102	39	400	23
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	472	399	772	1834	719
Starvation Cap Reductn	0	236	0	0	0
Spillback Cap Reductn	1	0	70	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.56	0.11	0.76	0.17

Intersection Summary



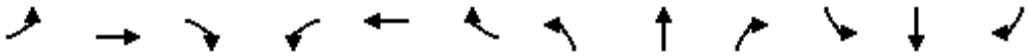
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	67	109	49	35	0	0	0	0	69	1285	114
Future Volume (vph)	0	67	109	49	35	0	0	0	0	69	1285	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.97			1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00			0.98					0.90	1.00	1.00
Frt		0.92			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.97					0.95	1.00	1.00
Satd. Flow (prot)		1502			1732					1334	3169	1153
Flt Permitted		1.00			0.75					0.95	1.00	1.00
Satd. Flow (perm)		1502			1333					1334	3169	1153
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	73	118	53	38	0	0	0	0	75	1397	124
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	52
Lane Group Flow (vph)	0	169	0	0	91	0	0	0	0	75	1397	72
Confl. Peds. (#/hr)	23		27	27		23	55		62	62		55
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	3%	6%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		442			392					772	1834	667
v/s Ratio Prot		c0.11									c0.44	
v/s Ratio Perm					0.07					0.06		0.06
v/c Ratio		0.38			0.23					0.10	0.76	0.11
Uniform Delay, d1		26.6			25.4					8.9	15.1	9.0
Progression Factor		1.00			0.85					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.1					0.3	3.1	0.3
Delay (s)		26.8			21.6					9.2	18.1	9.3
Level of Service		C			C					A	B	A
Approach Delay (s)		26.8			21.6			0.0			17.0	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	144	93	893
v/c Ratio	0.28	0.21	0.44
Control Delay	20.5	29.2	19.0
Queue Delay	4.0	0.1	0.0
Total Delay	24.5	29.4	19.0
Queue Length 50th (ft)	51	44	130
Queue Length 95th (ft)	84	86	166
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	523	445	2009
Starvation Cap Reductn	301	0	0
Spillback Cap Reductn	0	64	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.65	0.24	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	27	0	0	55	30	29	745	47	0	0	0
Future Volume (vph)	106	27	0	0	55	30	29	745	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			0.99				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1816			1726			4532				
Flt Permitted		0.71			1.00			1.00				
Satd. Flow (perm)		1344			1726			4532				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	115	29	0	0	60	33	32	810	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	144	0	0	93	0	0	886	0	0	0	0
Confl. Peds. (#/hr)	56		9	9		56	13		59	59		13
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	7%	1%	0%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		37.0			24.5			42.0				
Effective Green, g (s)		37.0			24.5			42.0				
Actuated g/C Ratio		0.39			0.26			0.44				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		523			445			2003				
v/s Ratio Prot					0.05							
v/s Ratio Perm		c0.11						0.20				
v/c Ratio		0.28			0.21			0.44				
Uniform Delay, d1		19.8			27.6			18.4				
Progression Factor		0.94			1.00			1.00				
Incremental Delay, d2		0.1			1.1			0.7				
Delay (s)		18.8			28.7			19.1				
Level of Service		B			C			B				
Approach Delay (s)		18.8			28.7			19.1			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13

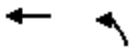
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	198	6	0	50	496	0	0	787	817	0	0
Future Vol, veh/h	0	0	0	198	6	0	50	496	0	0	787	817	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	215	7	0	54	539	0	0	855	888	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1075	1502	-	855	0	-	-	-	0
Stage 1	647	647	-	-	-	-	-	-	-
Stage 2	428	855	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 214	121	0	781	-	0	0	-	-
Stage 1	483	465	0	-	-	0	0	-	-
Stage 2	625	373	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 199	0	-	781	-	-	-	-	-
Mov Cap-2 Maneuver	~ 199	0	-	-	-	-	-	-	-
Stage 1	450	0	-	-	-	-	-	-	-
Stage 2	625	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	147.5	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	781	-	199	-	-	-
HCM Lane V/C Ratio	0.07	-	1.114	-	-	-
HCM Control Delay (s)	10	-	147.5	0	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	10.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

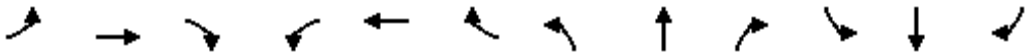


Lane Group	WBT	NBL
Lane Group Flow (vph)	680	164
v/c Ratio	0.56	0.34
Control Delay	16.1	21.7
Queue Delay	0.0	0.0
Total Delay	16.1	21.7
Queue Length 50th (ft)	106	55
Queue Length 95th (ft)	156	103
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1217	477
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.34

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	186	440	151	0
Future Volume (vph)	0	0	186	440	151	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.92	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	0.95	
Satd. Flow (prot)				2665	1592	
Flt Permitted				0.99	0.95	
Satd. Flow (perm)				2665	1592	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	202	478	164	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	680	164	0
Confl. Peds. (#/hr)		153	153		88	106
Heavy Vehicles (%)	0%	0%	0%	5%	2%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1218	477	
v/s Ratio Prot					c0.10	
v/s Ratio Perm				0.26		
v/c Ratio				0.56	0.34	
Uniform Delay, d1				13.8	19.1	
Progression Factor				1.00	1.00	
Incremental Delay, d2				1.9	0.2	
Delay (s)				15.7	19.3	
Level of Service				B	B	
Approach Delay (s)	0.0			15.7	19.3	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

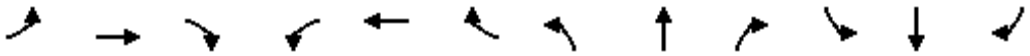


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	96	45	36	149	87	58	161	102	70	78	15
Future Volume (vph)	26	96	45	36	149	87	58	161	102	70	78	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	104	49	39	162	95	63	175	111	76	85	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	181	296	349	177
Volume Left (vph)	28	39	63	76
Volume Right (vph)	49	95	111	16
Hadj (s)	-0.10	-0.13	-0.12	0.07
Departure Headway (s)	5.9	5.6	5.5	6.0
Degree Utilization, x	0.30	0.46	0.54	0.30
Capacity (veh/h)	538	585	607	531
Control Delay (s)	11.4	13.5	14.7	11.5
Approach Delay (s)	11.4	13.5	14.7	11.5
Approach LOS	B	B	B	B

Intersection Summary				
Delay	13.2			
Level of Service	B			
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

APPENDIX H
FUTURE (2028) WITH DEVELOPMENT LEVEL OF SERVICE AND QUEUE SYNCHRO WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	187	171	125	73	7	125	78	36	17	42	1
Future Volume (Veh/h)	58	187	171	125	73	7	125	78	36	17	42	1
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	203	186	136	79	8	136	85	39	18	46	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	87			389			801	781	296	858	870	83
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	87			389			801	781	296	858	870	83
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			88			41	69	95	90	81	100
cM capacity (veh/h)	1509			1170			229	276	743	178	245	976

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	452	223	260	65
Volume Left	63	136	136	18
Volume Right	186	8	39	1
cSH	1509	1170	273	224
Volume to Capacity	0.04	0.12	0.95	0.29
Queue Length 95th (ft)	3	10	228	29
Control Delay (s)	1.4	5.6	83.7	27.5
Lane LOS	A	A	F	D
Approach Delay (s)	1.4	5.6	83.7	27.5
Approach LOS			F	D

Intersection Summary				
Average Delay	25.4			
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			

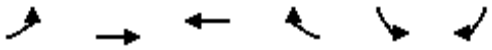
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	187	171	125	73	7	125	78	36	17	42	1
Future Vol, veh/h	58	187	171	125	73	7	125	78	36	17	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	203	186	136	79	8	136	85	39	18	46	1

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	87	0	0	389	0	0			777	870	83
Stage 1	-	-	-	-	-	-			355	355	-
Stage 2	-	-	-	-	-	-			422	515	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1170	-	-			365	290	976
Stage 1	-	-	-	-	-	-			710	630	-
Stage 2	-	-	-	-	-	-			662	535	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1509	-	-	1170	-	-			303	0	976
Mov Cap-2 Maneuver	-	-	-	-	-	-			303	0	-
Stage 1	-	-	-	-	-	-			671	0	-
Stage 2	-	-	-	-	-	-			581	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1	5.2	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	1170	-	-	315
HCM Lane V/C Ratio	0.042	-	-	0.116	-	-	0.207
HCM Control Delay (s)	7.5	0	-	8.5	0	-	19.4
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.8



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	180	93	28	53	105
Future Volume (Veh/h)	75	180	93	28	53	105
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	196	101	30	58	114
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	131				476	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	131				476	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 %	94				89	88
cM capacity (veh/h)	1454				517	936

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	278	131	172
Volume Left	82	0	58
Volume Right	0	30	114
cSH	1454	1700	735
Volume to Capacity	0.06	0.08	0.23
Queue Length 95th (ft)	4	0	23
Control Delay (s)	2.6	0.0	11.4
Lane LOS	A		B
Approach Delay (s)	2.6	0.0	11.4
Approach LOS			B

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	180	93	28	53	105
Future Vol, veh/h	75	180	93	28	53	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	196	101	30	58	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	131	0	-	0	476	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1454	-	-	-	593	945
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1454	-	-	-	556	945
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	750	-

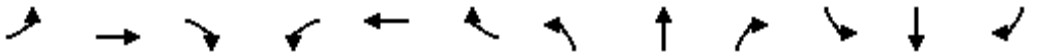
Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1454	-	-	-	765
HCM Lane V/C Ratio	0.056	-	-	-	0.224
HCM Control Delay (s)	7.6	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	236	45	70	548	62
v/c Ratio	0.48	0.11	0.09	0.30	0.09
Control Delay	25.4	14.9	9.4	10.8	2.8
Queue Delay	0.0	1.3	0.0	0.0	0.0
Total Delay	25.4	16.2	9.4	10.8	2.8
Queue Length 50th (ft)	91	9	18	82	0
Queue Length 95th (ft)	164	m19	37	113	17
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	499	426	745	1798	671
Starvation Cap Reductn	0	273	0	0	0
Spillback Cap Reductn	5	0	123	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.29	0.11	0.30	0.09

Intersection Summary

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



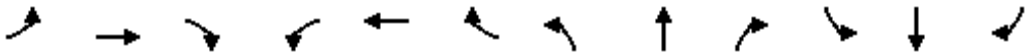
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	114	103	20	21	0	0	0	0	64	504	57
Future Volume (vph)	0	114	103	20	21	0	0	0	0	64	504	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.98			1.00					1.00	1.00	0.93
Flpb, ped/bikes		1.00			1.00					0.86	1.00	1.00
Frt		0.94			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1550			1707					1288	3107	1114
Flt Permitted		1.00			0.81					0.95	1.00	1.00
Satd. Flow (perm)		1550			1422					1288	3107	1114
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	124	112	22	23	0	0	0	0	70	548	62
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	0	0	0	26
Lane Group Flow (vph)	0	201	0	0	45	0	0	0	0	70	548	36
Confl. Peds. (#/hr)	41		9	9		41	30		87	87		30
Confl. Bikes (#/hr)			14									
Heavy Vehicles (%)	0%	0%	1%	4%	11%	0%	0%	0%	0%	0%	3%	8%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		456			419					745	1798	644
v/s Ratio Prot		c0.13									c0.18	
v/s Ratio Perm					0.03					0.05		0.03
v/c Ratio		0.44			0.11					0.09	0.30	0.06
Uniform Delay, d1		27.2			24.4					8.9	10.2	8.7
Progression Factor		1.00			0.58					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.0					0.3	0.4	0.2
Delay (s)		27.4			14.2					9.2	10.7	8.9
Level of Service		C			B					A	B	A
Approach Delay (s)		27.4			14.2			0.0			10.3	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	211	57	1529
v/c Ratio	0.49	0.18	0.66
Control Delay	23.8	33.8	19.2
Queue Delay	3.7	0.0	0.0
Total Delay	27.6	33.8	19.2
Queue Length 50th (ft)	70	29	239
Queue Length 95th (ft)	105	63	291
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	430	315	2300
Starvation Cap Reductn	142	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.18	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	13	0	0	31	21	15	1357	35	0	0	0
Future Volume (vph)	181	13	0	0	31	21	15	1357	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			1.00				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.95			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1804			1620			4552				
Flt Permitted		0.70			1.00			1.00				
Satd. Flow (perm)		1319			1620			4552				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	14	0	0	34	23	16	1475	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	211	0	0	57	0	0	1526	0	0	0	0
Confl. Peds. (#/hr)	40		7	7		40	13		12	12		13
Confl. Bikes (#/hr)			4						10			
Heavy Vehicles (%)	1%	7%	0%	0%	8%	7%	0%	2%	4%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		31.0			18.5			48.0				
Effective Green, g (s)		31.0			18.5			48.0				
Actuated g/C Ratio		0.33			0.19			0.51				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		430			315			2299				
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.16						0.34				
v/c Ratio		0.49			0.18			0.66				
Uniform Delay, d1		25.7			31.9			17.5				
Progression Factor		0.76			1.00			1.00				
Incremental Delay, d2		0.3			1.3			1.5				
Delay (s)		19.7			33.2			19.0				
Level of Service		B			C			B				
Approach Delay (s)		19.7			33.2			19.0			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13.2

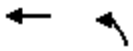
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	78	4	0	92	1226	0	0	449	240	0	0
Future Vol, veh/h	0	0	0	78	4	0	92	1226	0	0	449	240	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	85	4	0	100	1333	0	0	488	261	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1777	2021	-	488	0	-	-	-	0
Stage 1	1533	1533	-	-	-	-	-	-	-
Stage 2	244	488	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 74	57	0	1071	-	0	0	-	-
Stage 1	164	177	0	-	-	0	0	-	-
Stage 2	774	548	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 67	0	-	1071	-	-	-	-	-
Mov Cap-2 Maneuver	~ 67	0	-	-	-	-	-	-	-
Stage 1	149	0	-	-	-	-	-	-	-
Stage 2	774	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 327.2	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1071	-	67	-	-	-
HCM Lane V/C Ratio	0.093	-	1.33	-	-	-
HCM Control Delay (s)	8.7	-	$ 327.2	0	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	7.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



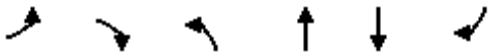
Lane Group	WBT	NBL
Lane Group Flow (vph)	434	185
v/c Ratio	0.36	0.41
Control Delay	13.5	22.9
Queue Delay	0.0	0.0
Total Delay	13.5	22.9
Queue Length 50th (ft)	61	63
Queue Length 95th (ft)	93	117
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1191	455
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.36	0.41

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	130	270	170	0
Future Volume (vph)	0	0	130	270	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				2607	1518	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				2607	1518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	141	293	185	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	434	185	0
Confl. Peds. (#/hr)		86	86		35	87
Confl. Bikes (#/hr)						3
Heavy Vehicles (%)	0%	0%	4%	12%	7%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1191	455	
v/s Ratio Prot					c0.12	
v/s Ratio Perm				0.17		
v/c Ratio				0.36	0.41	
Uniform Delay, d1				12.4	19.5	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.9	0.2	
Delay (s)				13.2	19.7	
Level of Service				B	B	
Approach Delay (s)	0.0			13.2	19.7	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	30	8	87	126	1
Future Volume (Veh/h)	3	30	8	87	126	1
Sign Control	Stop			Free	Free	
Grade	0%			-2%	-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	33	9	95	137	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					1085	
pX, platoon unblocked						
vC, conflicting volume	250	138	138			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	138	138			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	99			
cM capacity (veh/h)	733	911	1446			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	36	104	138
Volume Left	3	9	0
Volume Right	33	0	1
cSH	893	1446	1700
Volume to Capacity	0.04	0.01	0.08
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.2	0.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	0.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

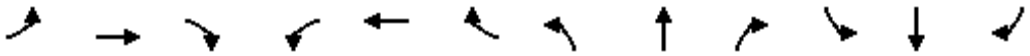
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	30	8	87	126	1
Future Vol, veh/h	3	30	8	87	126	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	33	9	95	137	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	251	138	138	0	-	0
Stage 1	138	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	738	910	1446	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	733	910	1446	-	-	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.6	0
HCM LOS	A		

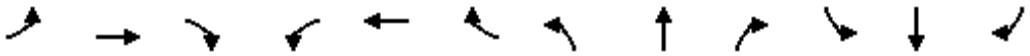
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	890	-	-
HCM Lane V/C Ratio	0.006	-	0.04	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	96	73	24	142	46	66	262	152	57	61	19
Future Volume (vph)	19	96	73	24	142	46	66	262	152	57	61	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	104	79	26	154	50	72	285	165	62	66	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	204	230	522	149
Volume Left (vph)	21	26	72	62
Volume Right (vph)	79	50	165	21
Hadj (s)	-0.18	-0.07	-0.13	0.03
Departure Headway (s)	6.2	6.2	5.5	6.3
Degree Utilization, x	0.35	0.40	0.79	0.26
Capacity (veh/h)	520	507	641	506
Control Delay (s)	12.5	13.3	25.9	11.5
Approach Delay (s)	12.5	13.3	25.9	11.5
Approach LOS	B	B	D	B

Intersection Summary				
Delay	18.9			
Level of Service	C			
Intersection Capacity Utilization	55.3%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	160	139	179	85	12	174	90	67	7	33	7
Future Volume (Veh/h)	38	160	139	179	85	12	174	90	67	7	33	7
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	174	151	195	92	13	189	98	73	8	36	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	105			325			846	826	250	942	896	98
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	105			325			846	826	250	942	896	98
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			84			11	61	91	94	84	99
cM capacity (veh/h)	1486			1235			213	251	789	134	229	957

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	366	300	360	52
Volume Left	41	195	189	8
Volume Right	151	13	73	8
cSH	1486	1235	263	231
Volume to Capacity	0.03	0.16	1.37	0.23
Queue Length 95th (ft)	2	14	480	21
Control Delay (s)	1.1	6.0	226.3	25.1
Lane LOS	A	A	F	D
Approach Delay (s)	1.1	6.0	226.3	25.1
Approach LOS			F	D

Intersection Summary				
Average Delay	78.8			
Intersection Capacity Utilization	75.1%	ICU Level of Service	D	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	38	160	139	179	85	12	174	90	67	7	33	7
Future Vol, veh/h	38	160	139	179	85	12	174	90	67	7	33	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	174	151	195	92	13	189	98	73	8	36	8

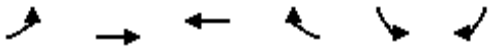
Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	105	0	0	325	0	0	821	896	99
Stage 1	-	-	-	-	-	-	489	489	-
Stage 2	-	-	-	-	-	-	332	407	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1235	-	-	344	280	957
Stage 1	-	-	-	-	-	-	616	549	-
Stage 2	-	-	-	-	-	-	727	597	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1486	-	-	1235	-	-	277	0	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	0	-
Stage 1	-	-	-	-	-	-	595	0	-
Stage 2	-	-	-	-	-	-	605	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	5.5	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	1235	-	-	430
HCM Lane V/C Ratio	0.028	-	-	0.158	-	-	0.119
HCM Control Delay (s)	7.5	0	-	8.5	0	-	14.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.6	-	-	0.4

Intersection: 1: North Queen Street & 14th Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	9	58	159	52
Average Queue (ft)	2	32	98	28
95th Queue (ft)	16	65	177	59
Link Distance (ft)	535	193	452	390
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	159	131	41	69	155
Future Volume (Veh/h)	120	159	131	41	69	155
Sign Control		Free	Free		Stop	
Grade		0%	0%		-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	130	173	142	45	75	168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	187				598	164
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187				598	164
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				82	81
cM capacity (veh/h)	1387				422	880

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	303	187	243
Volume Left	130	0	75
Volume Right	0	45	168
cSH	1387	1700	659
Volume to Capacity	0.09	0.11	0.37
Queue Length 95th (ft)	8	0	42
Control Delay (s)	3.8	0.0	13.6
Lane LOS	A		B
Approach Delay (s)	3.8	0.0	13.6
Approach LOS			B

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	159	131	41	69	155
Future Vol, veh/h	120	159	131	41	69	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	173	142	45	75	168

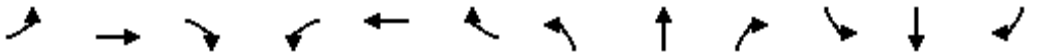
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	598	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	4.12	-	-	-	5.82	5.92
Critical Hdwy Stg 1	-	-	-	-	4.82	-
Critical Hdwy Stg 2	-	-	-	-	4.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	514	892
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	461	892
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1387	-	-	-	693
HCM Lane V/C Ratio	0.094	-	-	-	0.351
HCM Control Delay (s)	7.9	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	91	75	1397	132
v/c Ratio	0.43	0.23	0.10	0.76	0.18
Control Delay	26.1	23.4	9.4	18.6	2.3
Queue Delay	0.0	3.6	0.0	0.0	0.0
Total Delay	26.1	27.0	9.4	18.6	2.3
Queue Length 50th (ft)	81	53	19	310	0
Queue Length 95th (ft)	147	102	39	400	23
Internal Link Dist (ft)	453	90		594	
Turn Bay Length (ft)					
Base Capacity (vph)	472	398	772	1834	723
Starvation Cap Reductn	0	234	0	0	0
Spillback Cap Reductn	1	0	74	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55	0.11	0.76	0.18

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	71	113	49	35	0	0	0	0	69	1285	121
Future Volume (vph)	0	71	113	49	35	0	0	0	0	69	1285	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	12	10	12	12
Grade (%)		6%			5%			0%			3%	
Total Lost time (s)		6.5			6.5					5.5	5.5	5.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frpb, ped/bikes		0.97			1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00			0.98					0.90	1.00	1.00
Frt		0.92			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.97					0.95	1.00	1.00
Satd. Flow (prot)		1503			1733					1334	3169	1153
Flt Permitted		1.00			0.74					0.95	1.00	1.00
Satd. Flow (perm)		1503			1326					1334	3169	1153
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	77	123	53	38	0	0	0	0	75	1397	132
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	56
Lane Group Flow (vph)	0	178	0	0	91	0	0	0	0	75	1397	76
Confl. Peds. (#/hr)	23		27	27		23	55		62	62		55
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	3%	6%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0										0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		28.0			28.0					55.0	55.0	55.0
Effective Green, g (s)		28.0			28.0					55.0	55.0	55.0
Actuated g/C Ratio		0.29			0.29					0.58	0.58	0.58
Clearance Time (s)		6.5			6.5					5.5	5.5	5.5
Vehicle Extension (s)		0.2			0.2					0.2	0.2	0.2
Lane Grp Cap (vph)		442			390					772	1834	667
v/s Ratio Prot		c0.12									c0.44	
v/s Ratio Perm					0.07					0.06		0.07
v/c Ratio		0.40			0.23					0.10	0.76	0.11
Uniform Delay, d1		26.8			25.4					8.9	15.1	9.0
Progression Factor		1.00			0.85					1.00	1.00	1.00
Incremental Delay, d2		0.2			0.1					0.3	3.1	0.3
Delay (s)		27.0			21.6					9.2	18.1	9.4
Level of Service		C			C					A	B	A
Approach Delay (s)		27.0			21.6			0.0			17.0	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	150	93	893
v/c Ratio	0.29	0.21	0.44
Control Delay	20.3	29.2	19.0
Queue Delay	3.9	0.1	0.0
Total Delay	24.2	29.4	19.0
Queue Length 50th (ft)	52	44	130
Queue Length 95th (ft)	85	86	166
Internal Link Dist (ft)	90	230	131
Turn Bay Length (ft)			
Base Capacity (vph)	519	445	2009
Starvation Cap Reductn	290	0	0
Spillback Cap Reductn	0	64	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.66	0.24	0.44

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	27	0	0	55	30	29	745	47	0	0	0
Future Volume (vph)	111	27	0	0	55	30	29	745	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	16	12	12	12	16	12	12	12
Grade (%)		-5%			4%			-7%			0%	
Total Lost time (s)		6.0			6.5			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.97			0.99				
Flpb, ped/bikes		0.96			1.00			1.00				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1815			1726			4532				
Flt Permitted		0.71			1.00			1.00				
Satd. Flow (perm)		1335			1726			4532				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	29	0	0	60	33	32	810	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	150	0	0	93	0	0	886	0	0	0	0
Confl. Peds. (#/hr)	56		9	9		56	13		59	59		13
Confl. Bikes (#/hr)			2						4			
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	7%	1%	0%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			7			2				
Permitted Phases	4						2					
Actuated Green, G (s)		37.0			24.5			42.0				
Effective Green, g (s)		37.0			24.5			42.0				
Actuated g/C Ratio		0.39			0.26			0.44				
Clearance Time (s)		6.0			6.5			7.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		519			445			2003				
v/s Ratio Prot					0.05							
v/s Ratio Perm		c0.11						0.20				
v/c Ratio		0.29			0.21			0.44				
Uniform Delay, d1		20.0			27.6			18.4				
Progression Factor		0.92			1.00			1.00				
Incremental Delay, d2		0.1			1.1			0.7				
Delay (s)		18.5			28.7			19.1				
Level of Service		B			C			B				
Approach Delay (s)		18.5			28.7			19.1			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13

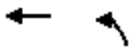
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	0	198	6	0	50	496	0	0	791	817	0	0
Future Vol, veh/h	0	0	0	198	6	0	50	496	0	0	791	817	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	Yield	-	-
Storage Length	-	-	-	-	-	0	180	-	-	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	215	7	0	54	539	0	0	860	888	0	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1077	1507	-	860	0	-	-	-	0
Stage 1	647	647	-	-	-	-	-	-	-
Stage 2	430	860	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	-	4.14	-	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	~ 214	120	0	777	-	0	0	-	-
Stage 1	483	465	0	-	-	0	0	-	-
Stage 2	624	371	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 199	0	-	777	-	-	-	-	-
Mov Cap-2 Maneuver	~ 199	0	-	-	-	-	-	-	-
Stage 1	450	0	-	-	-	-	-	-	-
Stage 2	624	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	147.5	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	777	-	199	-	-	-
HCM Lane V/C Ratio	0.07	-	1.114	-	-	-
HCM Control Delay (s)	10	-	147.5	0	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	10.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

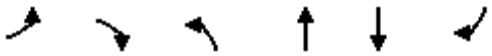


Lane Group	WBT	NBL
Lane Group Flow (vph)	688	166
v/c Ratio	0.57	0.35
Control Delay	16.2	21.7
Queue Delay	0.0	0.0
Total Delay	16.2	21.7
Queue Length 50th (ft)	108	55
Queue Length 95th (ft)	158	104
Internal Link Dist (ft)	419	1005
Turn Bay Length (ft)		
Base Capacity (vph)	1215	477
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.35

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	193	440	153	0
Future Volume (vph)	0	0	193	440	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	15	12
Grade (%)	0%			2%	-2%	
Total Lost time (s)				7.0	7.0	
Lane Util. Factor				0.95	1.00	
Frpb, ped/bikes				1.00	1.00	
Flpb, ped/bikes				0.91	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				2658	1592	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				2658	1592	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	210	478	166	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	688	166	0
Confl. Peds. (#/hr)		153	153		88	106
Heavy Vehicles (%)	0%	0%	0%	5%	2%	0%
Parking (#/hr)			0	0	0	
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2			
Actuated Green, G (s)				32.0	21.0	
Effective Green, g (s)				32.0	21.0	
Actuated g/C Ratio				0.46	0.30	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				0.2	0.2	
Lane Grp Cap (vph)				1215	477	
v/s Ratio Prot					c0.10	
v/s Ratio Perm				0.26		
v/c Ratio				0.57	0.35	
Uniform Delay, d1				13.9	19.1	
Progression Factor				1.00	1.00	
Incremental Delay, d2				1.9	0.2	
Delay (s)				15.8	19.3	
Level of Service				B	B	
Approach Delay (s)	0.0			15.8	19.3	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	44	67	90	174	7
Future Volume (Veh/h)	5	44	67	90	174	7
Sign Control	Stop			Free	Free	
Grade	0%			-2%	-3%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	48	73	98	189	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					1085	
pX, platoon unblocked						
vC, conflicting volume	437	193	197			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	437	193	197			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	94	95			
cM capacity (veh/h)	546	849	1376			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	53	171	197
Volume Left	5	73	0
Volume Right	48	0	8
cSH	806	1376	1700
Volume to Capacity	0.07	0.05	0.12
Queue Length 95th (ft)	5	4	0
Control Delay (s)	9.8	3.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	3.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

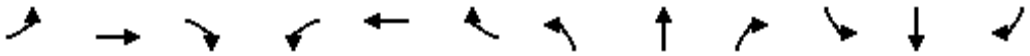
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	44	67	90	174	7
Future Vol, veh/h	5	44	67	90	174	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	48	73	98	189	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	437	193	197	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	577	849	1376	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	849	1376	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1376	-	803	-	-
HCM Lane V/C Ratio	0.053	-	0.066	-	-
HCM Control Delay (s)	7.8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	98	45	38	150	88	58	161	113	72	78	15
Future Volume (vph)	26	98	45	38	150	88	58	161	113	72	78	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	107	49	41	163	96	63	175	123	78	85	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	184	300	361	179
Volume Left (vph)	28	41	63	78
Volume Right (vph)	49	96	123	16
Hadj (s)	-0.10	-0.13	-0.14	0.07
Departure Headway (s)	6.0	5.7	5.6	6.1
Degree Utilization, x	0.31	0.48	0.56	0.30
Capacity (veh/h)	528	578	605	514
Control Delay (s)	11.6	13.8	15.3	11.7
Approach Delay (s)	11.6	13.8	15.3	11.7
Approach LOS	B	B	C	B

Intersection Summary				
Delay	13.6			
Level of Service	B			
Intersection Capacity Utilization	50.6%	ICU Level of Service	A	
Analysis Period (min)	15			