



1601 FAIRFAX DRIVE

MULTIMODAL TRAFFIC IMPACT ANALYSIS

January 13, 2023



1601 Fairfax Drive

Multimodal Traffic Impact Analysis

Arlington County, Virginia

January 13, 2023

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**1601 FAIRFAX DRIVE
TRAFFIC IMPACT STUDY
ARLINGTON, VIRGINIA**

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1601 Fairfax Drive

SECTION 1 INTRODUCTION

This report presents the results of a Multimodal Traffic Impact Analysis for the proposed redevelopment of 1601 Fairfax Drive, located in Arlington County, Virginia to accompany the 4.1 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.

The Applicant proposes to demolish the existing 38 room hotel and redevelop the site with 141 residential dwelling units. This analysis considers a development program of up to 160 residential dwelling units to provide a conservative scenario.

The proposed uses would be served by on-site below grade structured parking. Access to the parking and loading facilities would be provided via one (1) proposed curb cut along North Queen Street. A copy of the rendered site plan is shown in 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 scoping meeting was held with Arlington County staff on August 24, 2022 and identified five (5) study intersections for inclusion in the traffic study. After the meeting, one (1) additional study intersection was requested by Arlington County staff. 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 2025.

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 a 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 2025 without the proposed development based on existing traffic volumes with the addition of regional traffic growth and approved pipeline developments.
7. Analyzed 2025 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 2025 with the proposed development based on background traffic volumes and traffic associated with the proposed development.
10. Analyzed year 2025 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 2025 conditions, if required.
12. Prepared a comprehensive discussion of the safety analysis of the site, including crash data and summary tables.

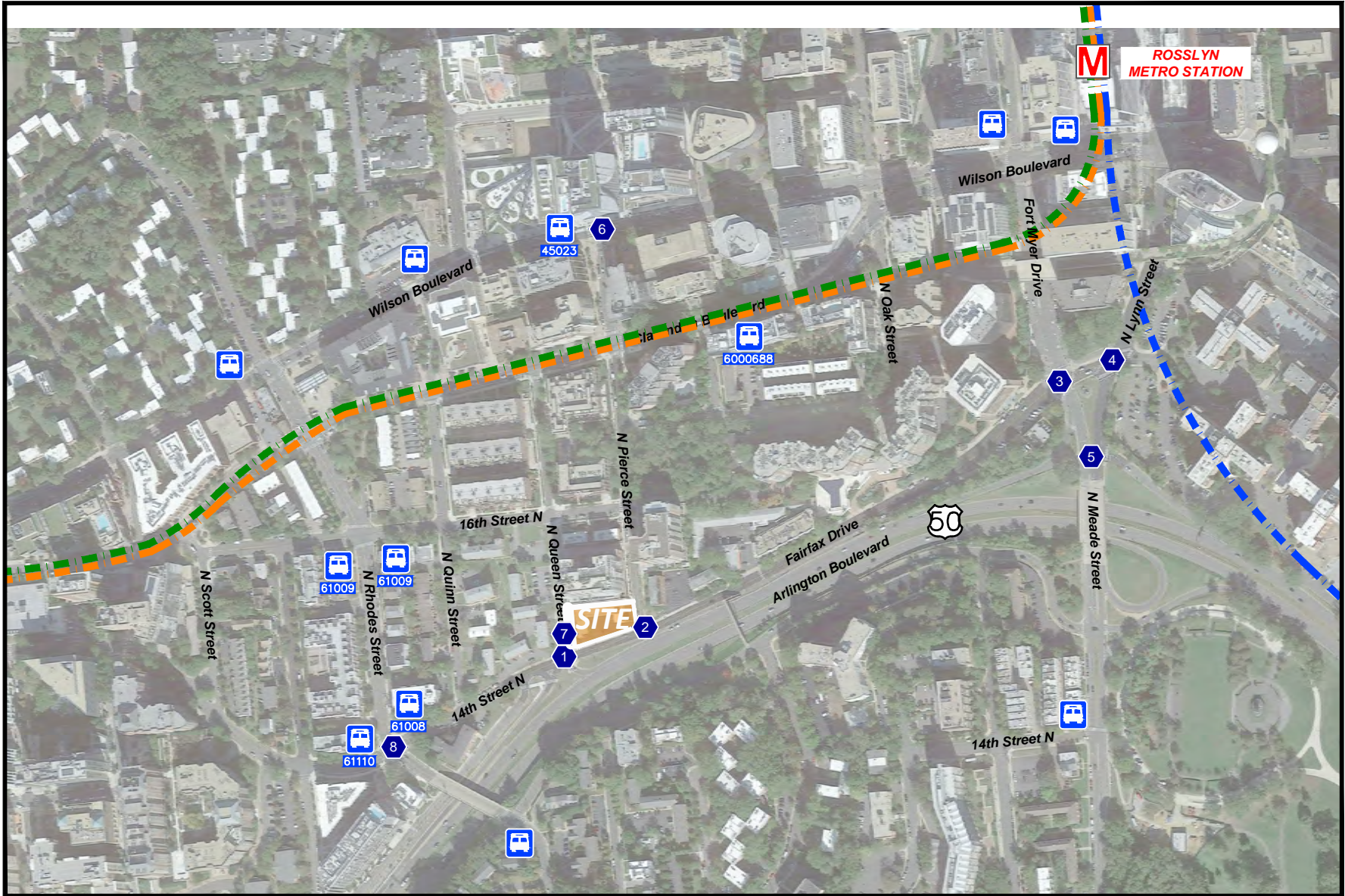


Figure 1-1
Site Location and Study Intersections

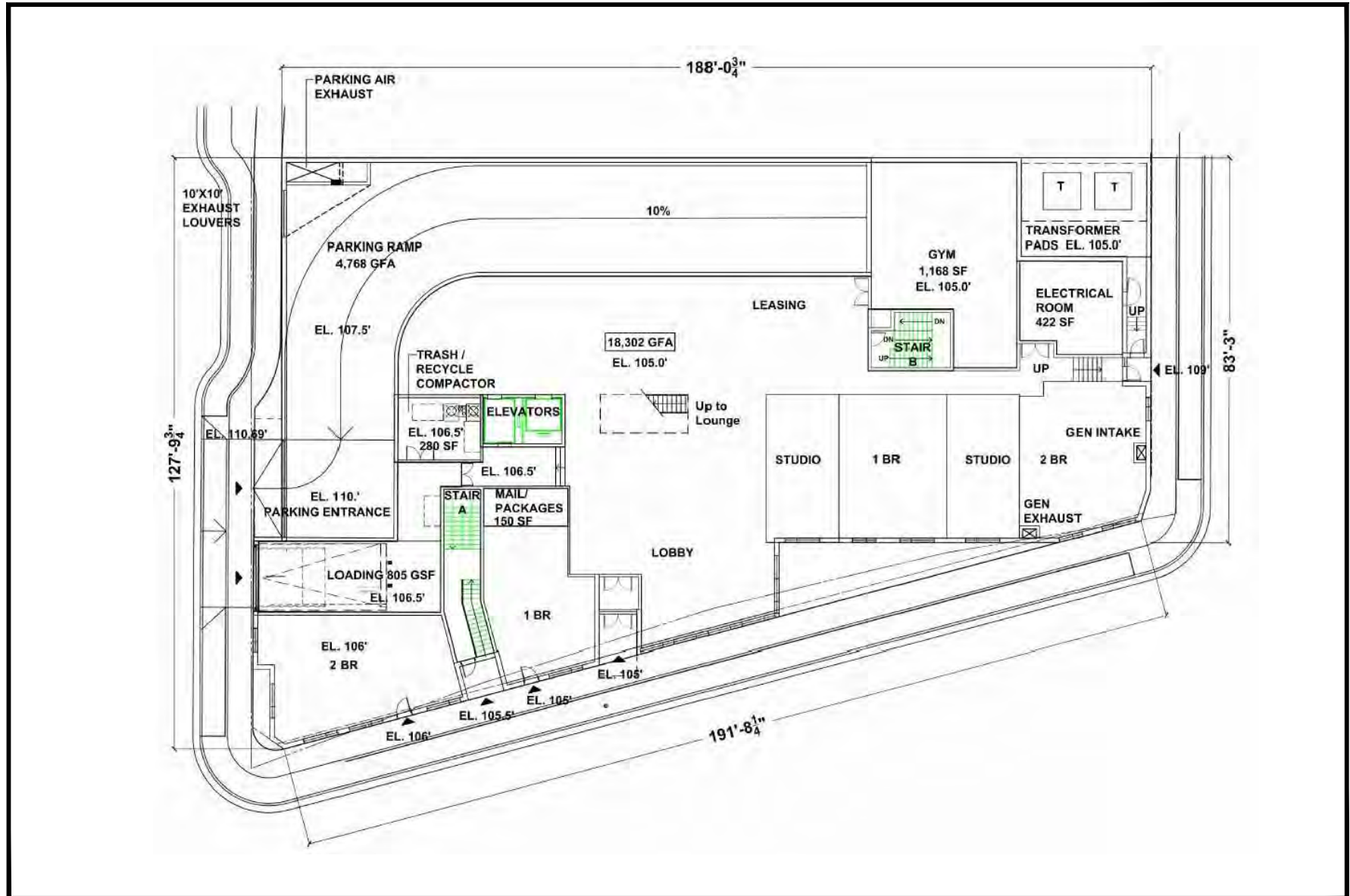
X Study Intersection



NORTH

1601 Fairfax Drive
Arlington County, Virginia





Plan Provided By: KGD



NORTH

1601 Fairfax Drive
Arlington County, Virginia

Figure 1-2
Site Plan



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). Jefferson Davis Highway 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 in Rosslyn.

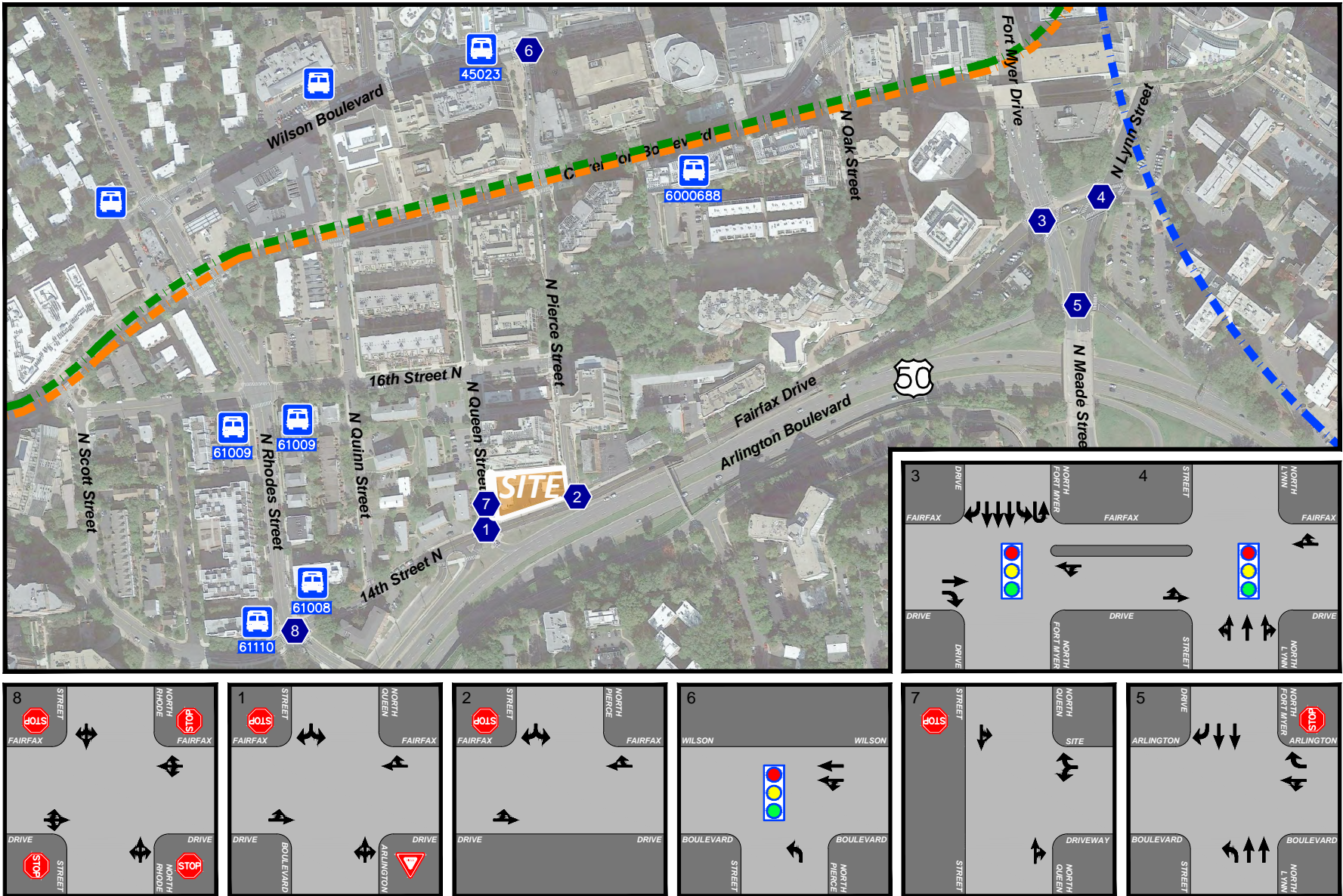


Figure 2-1
Existing Lane Use and Traffic Controls

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign



1601 Fairfax Drive
Arlington County, Virginia

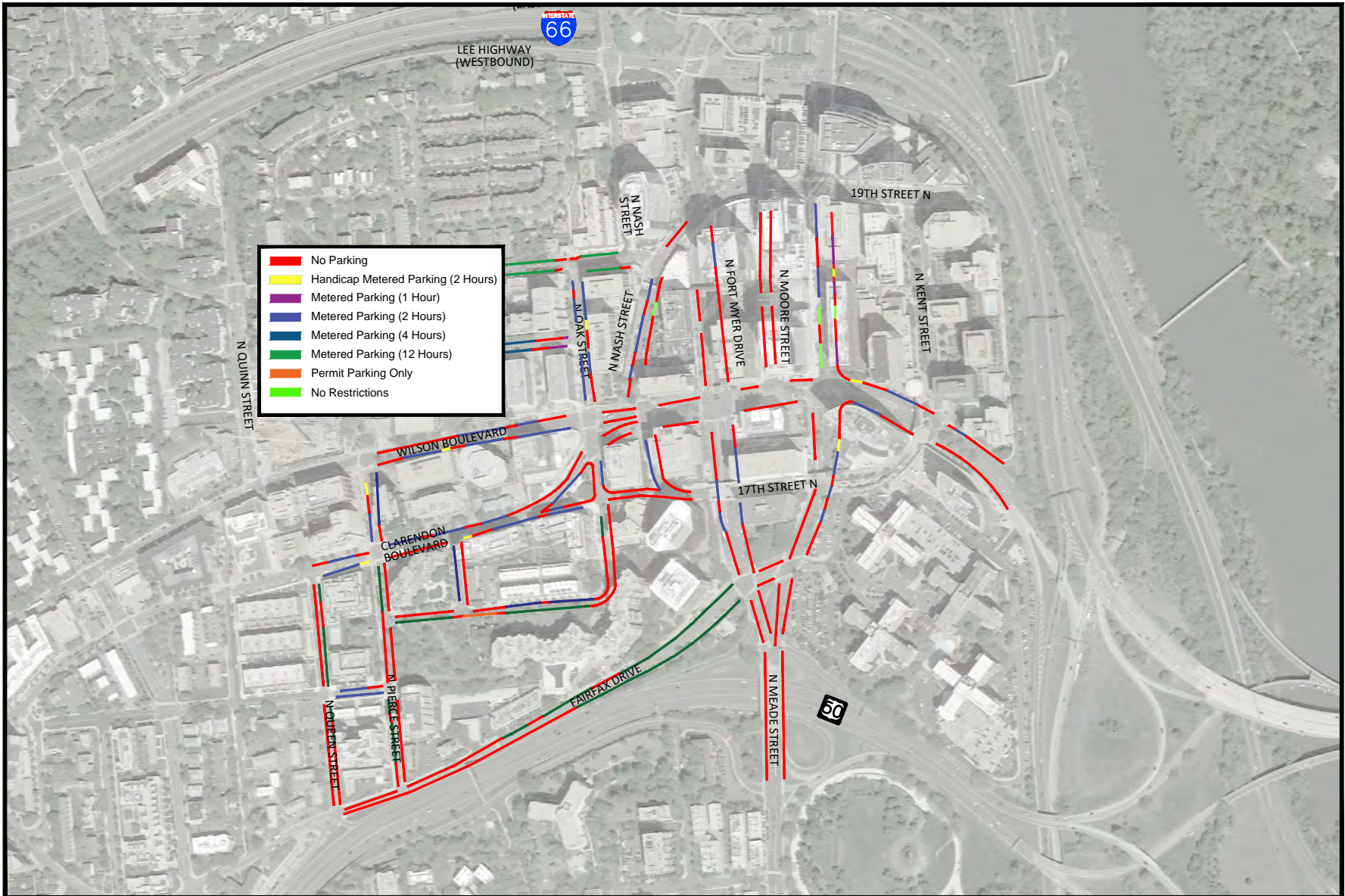


Figure 2-2
On-Street Parking Restrictions



NORTH

1601 Fairfax Drive
Arlington County, Virginia

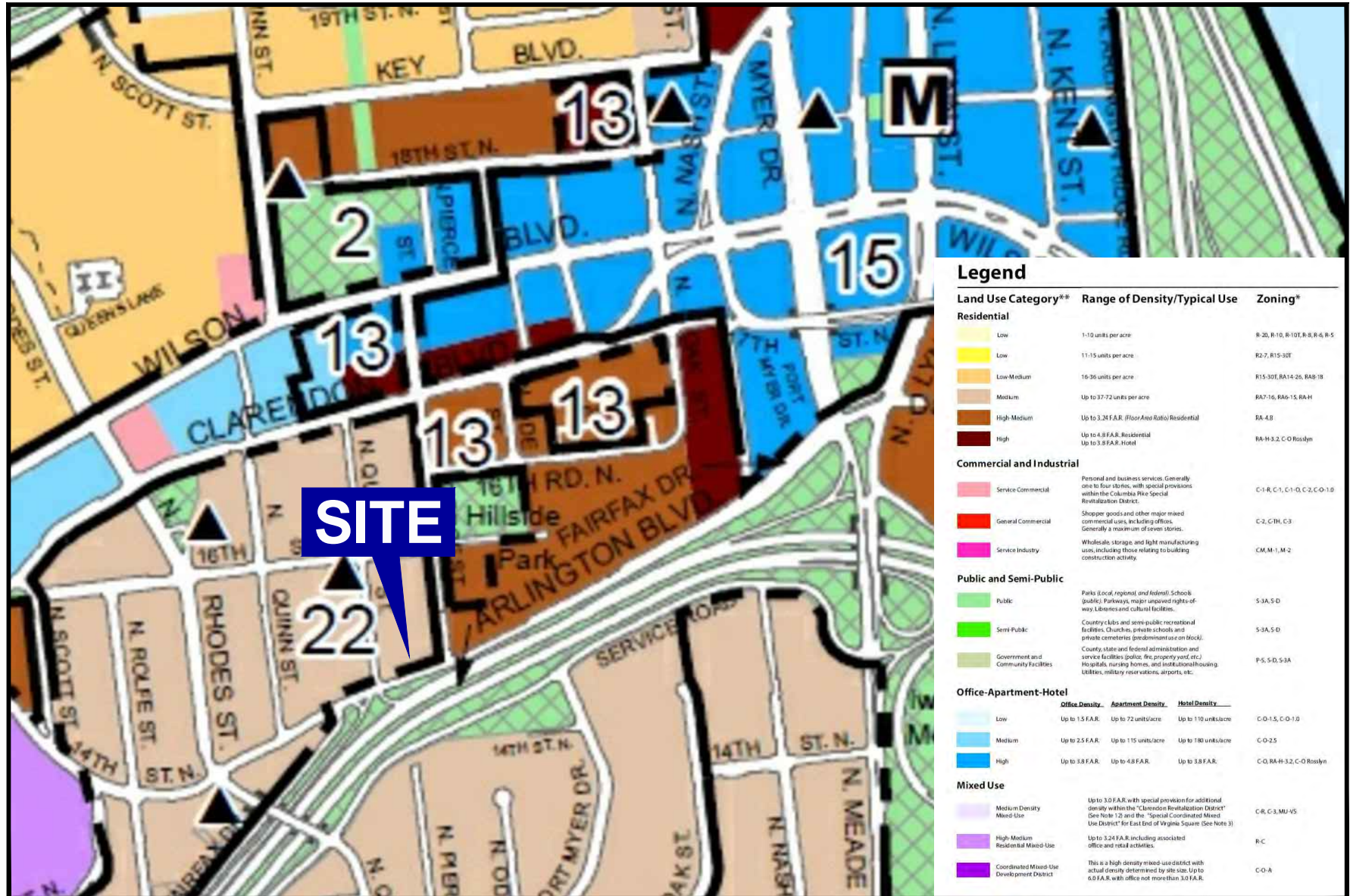


Figure 2-3
GLUP Map



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.

Census Data Mode-Share Information

U.S. Census Data based on the 2015-2019 American Community Survey for census tracts surrounding the site were analyzed to understand travel patterns exhibited by local residents. A total of two (2) census tracts were selected due to their proximity to the site. The average survey results of the selected census tracts indicate that 31% of commuters travel by vehicle, 45% by transit, 14% walk, 4% bike/other, and 5% work from home. Refer to Table 3-1 for a summary and Appendix B for detailed census mode-share information.

Existing Transit Services

Metrorail Service. The closest Metrorail Station is located approximately 0.40 miles from the subject site. The Rosslyn Metrorail Station provides access to the Orange, Blue, and Silver lines. The Orange Line runs between New Carrollton and Vienna, the Blue Line between Franconia-Springfield and Largo Town Center and the Silver Line between Largo Town Center and Wiehle-Reston East. Future expansions (anticipated 2022) of the Silver Line will extend service to Loudoun County and Washington Dulles International Airport. 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 11:30 PM from Monday to Thursday, 5:00 AM to 1:00 AM on Friday, 7:00 AM to 1:00 AM on Saturdays, and 8:00 AM to 11:00 PM 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 13,858 passengers in 2019 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.

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 the Rosslyn 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 3-2. 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 and N. Pierce Street include sidewalks in good repair. 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 3-3 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 86 which is classified as "Very Walkable – Most errands can be accomplished on foot." Further, walk score provides a transit score of 70 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 4,300 bicycles at 500+ stations across Washington, DC, Maryland, and Virginia. Membership, which is required to use Capital Bikeshare, includes six (6) options for joining: single trip (\$2), 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. Bicycles can be returned to any station with an available dock.

Within a ½ mile radius of the site there are four (4) Capital Bikeshare stations, as shown on Figure 3-4, with the closet one located approximately .08 miles south of Arlington Boulevard at N. Fort Myer Drive. A total of 14 docks 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 1,068 total trips during the summer months. Ridership data for all stations located within the ¼ mile radius is summarized in Table 3-4.

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 and was taken into consideration when determining the safest access scheme into and out of the proposed site. Over the last five (5) year period, there were no reported crashes when entering or exiting the existing driveways that are located on site. However, 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.

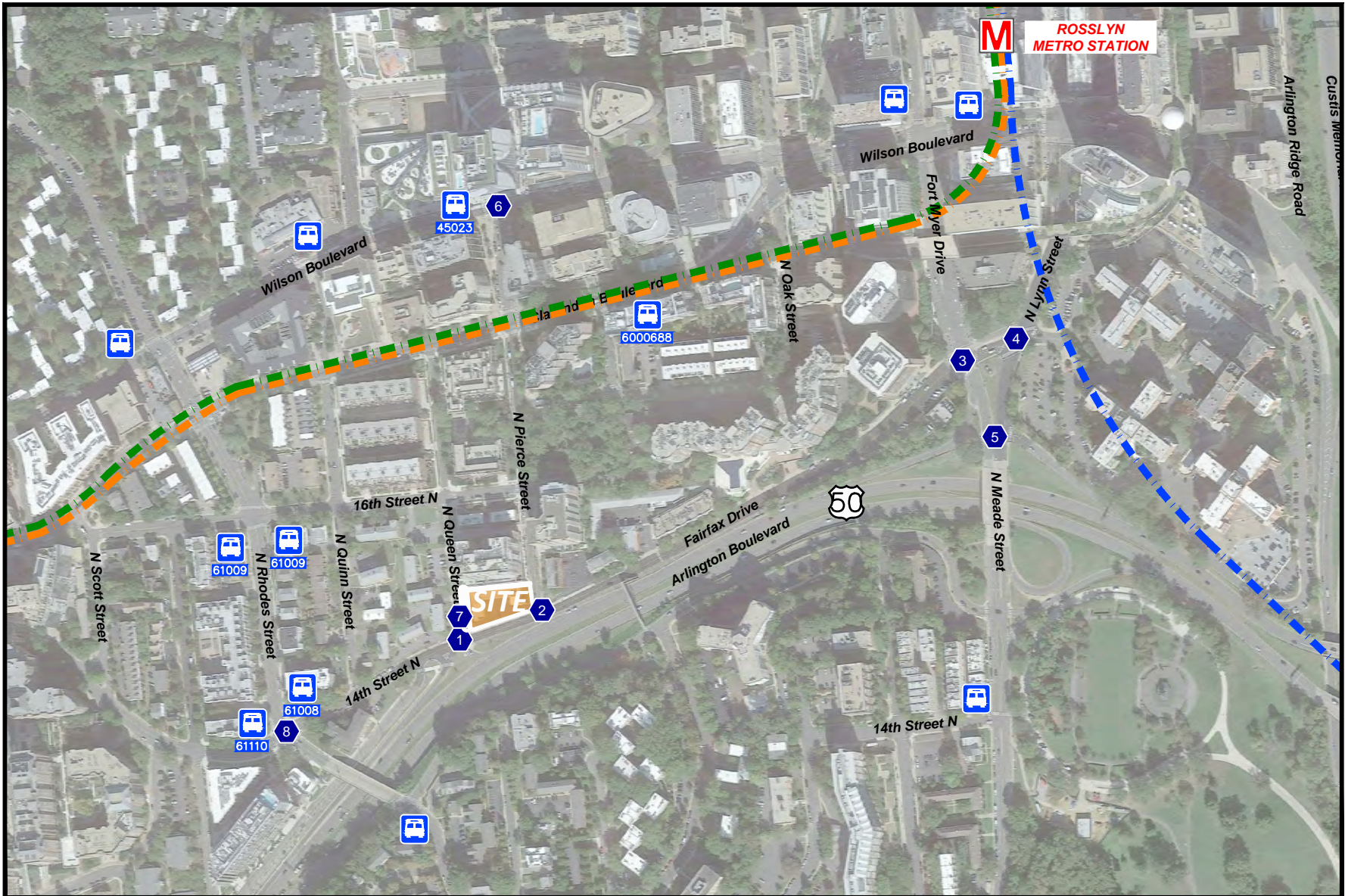


Figure 3-1
Public Transportation



NORTH

1601 Fairfax Drive
Arlington County, Virginia

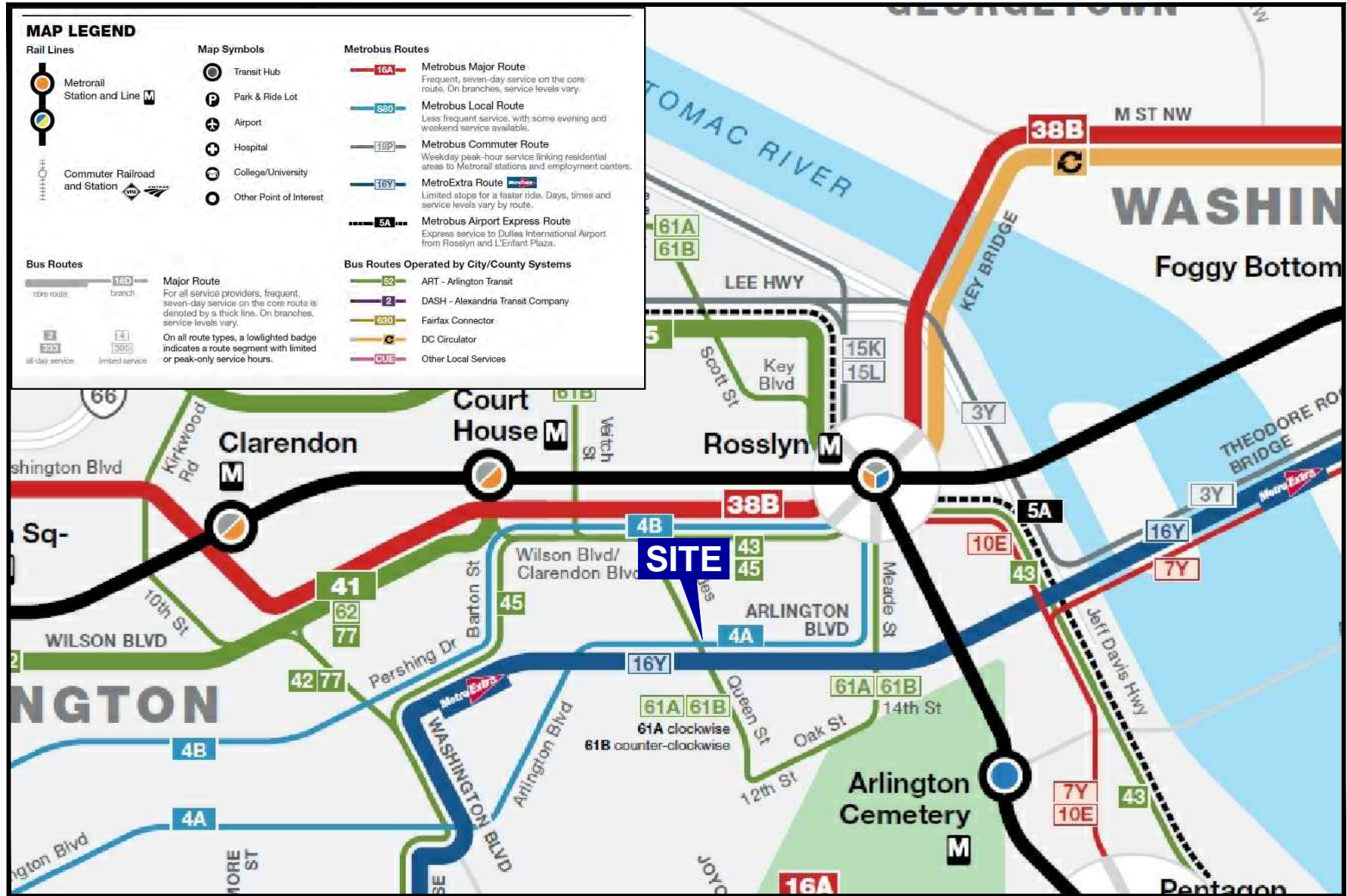


Figure 3-2
Bus Routes



NORTH

1601 Fairfax Drive
Arlington County, Virginia

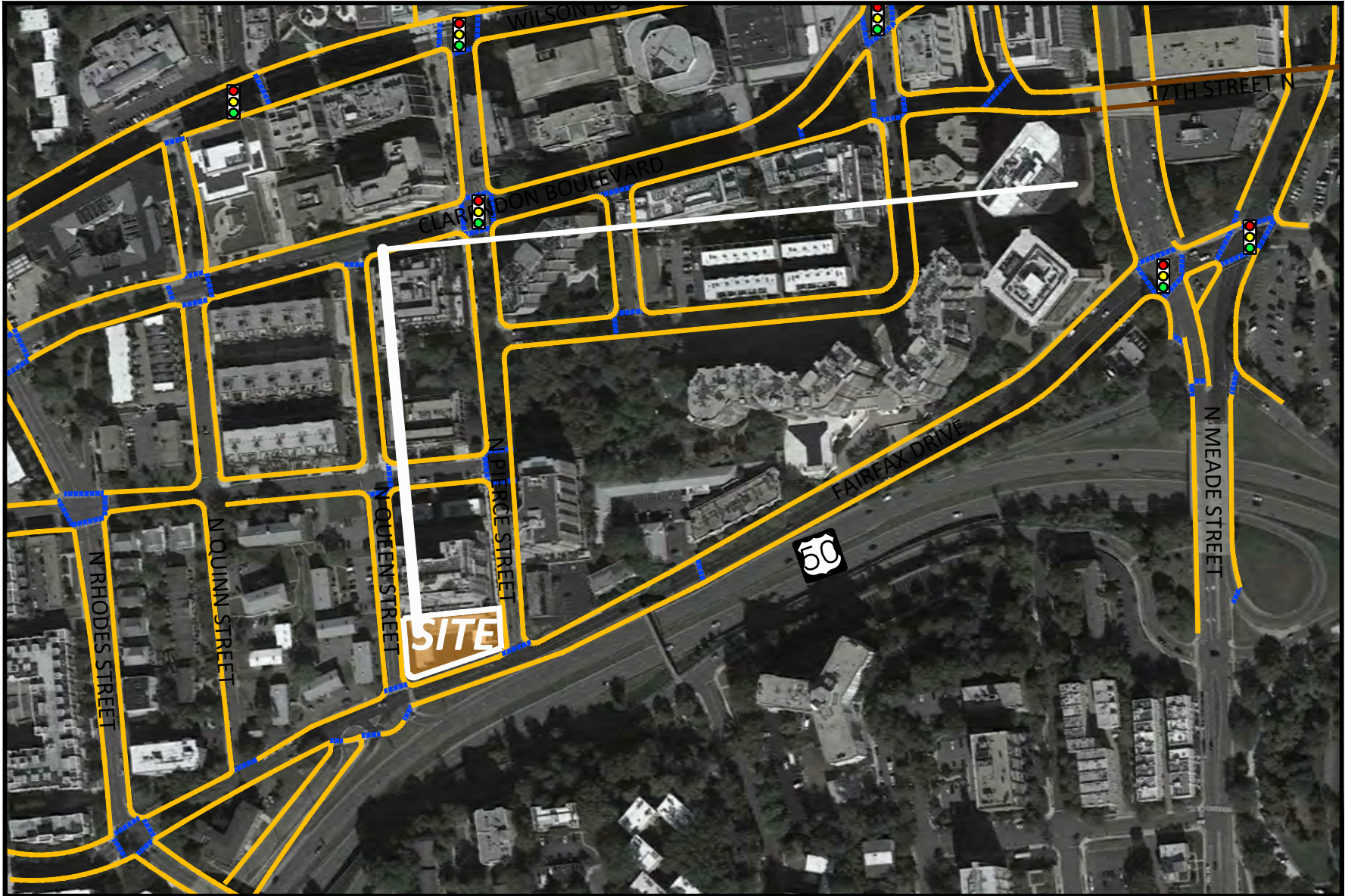


Figure 3-3
Pedestrian Infrastructure



NORTH

1601 Fairfax Drive
Arlington County, Virginia

Table 3-1
 1601 Fairfax Drive
 Neighborhood Modal Split

Mode	Census Tract 1016.03	Census Tract 1017.02	Average
Auto	36%	29%	31%
Transit	46%	44%	45%
Walk	13%	14%	14%
Bike/Other	3%	5%	4%
Worked at Home	1%	9%	5%

Note(s):

1. Based on 2015-2019 American Community Survey 5-Year Estimate Data from the U.S. Census Bureau.

Table 3-2
 1601 Fairfax Drive
 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.

Table 3-3
 1601 Fairfax Drive
 Sidewalk Width Summary¹

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.

Table 3-4
 1601 Fairfax Drive
 Capital Bikeshare Ridership¹

Month	Origin	Destination	Total Trips
Station 31937: Arlington Boulevard & Ft Myer Dr			
2021-June	192	178	370
2021-July	196	185	381
2021-August	158	159	317
2021-September	227	214	441
2021-October	231	252	483
2021-November	164	203	367
2021-December	134	151	285
2022-January	58	74	132
2022-February	92	126	218
2022-March	191	185	376
2022-April	245	224	469
2022-May	211	232	443
Station 31016: Clarendon Boulevard & Pierce Street			
2021-June	303	237	540
2021-July	424	269	693
2021-August	329	261	590
2021-September	312	283	595
2021-October	363	345	708
2021-November	284	233	517
2021-December	187	194	381
2022-January	92	76	168
2022-February	150	150	300
2022-March	223	174	397
2022-April	242	223	465
2022-May	292	295	587
Station 31018: Rhodes Street & 16th Street N.			
2021-June	125	107	232
2021-July	164	118	282
2021-August	129	68	197
2021-September	145	95	240
2021-October	148	83	231
2021-November	109	61	170
2021-December	76	75	151
2022-January	43	38	81
2022-February	67	43	110
2022-March	61	44	105
2022-April	82	77	159
2022-May	83	83	166
Station 31031: 15th Street & N. Scott Street			
2021-June	254	206	460
2021-July	219	193	412
2021-August	195	190	385
2021-September	222	187	409
2021-October	295	221	516
2021-November	223	131	354
2021-December	129	117	246
2022-January	93	88	181
2022-February	122	97	219
2022-March	173	141	314
2022-April	237	178	415
2022-May	236	202	438

Note(s):

1. Data provided by Capital Bikeshare.

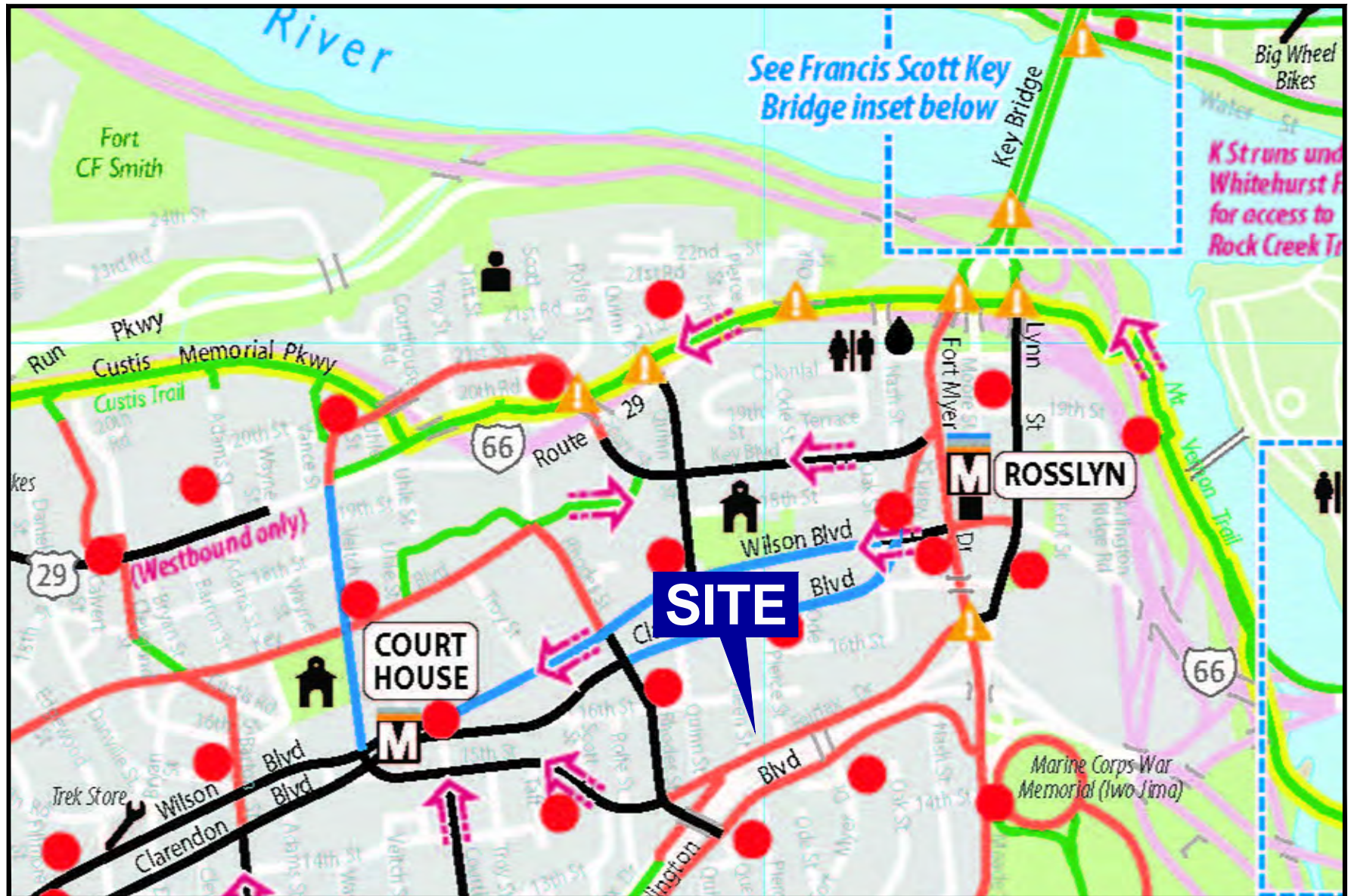


Figure 3-4
Arlington County Bicycle Facilities Map



1601 Fairfax Drive
Arlington County, Virginia

SECTION 4 EXISTING CONDITIONS

Existing Traffic Counts

Existing vehicular, pedestrian, and bicycle traffic counts were conducted by Wells + Associates on Wednesday April 6, 2022, 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

Historic traffic data was utilized for the two (2) intersections noted and were adjusted by applying a growth factor estimated at 0.5 percent per year, compounded annually, for all movements except for the movements to and from the driveways. The resulting volumes serve as a baseline 2022 existing count. A review of the vehicular count data indicates that the link of Fairfax Drive, adjacent to the site, currently carries approximately 17 AM peak hour trips and 18 PM peak hour trips.

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. As shown in Table 4-1 the three (3) signalized study intersections currently operate at overall acceptable LOS “B” during 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 with exception of the westbound approach during the AM peak hour at the intersection of N. Lynn Street/Fairfax Drive.

At the stop-controlled intersections, all lane groups 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 PM peak hour, the westbound approach at the intersection of N. Lynn Street/Fairfax Drive which operates at LOS “E” during the AM 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 .

Queueing. 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 calculations¹. The results of the queueing 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 be accommodated within all of the available turn lane storage provided at study intersections.

Table 4-1
 1601 Fairfax Drive
 Existing Conditions Levels of Service Summary¹

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	1.7	A	1.5
WBLTR	A	4.2	A	5.3
NBLTR	D	32.1	F	116.9
SBLTR	C	17.8	C	24.1
2. North Pierce Street/Fairfax Drive - Unsignalized				
EBLT	A	2.9	A	2.8
WBTR	A	0.0	A	0.0
SBLR	B	11.3	B	10.9
3. Fort Myer Drive/Fairfax Drive - Signalized				
EBTR	C	31.4	C	28.8
EB Approach	C	31.4	C	28.8
WBLT	B	12.2	B	16.4
WB Approach	B	12.2	B	16.4
SBL	A	9.9	A	9.8
SBT	B	11.6	B	18.9
SBR	A	9.3	A	9.3
SB Approach	B	11.2	B	17.8
OVERALL	B	14.9	B	18.7
4. N. Lynn Street/Fairfax Drive - Signalized				
EBLT	C	24.3	C	28.1
EB Approach	C	24.3	C	28.1
WBTR	E	59.7	D	48.9
WB Approach	E	59.7	D	48.9
NBLTR	B	12.8	B	10.1
NB Approach	B	12.8	B	10.1
OVERALL	B	16.6	B	15.9
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized				
WBLT	F	112.1	F	97.5
WBR	A	0.0	A	0.0
WB Approach	F	112.1	F	97.5
NBL	A	9.0	B	11.5
NBT	A	0.0	A	0.0
NB Approach	A	0.6	A	1.2
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	A	4.6	A	5.0
WB Approach	A	4.6	A	5.0
NBL	D	36.5	D	36.4
NB Approach	D	36.5	D	36.4
OVERALL	B	15.0	B	10.8
7. Site Driveway/North Queen Street - Unsignalized				
EBLT	Future Intersection			
WBTR				
SBLR				
8. North Rhodes Street/14th Street North - Unsignalized				
EBLTR	B	10.3	B	13.0
WBLTR	B	10.2	B	14.0
NBLTR	B	12.5	C	17.3
SBLTR	A	9.7	B	13.2

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	-	-	2	-	2
WBLTR	-	-	5	-	10
NBLTR	-	-	125	-	355
SBLTR	-	-	26	-	31
2. North Pierce Street/Fairfax Drive - Unsignalized					
EBLT	-	-	4	-	3
WBTR	-	-	0	-	0
SBLR	-	-	16	-	20
3. Fort Myer Drive/Fairfax Drive - Signalized					
EBTR	-	60	100	36	79
WBLT	-	18	23	28	32
SBL	255	23	30	22	40
SBT	-	93	124	286	358
SBR	190	0	1	0	9
4. N. Lynn Street/Fairfax Drive - Signalized					
EBLT	-	57	83	73	112
WBTR	-	47	56	31	65
NBLTR	-	178	219	79	103
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized					
WBLT	-	-	68	-	98
WBR	130	-	0	-	0
NBL	150	-	8	-	10
NBT	-	-	0	-	0
SBT	-	-	0	-	0
SBR	75	-	0	-	0
6. North Pierce Street/Wilson Boulevard - Signalized					
WBLT	-	30	55	61	102
NBL	-	89	124	81	131
7. Site Driveway/North Queen Street - Unsignalized					
EBLT	-	Future Intersection			
WBTR	-				
SBLR	-				
8. North Rhodes Street/14th Street North - Unsignalized					
EBLTR	-	-	28	-	45
WBLTR	-	-	25	-	58
NBLTR	-	-	65	-	103
SBLTR	-	-	20	-	45

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.

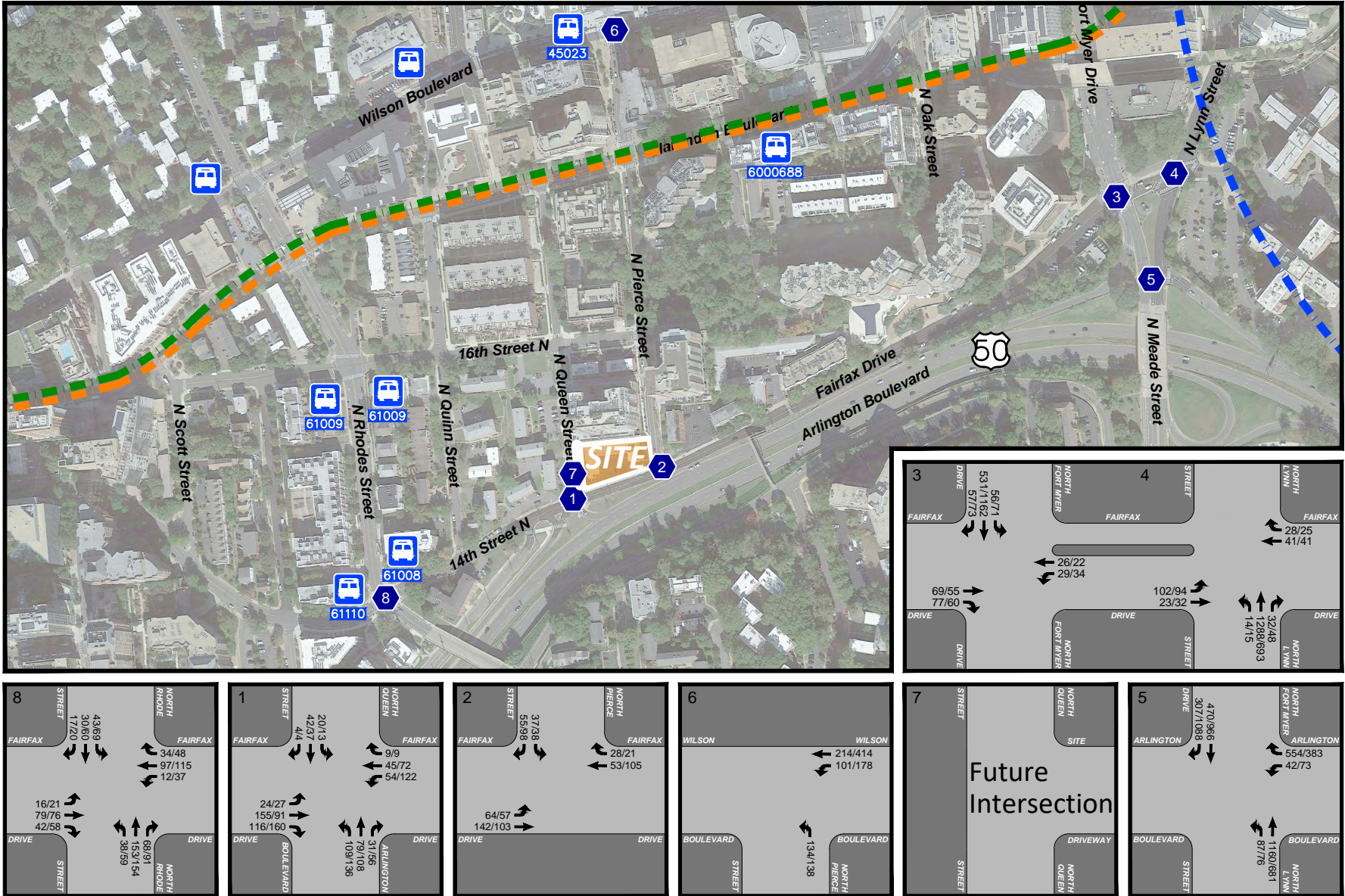


Figure 4-1
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000



1601 Fairfax Drive
Arlington County, Virginia

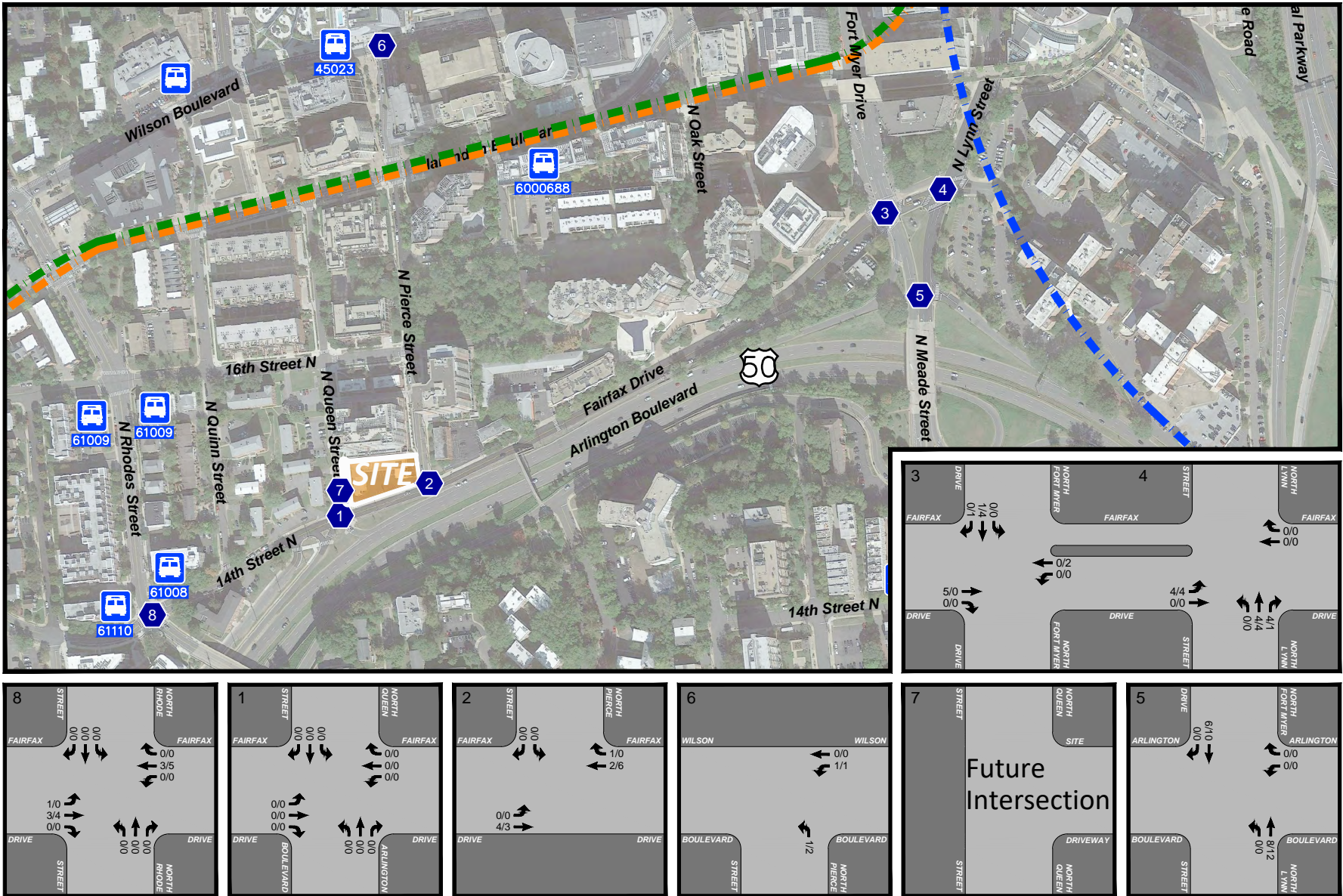


Figure 4-3
Existing Peak Hour Bicycle Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000



1601 Fairfax Drive
Arlington County, Virginia

SECTION 5 FUTURE CONDITIONS WITHOUT DEVELOPMENT (2025)

Background Conditions

This section presents an analysis of the future transportation conditions including projections of 2025 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 2025, as specified in the traffic scoping document. The 2025 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.

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.

Regional Growth. An increase in traffic associated with regional growth from 2022 to 2025 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 2025 future traffic forecasts without development are shown on Figure 5-3.

Future Conditions without Development Operational Analysis (2025)

Future peak hour LOS and 50th and 95th percentile queues without the redevelopment of the 1601 Fairfax Drive site in year 2025 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 5-1, with increases in traffic due to regional growth, all signalized study intersections would continue to operate at acceptable overall levels of service (LOS “B”) during the AM and PM peak hours.

Each stop-controlled study intersection would continue to operate similar to 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. While analyses show some improvement in the levels of service for these approaches, it should be noted that this is due to adjustments in peak hour factors for future scenarios requested by DES staff during scoping as opposed to those used for existing analyses. Overall, results continue to remain consistent with existing conditions.

Queueing. As shown on Table 5-2, the results of the queueing analysis are similar to those described under existing conditions. Peak hour queueing and the calculated average queues can be accommodated within the available turn lane storage provided at study intersections.

Table 5-1
 1601 Fairfax Drive
 Future Conditions without Development Levels of Service Summary^{1,2}

Approach/ Lane Group	Existing Conditions				2024 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	1.7	A	1.5	A	1.4	A	1.2
WBLTR	A	4.2	A	5.3	A	4.2	A	5.3
NBLTR	D	32.1	F	116.9	C	20.4	F	51.9
SBLTR	C	17.8	C	24.1	C	15.5	C	19.8
2. North Pierce Street/Fairfax Drive - Unsignalized								
EBLT	A	2.9	A	2.8	A	2.6	A	2.9
WBTR	A	0.0	A	0.0	A	0.0	A	0.0
SBLR	B	11.3	B	10.9	B	10.3	B	10.5
3. Fort Myer Drive/Fairfax Drive - Signalized								
EBTR	C	31.4	C	28.8	C	29.8	C	28.2
EB Approach	C	31.4	C	28.8	C	29.8	C	28.2
WBLT	B	12.2	B	16.4	B	12.1	B	12.6
WB Approach	B	12.2	B	16.4	B	12.1	B	12.6
SBL	A	9.9	A	9.8	A	9.5	A	9.7
SBT	B	11.6	B	18.9	B	11.5	B	18.2
SBR	A	9.3	A	9.3	A	9.2	A	9.3
SB Approach	B	11.2	B	17.8	B	11.1	B	17.2
OVERALL	B	14.9	B	18.7	B	14.4	B	17.9
4. N. Lynn Street/Fairfax Drive - Signalized								
EBLT	C	24.3	C	28.1	C	21.8	C	26.0
EB Approach	C	24.3	C	28.1	C	21.8	C	26.0
WBTR	E	59.7	D	48.9	D	46.2	D	46.1
WB Approach	E	59.7	D	48.9	D	46.2	D	46.1
NBLTR	B	12.8	B	10.1	B	12.7	B	10.1
NB Approach	B	12.8	B	10.1	B	12.7	B	10.1
OVERALL	B	16.6	B	15.9	B	14.9	B	14.8
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized								
WBLT	F	112.1	F	97.5	F	123.5	F	107.4
WBR	A	0.0	A	0.0	A	0.0	A	0.0
WB Approach	F	112.1	F	97.5	F	123.5	F	107.4
NBL	A	9.0	B	11.5	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	1.2	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	A	4.6	A	5.0	A	4.2	A	5.0
WB Approach	A	4.6	A	5.0	A	4.2	A	5.0
NBL	D	36.5	D	36.4	D	36.4	D	36.2
NB Approach	D	36.5	D	36.4	D	36.4	D	36.2
OVERALL	B	15.0	B	10.8	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	10.3	B	13.0	A	9.3	B	10.4
WBLTR	B	10.2	B	14.0	A	9.4	B	11.3
NBLTR	B	12.5	C	17.3	B	10.5	B	12.9
SBLTR	A	9.7	B	13.2	A	8.9	B	10.5

Notes:

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

Table 5-2
 1601 Fairfax Drive
 Future Conditions without Development Queuing Summary^{1,2,3,4,5}

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2024 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	-	-	2	-	2	-	1	-	1
WBLTR	-	-	5	-	10	-	4	-	9
NBLTR	-	-	125	-	355	-	71	-	210
SBLTR	-	-	26	-	31	-	16	-	18
2. North Pierce Street/Fairfax Drive - Unsignalized									
EBLT	-	-	4	-	3	-	4	-	3
WBTR	-	-	0	-	0	-	0	-	0
SBLR	-	-	16	-	20	-	11	-	17
3. Fort Myer Drive/Fairfax Drive - Signalized									
EBTR	-	60	100	36	79	46	104	31	79
WBLT	-	18	23	28	32	15	m25	16	28
SBL	255	23	30	22	40	15	34	20	41
SBT	-	93	124	286	358	90	123	272	356
SBR	190	0	1	0	9	0	2	0	9
4. N. Lynn Street/Fairfax Drive - Signalized									
EBLT	-	57	83	73	112	49	77	58	94
WBTR	-	47	56	31	65	26	70	26	69
NBLTR	-	178	219	79	103	176	216	77	101
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized									
WBLT	-	-	68	-	98	-	73	-	105
WBR	130	-	0	-	0	-	0	-	0
NBL	150	-	8	-	10	-	8	-	13
NBT	-	-	0	-	0	-	0	-	0
SBT	-	-	0	-	0	-	0	-	0
SBR	75	-	0	-	0	-	0	-	0
6. North Pierce Street/Wilson Boulevard - Signalized									
EBLT	-	30	55	61	102	27	52	60	104
EBTR	-	89	124	81	131	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	-	-	28	-	45	-	20	-	25
WBLTR	-	-	25	-	58	-	20	-	38
NBLTR	-	-	65	-	103	-	43	-	65
SBLTR	-	-	20	-	45	-	13	-	25

Notes:

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

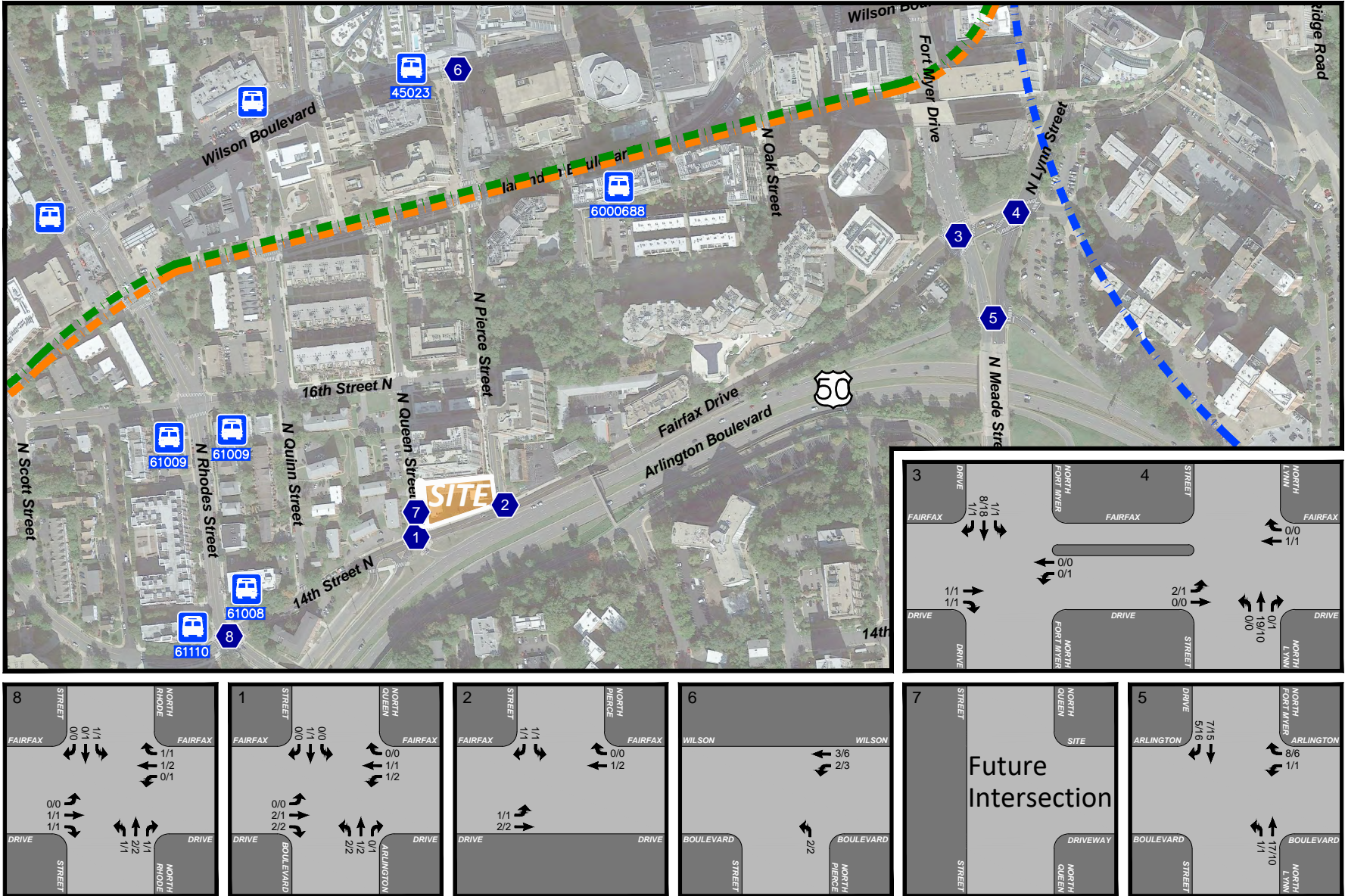


Figure 5-1
Growth I (2022-2025)

AM PEAK HOUR
PM PEAK HOUR
000 / 000



1601 Fairfax Drive
Arlington County, Virginia

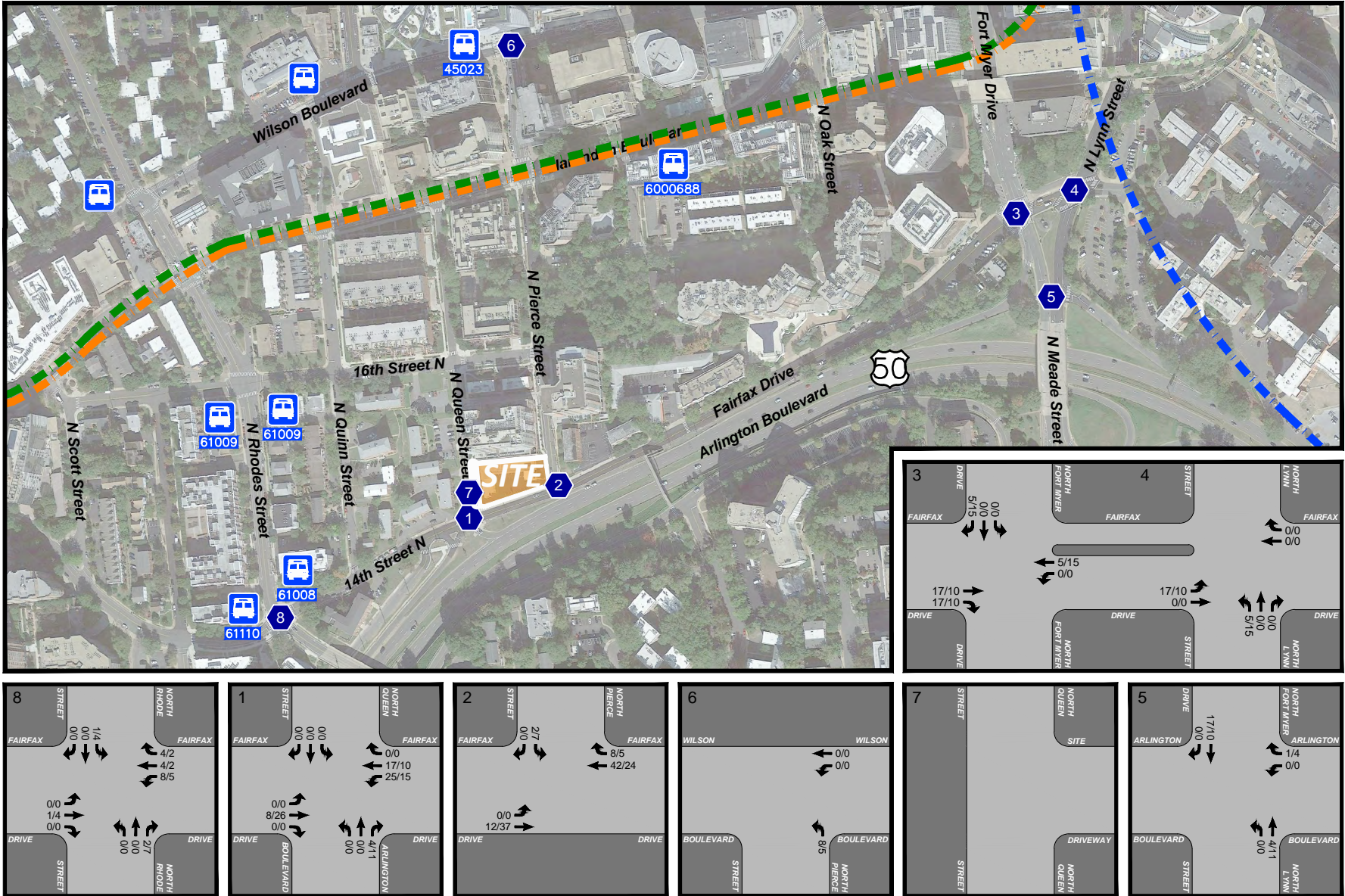


Figure 5-2
Pipeline Development Trips

— AM PEAK HOUR
- - - PM PEAK HOUR
000 / 000

NORTH
1601 Fairfax Drive
Arlington County, Virginia

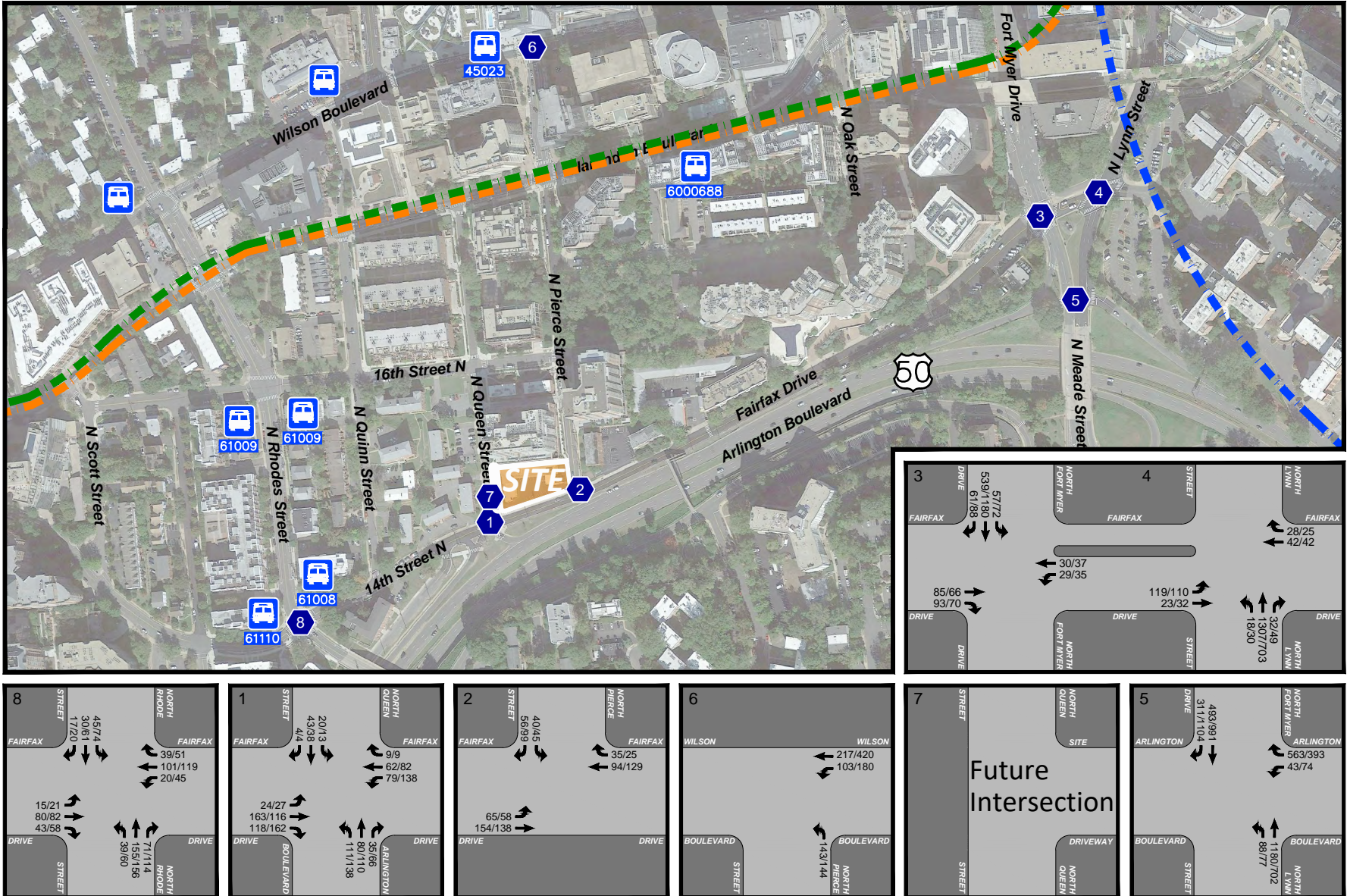


Figure 5-3
Future without Development
Peak Hour Traffic Forecast

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 with a residential building containing 141 dwelling units. Parking for the site is proposed via below-grade structured parking. Access to parking and loading is proposed via one (1) curb cut located along North Queen Street. Access to the parking garage would be located at the driveway located at the north driveway and access to the loading for the site would be located at the south curb cut.

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 2025.

Site Trip Generation Analysis

While the Applicant proposes to redevelop the site with 141 residential dwelling units, this analysis considers a development program of up to 160 residential dwelling units to provide conservative scenario. 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 as shown in Appendix B. As shown in the table, 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 42 AM peak hour trips (9 in and 33 out) and 43 PM peak hour trips (26 in and 17 out).

To understand the number of net new trips generated by the site, trips were generated for the existing 38-room hotel using similar methodology as described above, assuming that 84 percent of peak hours would have been made via a vehicle. As such, the existing 38-room hotel would generate 17 AM peak hour trips (6 in and 11 out) and 18 PM peak hour trips (10 in and 8 out). When accounting for traffic generated by the existing site, the proposed program would generate 26 additional AM peak hour trips and 25 additional PM peak hour trips overall when compared to the existing development. Refer to Table 6-1 for a summary of the site trip generation.

Table 6-1
1601 Fairfax Drive
Site Trip Generation Analysis and Comparison

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate	Rail Transit	AM Peak Hour			PM Peak Hour			Estimated Weekday ADT	
							In	Out	Total	In	Out	Total		
Existing Uses ⁽¹⁾														
Motel - General Urban/Suburban ²	320	38	Rooms	1.26/1.30	AM - Eq	PM - Eq	N/A	9	16	25	15	13	28	128
		84%						8	13	21	13	11	24	108
		12%						1	2	3	2	2	3	15
		4%						0	1	1	1	1	1	5
		Vehicle Trips						6	11	17	10	8	18	83
Proposed Development ⁽¹⁾														
Multifamily Housing (Mid Rise) - Center City Core ²	221	160	DU	1.11/1.18	AM - Eq	PM - Rate	Close	18	63	81	52	35	87	870
		58%						10	37	47	31	21	51	505
		35%						6	22	28	18	12	30	305
		7%						1	4	6	4	2	6	61
		Vehicle Trips						9	33	42	26	17	43	432
Net New Site Trips								9	47	56	37	22	59	742
								2	24	26	18	10	27	397
								5	20	25	16	10	27	290
								1	3	5	3	1	5	56
		Vehicle Trips						3	23	26	16	9	25	349

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition

(2) AVO's were taken from the ITE Handbook, 3rd Edition.

Site Trip Distribution and Assignment

The trips associated with the existing hotel and apartment building were removed from the roadway network using the existing driveway counts and intersection splits. Refer to Figure 6-1 for the removal the existing site trips.

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

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

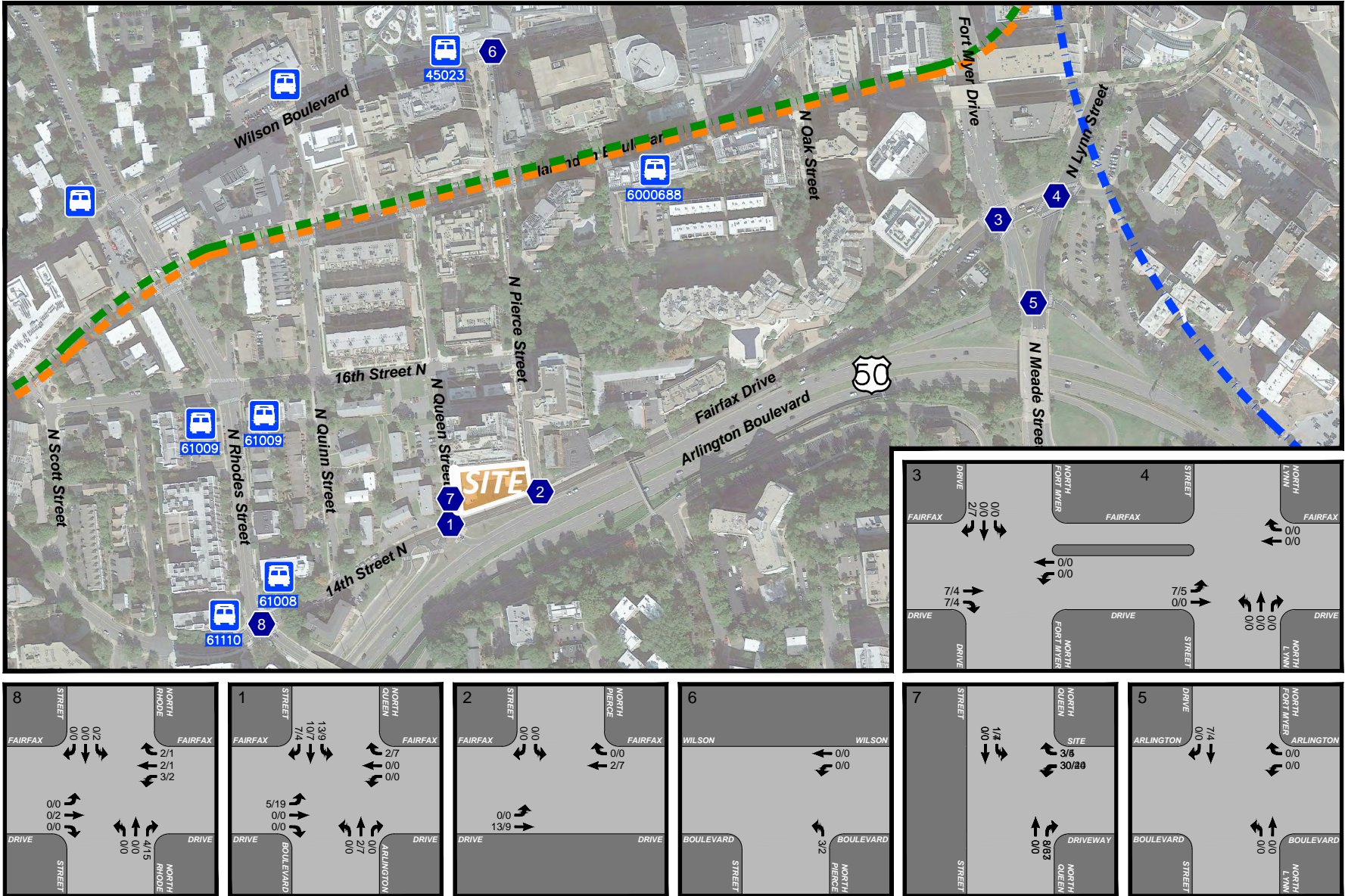


Figure 6-2
Total Site Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000



1601 Fairfax Drive
Arlington County, Virginia

SECTION 7 FUTURE CONDITIONS WITH DEVELOPMENT (2025)

This section presents an analysis of the future conditions including projections of 2025 future traffic forecasts with the proposed development, as well as capacity and queuing analyses.

Future Traffic Forecasts with Development (2025)

The traffic forecasts described in the previous section and shown on Figures 6-1 and 6-2 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. As shown in Table 7-1, with the proposed development, the signalized study intersections would continue to operate at overall acceptable levels of service (LOS “B”) during both the AM and PM peak hours. The unsignalized intersections would also continue to operate consistently with the results of existing and future without redevelopment scenarios. In general, the signalized study intersections would experience increases of one (1) second or less in overall delay with the redevelopment of the site.

A robust 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.

Queueing. As shown on Table 7-2, the results of the queueing 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 equate to approximately one (1) vehicle or less.

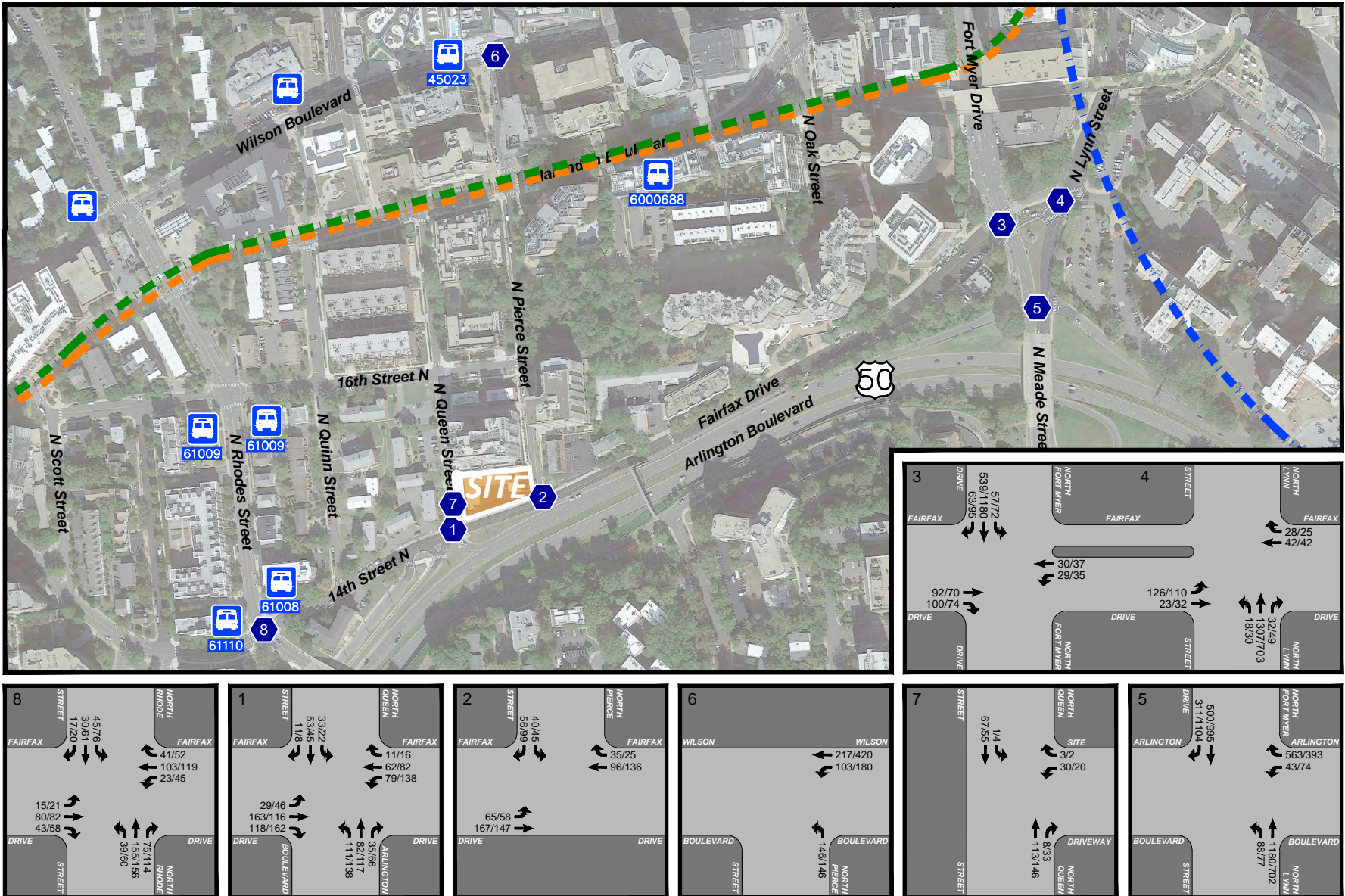


Figure 7-1
Future with Development
Peak Hour Traffic Forecast

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH
1601 Fairfax Drive
Arlington County, Virginia

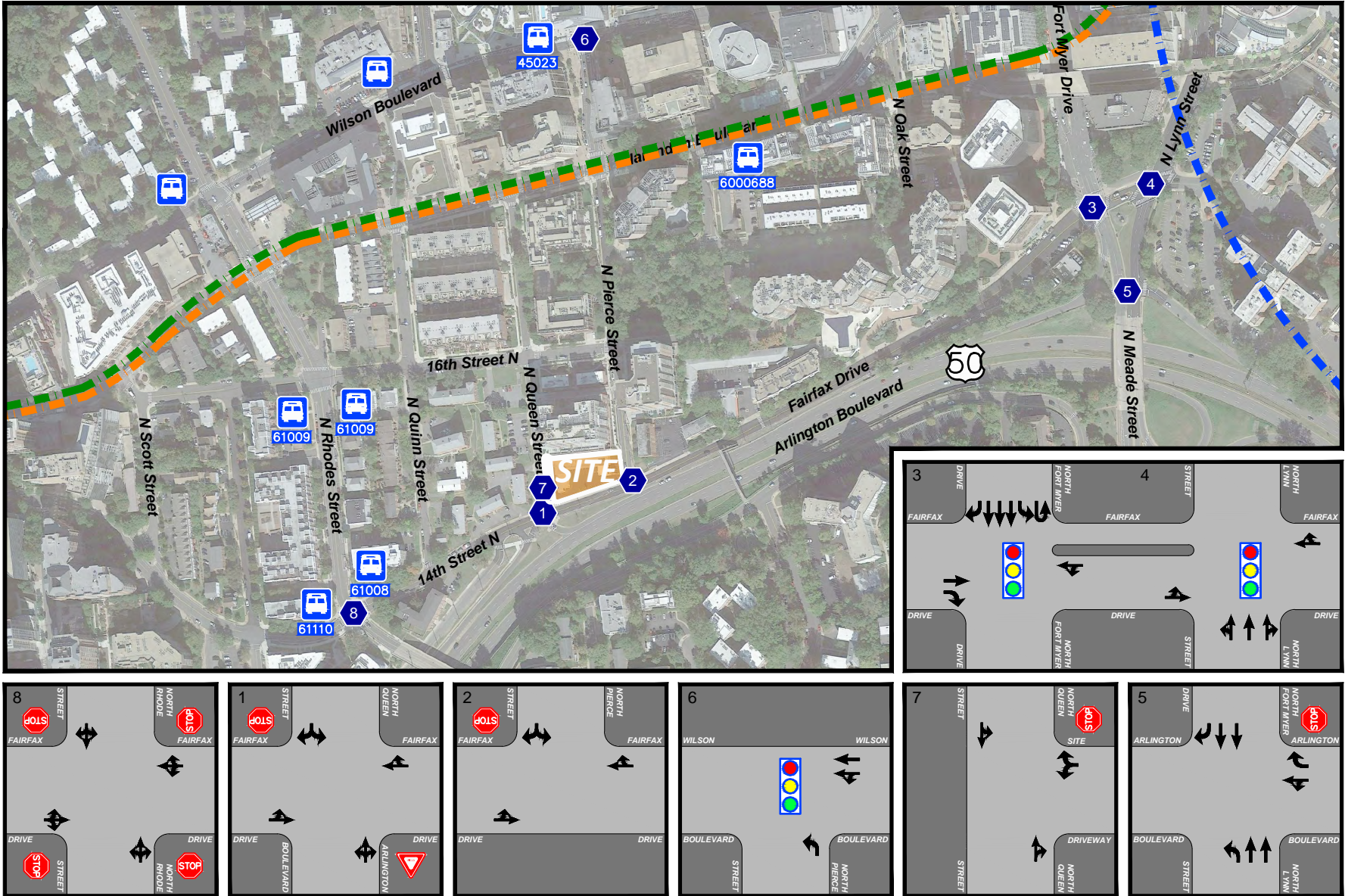


Figure 7-2
Future Lane Use and Traffic Controls

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign



NORTH
1601 Fairfax Drive
Arlington County, Virginia

Table 7-1
 1601 Fairfax Drive
 Future Conditions with Development Levels of Service Summary^{1,2}

Approach/ Lane Group	Existing Conditions				2024 Future Conditions without Development				2024 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	1.7	A	1.5	A	1.4	A	1.2	A	1.4	A	1.2
WBLTR	A	4.2	A	5.3	A	4.2	A	5.3	A	4.5	A	5.4
NBLTR	D	32.1	F	116.9	C	20.4	F	51.9	D	25.0	F	78.0
SBLTR	C	17.8	C	24.1	C	15.5	C	19.8	C	17.4	C	22.4
2. North Pierce Street/Fairfax Drive - Unsignalized												
EBLT	A	2.9	A	2.8	A	2.6	A	2.9	A	2.6	A	2.5
WBTR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
SBLR	B	11.3	B	10.9	B	10.3	B	10.5	B	10.8	B	11.1
3. Fort Myer Drive/Fairfax Drive - Signalized												
EBTR	C	31.4	C	28.8	C	29.8	C	28.2	C	31.8	C	29.3
EB Approach	C	31.4	C	28.8	C	29.8	C	28.2	C	31.8	C	29.3
WBLT	B	12.2	B	16.4	B	12.1	B	12.6	B	13.6	B	17.6
WB Approach	B	12.2	B	16.4	B	12.1	B	12.6	B	13.6	B	17.6
SBL	A	9.9	A	9.8	A	9.5	A	9.7	A	9.5	A	9.7
SBT	B	11.6	B	18.9	B	11.5	B	18.2	B	11.5	B	18.2
SBR	A	9.3	A	9.3	A	9.2	A	9.3	A	9.2	A	9.4
SB Approach	B	11.2	B	17.8	B	11.1	B	17.2	B	11.1	B	17.2
OVERALL	B	14.9	B	18.7	B	14.4	B	17.9	B	15.4	B	18.3
4. N. Lynn Street/Fairfax Drive - Signalized												
EBLT	C	24.3	C	28.1	C	21.8	C	26.0	C	20.2	C	24.7
EB Approach	C	24.3	C	28.1	C	21.8	C	26.0	C	20.2	C	24.7
WBTR	E	59.7	D	48.9	D	46.2	D	46.1	D	46.2	D	46.1
WB Approach	E	59.7	D	48.9	D	46.2	D	46.1	D	46.2	D	46.1
NBLTR	B	12.8	B	10.1	B	12.7	B	10.1	B	12.7	B	10.1
NB Approach	B	12.8	B	10.1	B	12.7	B	10.1	B	12.7	B	10.1
OVERALL	B	16.6	B	15.9	B	14.9	B	14.8	B	14.9	B	14.7
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized												
WBLT	F	112.1	F	97.5	F	123.5	F	107.4	F	126.7	F	114.3
WBR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
WB Approach	F	112.1	F	97.5	F	123.5	F	107.4	F	126.7	F	114.3
NBL	A	9.0	B	11.5	A	9.0	B	11.6	A	9.1	B	11.7
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	1.2	A	0.6	A	1.2	A	0.6	A	1.2
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	A	4.6	A	5.0	A	4.2	A	5.0	A	4.4	A	5.1
WB Approach	A	4.6	A	5.0	A	4.2	A	5.0	A	4.4	A	5.1
NBL	D	36.5	D	36.4	D	36.4	D	36.2	D	35.9	D	36.0
NB Approach	D	36.5	D	36.4	D	36.4	D	36.2	D	35.9	D	36.0
OVERALL	B	15.0	B	10.8	B	13.8	B	10.9	B	14.1	B	11.1
7. Site Driveway/North Queen Street - Unsignalized												
EBLT	Future Intersection								A	0.6	A	2.1
WBTR									A	0.0	A	0.0
SBLR									A	9.9	B	10.3
8. North Rhodes Street/14th Street North - Unsignalized												
EBLTR	B	10.3	B	13.0	A	9.3	B	10.4	A	9.3	B	13.3
WBLTR	B	10.2	B	14.0	A	9.4	B	11.3	A	9.6	B	10.6
NBLTR	B	12.5	C	17.3	B	10.5	B	12.9	B	10.7	B	11.6
SBLTR	A	9.7	B	13.2	A	8.9	B	10.5	A	9.0	B	10.7

Notes:

- Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11.
- Reductions in levels of service between existing and future conditions without development are due to peak hour factor adjustments as scoped with County staff.

Table 7-2
 1601 Fairfax Drive
 Future Conditions with Development Queuing Summary^{1,2,3,4,5}

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2024 Future Conditions without Development				2024 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	-	-	2	-	2	-	1	-	1	-	1	-	1
WBLTR	-	-	5	-	10	-	4	-	9	-	6	-	10
NBLTR	-	-	125	-	355	-	71	-	210	-	90	-	272
SBLTR	-	-	26	-	31	-	16	-	18	-	18	-	21
2. North Pierce Street/Fairfax Drive - Unsignalized													
EBLT	-	-	4	-	3	-	4	-	3	-	4	-	3
WBTR	-	-	0	-	0	-	0	-	0	-	0	-	0
SBLR	-	-	16	-	20	-	11	-	17	-	13	-	20
3. Fort Myer Drive/Fairfax Drive - Signalized													
EBTR	-	60	100	36	79	46	104	31	79	63	131	41	96
WBLT	-	18	23	28	32	15	m25	16	28	19	m31	26	46
SBL	255	23	30	22	40	15	34	20	41	15	34	20	41
SBT	-	93	124	286	358	90	123	272	356	90	123	272	356
SBR	190	0	1	0	9	0	2	0	9	0	4	0	14
4. N. Lynn Street/Fairfax Drive - Signalized													
EBLT	-	57	83	73	112	49	77	58	94	49	75	58	93
WBTR	-	47	56	31	65	26	70	26	69	26	70	26	69
NBLTR	-	178	219	79	103	176	216	77	101	176	217	80	104
5. Fort Myer Drive/Arlington Boulevard Ramp - Unsignalized													
WBLT	-	-	68	-	98	-	73	-	105	-	75	-	108
WBR	130	-	0	-	0	-	0	-	0	-	0	-	0
NBL	150	-	8	-	10	-	8	-	13	-	8	-	13
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													
EBLT	-	30	55	61	102	27	52	60	104	28	54	60	105
EBTR	-	89	124	81	131	79	131	80	131	81	133	82	133
7. Site Driveway/North Queen Street - Unsignalized													
EBLT	-	Future Intersection								-	1	-	3
WBTR	-									-	0	-	0
SBLR	-									-	9	-	6
8. North Rhodes Street/14th Street North - Unsignalized													
EBLTR	-	-	28	-	45	-	20	-	25	-	20	-	28
WBLTR	-	-	25	-	58	-	20	-	38	-	23	-	40
NBLTR	-	-	65	-	103	-	43	-	65	-	45	-	70
SBLTR	-	-	20	-	45	-	13	-	25	-	13	-	28

- Notes:
- Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.
 - "~" - 50th percentile volume exceeds capacity, queue may be longer.
 - "#" - 95th percentile volume exceeds capacity, queue may be longer.
 - "m" - Volume for 95th percentile queue is metered by upstream signal.
 - Reductions in queues between existing and future conditions without development are due to peak hour factor adjustments as scoped with County staff.

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; carsharing; and bicycle facilities.
2. The three (3) signalized study intersections currently operate at overall acceptable LOS “B” during the AM and PM peak hours. At the stop-controlled intersections, all lane groups currently operate at acceptable LOS “D” or better during the AM and PM peak hours with the exception of the northbound approach during the PM peak hour at the intersection of N. Queen Street/Fairfax Drive and the westbound left-through at the intersection of N. Meade Street/Route 50 Ramps. However, it is acknowledged that constrained conditions exist near Rosslyn that may impact operations and the reported levels of service and queuing during peak hours.
3. In the future without redevelopment the three (3) signalized study intersections would continue to operate at acceptable overall levels of service (LOS “B”) during the AM and PM peak hours. Each stop-controlled study intersection would continue operate similar to 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.
4. The Applicant proposes to demolish the existing 38 room hotel and redevelop the site with 141 residential dwelling units. The proposed uses would be served by on-site below grade structured parking. The proposed uses would be served by on-site structured parking. Access to the parking and loading facilities would be provided via one (1) proposed curb cut along North Queen Street.
5. The total person trips generated by the site were delineated into transportation categories using the Arlington County MMTA Mode Share Assumptions as shown in Appendix B. As shown in the table, 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 42 AM peak hour trips (9 in and 33 out) and 43 PM peak hour trips (26 in and 17 out). When accounting for traffic generated by the existing site, the proposed program would generate 26 additional AM peak hour trips and 25 additional PM peak hour trips overall when compared to the existing development.
6. 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. The unsignalized intersections would also continue to operate consistently with the results of the future without redevelopment. In general, the signalized study intersections would experience an increase of one (1) second or less in overall delay as a result of the redevelopment. All turning movements at the proposed site driveways would operate at acceptable LOS.

7. 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.
8. The proposed redevelopment of 1601 Fairfax Drive would improve the existing outdated hotel with an apartment building that would bring a vibrant new development to Arlington. This development in particular will aid in planning efforts to increase the number of residential uses within the area, lessening the number of office commuters traveling to/from Arlington today.

O:\Projects\8501-9000\8755 1601 Arlington Boulevard\Documentation\Report\1601 Arlington Boulevard Multimodal TIA (01.13.23).docx

APPENDIX A SCOPING AGREEMENT

SCOPE OF WORK MEETING FORM
 1601 Arlington Boulevard
 Traffic Impact Analysis Base Assumptions

Contact Information	
Consultant Names:	Jim Watson, AICP PTP
Tele:	703.917.6620
E-mail:	jwwatson@wellsandassociates.com
Developer/Owner Name:	Josh Olsen Monument Realty
Tele:	202.777.2012
E-mail:	<u>jolsen@monumentrealty.com</u>

Project Information				
Project Name:	1601 Arlington Boulevard			
Project Location:	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 currently 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 .			
Project Description:	Monument Realty plans the site is proposed to be razed and redeveloped with a multi-family apartment building with approximately 160 units. The conceptual site plan is shown in Figure 2 .			
Proposed Use	Residential <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	Mixed Use <input type="checkbox"/>	Other <input type="checkbox"/>
Proposed Use / Trip Generation	<p>See Table 1 for the trip generation table. <i>*Note existing driveway counts will be collected and removed from the network.</i></p> <p>Mixed Use: Existing: 38 motel rooms Proposed: 160 multifamily dwelling units</p> <p>Mode share information will be based on information provided by DES staff and applied to ITE person trips summarized in Table 1.</p>		<p><u>ITE Land Uses</u> Multifamily High-Rise – 222 Motel – 320</p> <p>Note: The proposed redevelopment would not exceed the VDOT Chapter 870 threshold of 5,000 new daily trips.</p>	

SCOPE OF WORK MEETING FORM
1601 Arlington Boulevard
Traffic Impact Analysis Base Assumptions

Traffic Impact Analysis Assumptions					
Study Period	Existing Year: <u>2022</u>	Build-out Year: <u>2026</u>	Design Year: <u>N/A</u>		
Study Area Boundaries (Attach map) See Figure 1	North: Wilson Boulevard		South: Fairfax Drive		
	East: N. Lynn Street		West: N. Queen Street		
Consistency with Comprehensive Plan	Development would be consistent with the General Land Use Plan (GLUP).				
Available Traffic Data (Historical, forecasts)	<u>Published VDOT Average Annual Daily Traffic (AADT) Data:</u> Fairfax Drive – 2020: 2,800 2019: 3,800 2018: 3,800 2017: 3,900 2016: 3,900				
Trip Distribution See Figure 1	Road Name: Arlington Blvd	N __ %	S __ %	E <u>20</u> %	W <u>30</u> %
	Road Name: 14 th St. N.	N __ %	S __ %	E __ %	W <u>20</u> %
	Road Name: N. Lynn St. (One-Way)	N __ %	S <u>20</u> %	E __ %	W __ %
	Road Name: Fort Myer Drive (One-Way)	N <u>20</u> %	S __ %	E __ %	W __ %
	Road Name: Wilson Blvd (One-Way)	N __ %	S __ %	E __ %	W <u>10</u> %
	Road Name: Clarendon Boulevard (One-Way)	N __ %	S __ %	E <u>10</u> %	W __ %
Annual Vehicle Trip Growth Rate:	Consistent with other traffic studies in the area, a growth rate of 0.5% , compounded annually.		Peak Period for Study (circle all that apply)	AM/PM	
Study Intersections See Figure 1	1. Fairfax Drive/14th Street N/N Queen Street		5. Wilson Boulevard/N Pierce Street		
	2. Fairfax Drive/N Pierce Street		6. Site Driveways		
	3. Fairfax Drive/Fort Myer Drive				
	4. Fairfax Drive/N Lynn Street				
Trip Adjustment Factors	Internal allowance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Reduction:		Pass-by allowance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Reduction:		

SCOPE OF WORK MEETING FORM
1601 Arlington Boulevard
Traffic Impact Analysis Base Assumptions

Software Methodology	<input checked="" type="checkbox"/> Synchro 10 <input type="checkbox"/> HCS (v.2000/+) <input type="checkbox"/> aaSIDRA <input type="checkbox"/> CORSIM <input type="checkbox"/> Other
Improvement(s) Assumed	- Wilson Boulevard Streetscape Improvements
Background Traffic Studies Considered	- N/A
Plan Submission	<input type="checkbox"/> Master Development Plan (MDP) <input checked="" type="checkbox"/> 4.1 Site Plan Submission <input type="checkbox"/> Preliminary/Sketch Plan
Additional Issues to be addressed	<input checked="" type="checkbox"/> Queuing analysis <input type="checkbox"/> Actuation/Coordination <input type="checkbox"/> Weaving analysis <input type="checkbox"/> Merge analysis <input checked="" type="checkbox"/> Bike/Ped Accommodations <input checked="" type="checkbox"/> Intersection (LOS) <input type="checkbox"/> TDM/TMP <input type="checkbox"/> Transit (Bus & Metro) Ridership <input type="checkbox"/> Sidewalk Width Summary

ADDITIONAL NOTES:

- 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-minute 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 10 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, bikes, and pedestrians.
- Study will include a comprehensive discussion of the safety analysis of the site, including crash data and summary tables.

SCOPE OF WORK MEETING FORM
1601 Arlington Boulevard
Traffic Impact Analysis Base Assumptions

SIGNED:  DATE: 8/17/2022
Applicant or Consultant

PRINT NAME: Jim Watson, AICP PTP
Applicant or Consultant

SIGNED: _____ DATE: _____
Local Government Representative

PRINT NAME: _____
Local Government Representative

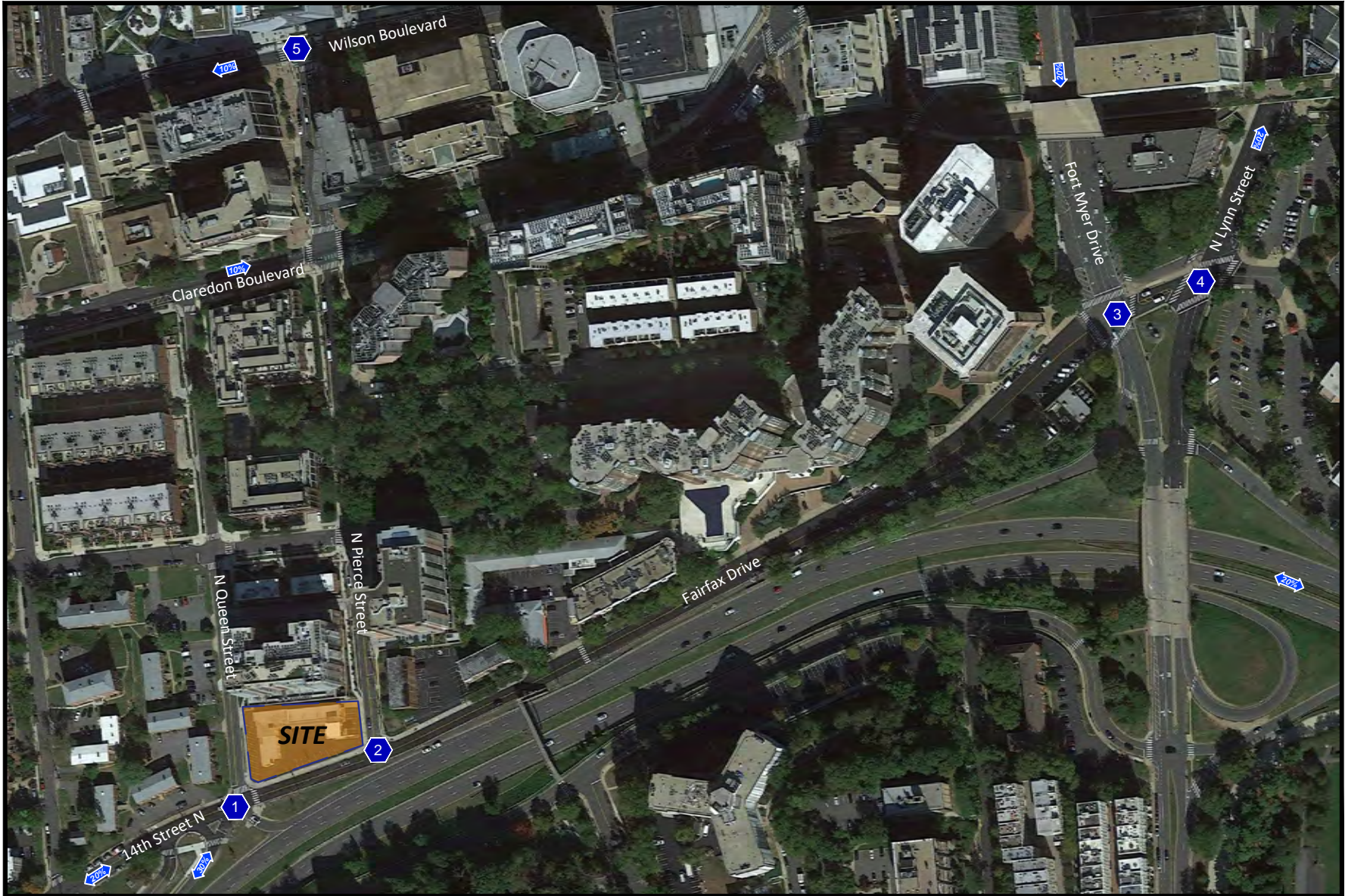



Figure 1
Site and Intersection Location

 Study Intersection



NORTH

1601 Arlington Boulevard
Arlington County, Virginia

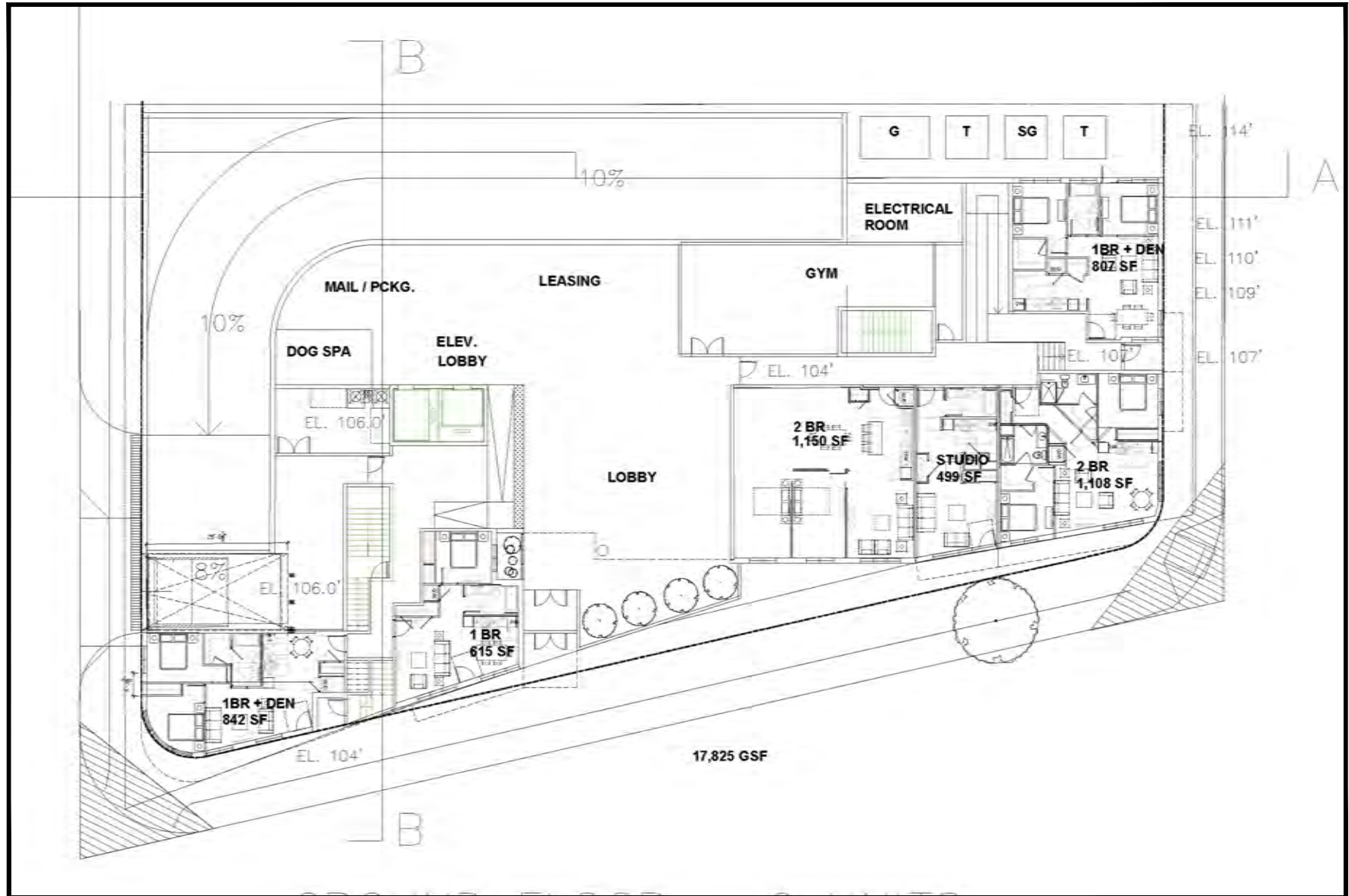


Figure 2
Site Plan



NORTH

3140 Washington Blvd & 1025 N. Irving Street
Arlington County, Virginia



Table 1
 1601 Arlington Boulevard
 Site Trip Generation Analysis and Comparison

Land Use	ITE Land Use Code	Size	Units	AVO	Equation or Rate			AM Peak Hour			PM Peak Hour			Estimated Weekday ADT
								In	Out	Total	In	Out	Total	
Existing Uses ⁽¹⁾														
Motel - General Urban/Suburban ²	320	38	Rooms	1.26/1.30	AM - Eq	PM - Eq	N/A	9	16	25	15	13	28	128
		84%						8	13	21	13	11	24	108
		12%						1	2	3	2	2	3	15
		4%						0	1	1	1	1	1	5
		Vehicle Trips						6	11	17	10	8	18	83
Proposed Development ⁽¹⁾														
Multifamily Housing (Mid Rise) - Center City Core ²	221	160	DU	1.11/1.18	AM - Eq	PM - Rate	Close	18	63	81	52	35	87	870
		58%						10	37	47	31	21	51	505
		35%						6	22	28	18	12	30	305
		7%						1	4	6	4	2	6	61
		Vehicle Trips						9	33	42	26	17	43	432
Net New Site Trips								9	47	56	37	22	59	742
								2	24	26	18	10	27	397
								5	20	25	16	10	27	290
								1	3	5	3	1	5	56
								3	23	26	16	9	25	349

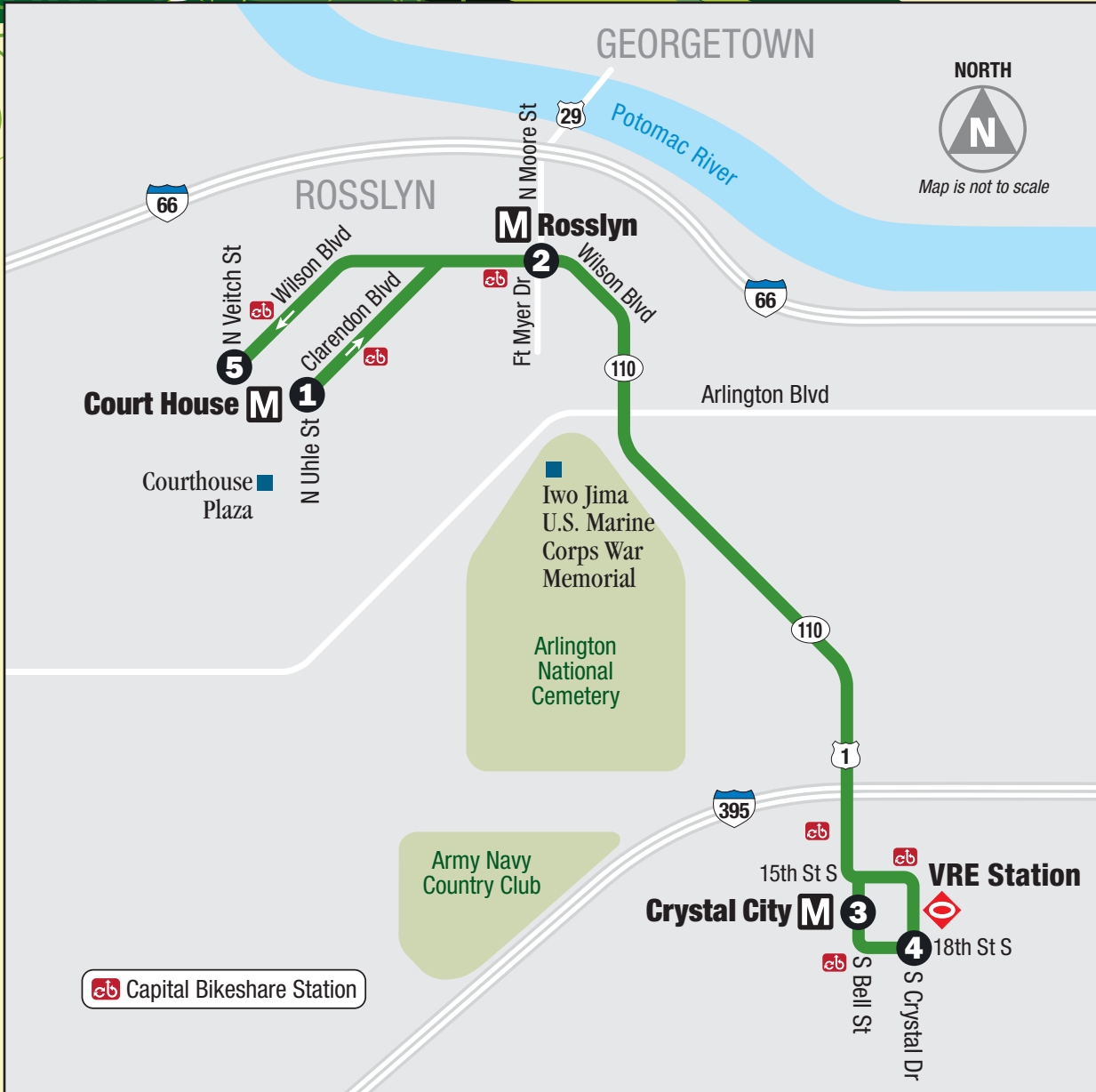
(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 11th Edition

(2) AVO's were taken from the ITE Handbook, 3rd Edition.

APPENDIX B MULTIMODAL INFORMATION



ART 43



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/WMAATA 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.

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 WMAATA 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.

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.

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

	1 Court House (Clarendon N. Union)	2 Wilson Blvd. Ft. Myer Dr. (Rosslyn)	3 Crystal City (Bay A)
	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

*This trip
operates
Friday only

*Este
itinerario
opera solo
los viernes

Bold Shaded
numerals are
PM Times

Números
sombreados
en negrita
son **horas PM**

ART 43

Monday– Friday Northbound

Lunes–
Viernes
Dirección
Norte

	3 Crystal City (Bay A)	4 S. Crystal Dr. 18th St. S. (VRE)	2 Wilson Blvd. N. Moore St. (Rosslyn)	5 Court House (Wilson Blvd. N. Vench)
	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

*This trip
operates
Friday only

*Este
itinerario
opera solo
los viernes

Bold Shaded
numerals are
PM Times

Números
sombreados
en negrita
son **horas PM**

ART 45



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	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.

Transbordos usando tarjeta SmarTrip*

TARIFAS ART 45	Tarifa Regular	Tarifa con 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. 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

	S Dinwiddie & Columbia Pike	Columbia Pike & Glebe Rd	Sequoia/DHS @ 2nd St S	N Barton St. & N Pershing Dr.	Rosslyn  N Moore St & Wilson Blvd
	1	2	3	4	5
*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	N Barton St. & N Pershing Dr.	Sequoia/DHS @ 2nd St S	Columbia Pike & Glebe Rd	S Dinwiddie & Columbia Pike
	5	4	3	2	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	2	3	4	5
*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	N Barton St. & N Pershing Dr.	Sequoia/DHS @ 2nd St S	Columbia Pike & Glebe Rd	S Dinwiddie & Columbia Pike
	5	4	3	2	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	2	3	4	5
*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  - N Moore St & Wilson Blvd	N Barton St. & N Pershing Dr.	Sequoia/DHS @ 2nd St S	Columbia Pike & Glebe Rd	S Dinwiddie & Columbia Pike
	5	4	3	2	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**

ART 61



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/WMATIA 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.

Transbordos usando tarjeta SmarTrip*

TARIFAS ART 61	Tarifa Regular	Tarifa con 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* M	21st St & N Scott St	Rosslyn M	N Queen & 12th St	Courthouse* M
	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 M	N Queen & 12th St	Rosslyn M	21st St & N Scott St	Courthouse M
	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

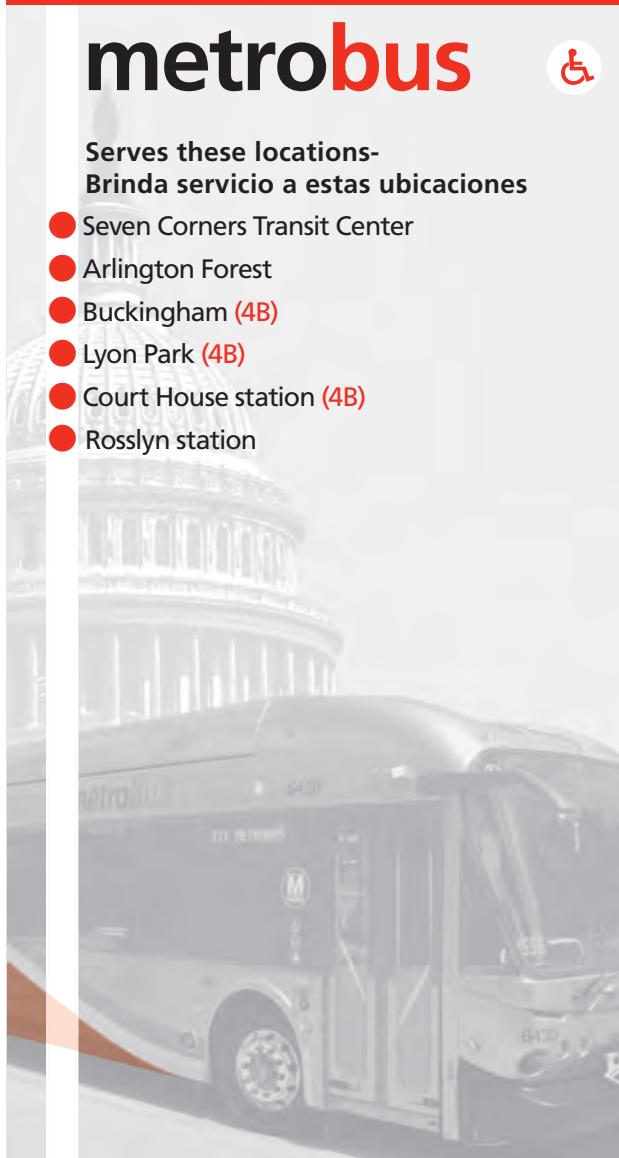
Pershing Dr.-Arlington Blvd. Line

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 (4A is currently suspended) Pershing Dr.-Arlington Blvd. Line

For route and schedule information

Call 202-637-7000

www.wmata.com



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

► **Westbound to Seven Corners Transit Center**

Monday thru Friday — De Lunes a viernes

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	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

► 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 M	Wilson Blvd. & Veitch St. (Court House) M	Barton St. & Pershing 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) 	ROSSLYN 
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	Rossllyn 	Wilson Blvd. & Veitch St. (Court House) 	Barton St. & Pershing 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

For route and schedule information
Call 202-637-7000
www.wmata.com

Legend
M Metro Station
★ Terminal Stands



Guaranteed Ride Home
When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program. The program will get you home in the event of a personal emergency or unscheduled overtime. To register and to receive program details, call Commuter Connection at 1-800-745-RIDE. (2/97)






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

► 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 M	Washington Blvd. & Quincy St.	Clarendon M	Court House M	Rosslyn M	M St. & Wisconsin Ave. NW (Georgetown)	Pennsylvania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) # M
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

► Eastbound To Farragut North/Farragut West stations






Monday thru Friday — De Lunes a viernes

Route Number	Ballston-MU M	Washington Blvd. & Quincy St.	Clarendon M	Court House M	Rosslyn M	M St. & Wisconsin Ave. NW (Georgetown)	Pennsylvania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) # M
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

▶ 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.

▶ Eastbound To Farragut North/Farragut West stations

Saturday — Sábados

Route Number	Ballston-MU M	Washington Blvd. & Quincy St.	Clarendon M	Court House M	Rosslyn M	M St. & Wisconsin Ave. NW (Georgetown)	Pennsylvania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) # M
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
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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 M	Washington Blvd. & Quincy St.	Clarendon M	Court House M	Rosslyn M	M St. & Wisconsin Ave. NW (Georgetown)	Pennsylvania Ave. & 24th St. NW	17th (E) & I Sts. NW (Farragut N&W) # M
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



- | | | |
|---|--|--|
| <p>1. Union Station
E St. NE / Columbus Circle</p> <p>2. National Gallery of Art
Madison Dr. NW / 4th St.</p> <p>3. National Gallery of Art Sculpture Garden
Madison Dr. NW / 7th St.</p> <p>4. National Museum of American History / National Museum of Natural History
Madison Dr. NW / 12th St.</p> <p>5. Washington Monument / National Museum of African American History and Culture
15th St. SW / Jefferson Dr.</p> | <p>6. Holocaust Memorial Museum / Bureau of Engraving and Printing
15th St. SW near Maine Ave.</p> <p>7. Thomas Jefferson Memorial
E. Basin Dr. SW at Jefferson Memorial</p> <p>8. Martin Luther King, Jr. Memorial / Franklin Delano Roosevelt Memorial
W. Basin Dr. SW near Independence Ave.</p> <p>9. Lincoln Memorial / Korean War Veterans Memorial
Lincoln Memorial Circle SW</p> <p>10. Vietnam Veterans Memorial
Constitution Ave. NW / 21st St.</p> | <p>11. World War II Memorial / Constitution Gardens
Constitution Ave. NW / 18th St.</p> <p>12. Washington Monument / National Museum of African American History and Culture
15th St. NW / Madison Dr.</p> <p>13. Smithsonian Visitor Center
Jefferson Dr. SW / 12th St.</p> <p>14. National Air and Space Museum / Hirshhorn Museum and Sculpture Garden
Jefferson Dr. SW / 7th St.</p> <p>15. United States Capitol / U.S. Botanic Garden National Museum of the American Indian
3rd St. NW near Madison Dr. NW</p> |
|---|--|--|

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- One Dollar Fare
- Every 10 Minutes
- Onboard Wi-Fi
- USB Chargers
- Electric Buses

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FARES

- **Regular:** \$1.00
- **Senior/Disabled:** 50¢
- **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.

See website for details www.dccirculator.com



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



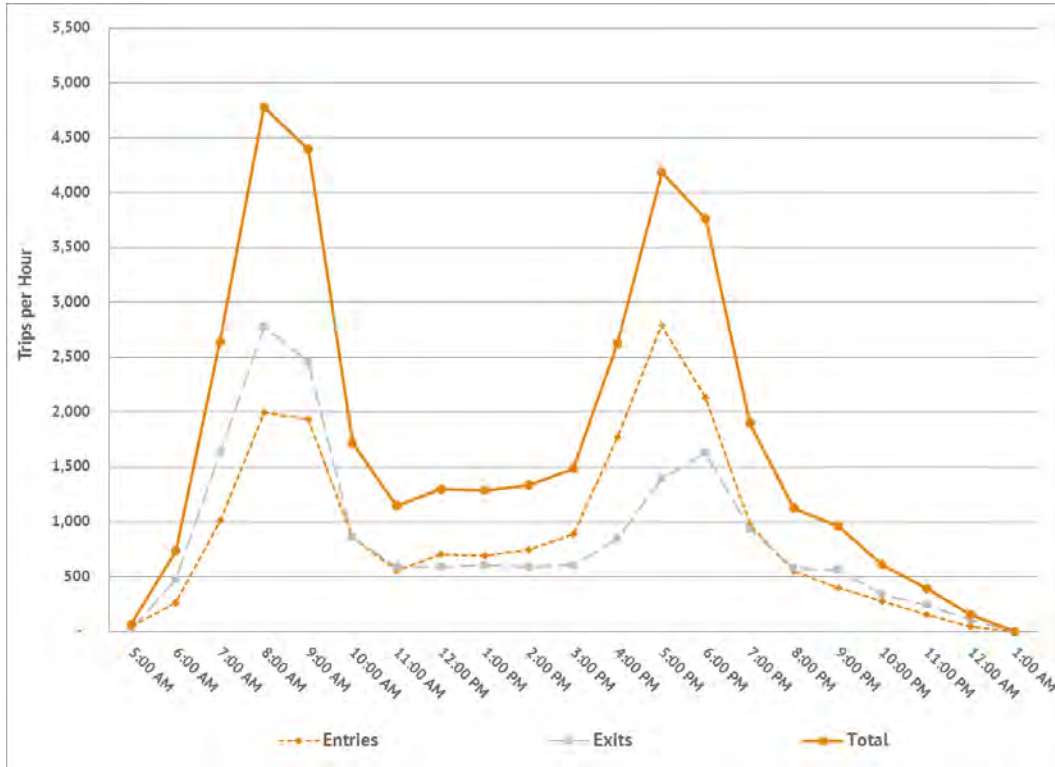
HOW TO RIDE

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.

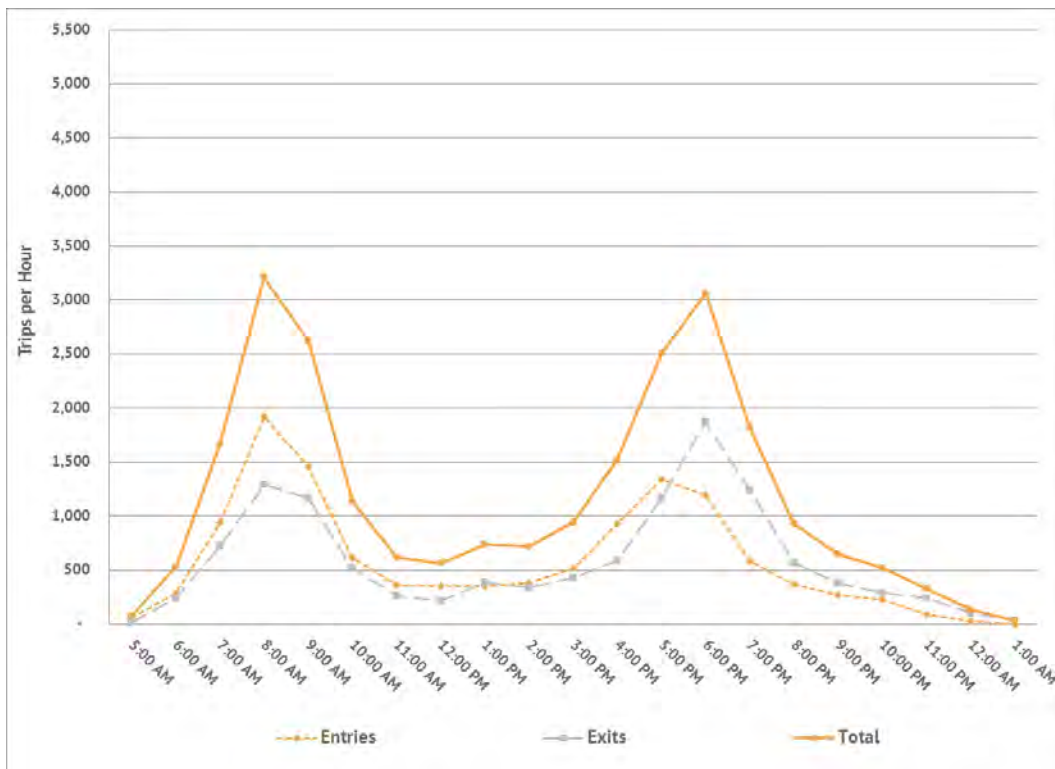
LEGEND

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

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



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



<u>Hour Beginning</u>	<u>Entries</u>	Rosslyn <u>Exits</u>	<u>Total</u>
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
<u>1:00 AM</u>	<u>0</u>	<u>0</u>	<u>0</u>
<i>Daily Total</i>	18,770	17,821	36,591

MetroRail Average Weekday

Passenger Boardings

Table with columns for Station (Nov 1977 to 2018) and rows for various MetroRail stations including Dupont Circle, Silver Spring, and others. The table shows passenger boarding counts for each year from 1977 to 2018.

* No Survey conducted, counts taken by Staff ** Average weekday ridership computed by EDADS Editing System *** Average weekday ridership computed by Crystal Reports System **** Average weekday ridership computed by EDADS Editing System

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 \(<https://www.redfin.com/VA/Arlington/1501-Key-Blvd-22209/home/11249078>\)](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

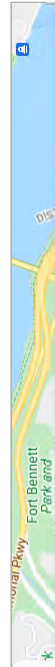
Transit is convenient for most trips.

Bike Score
62

Bikeable

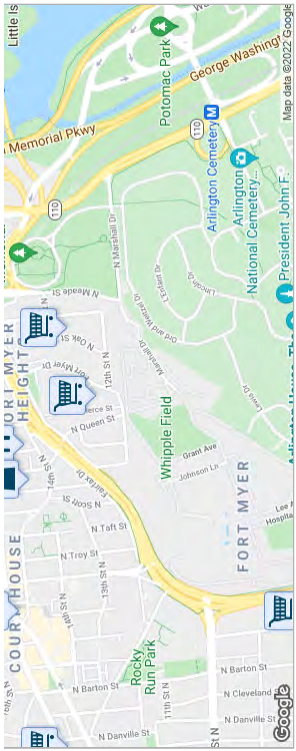
Some bike infrastructure.

About your score



Ad by **CRITEO**

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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 line at the ROSSLYN RAIL/IRVING/CLAY TRACK ? PIATFOR stn



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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 walkable neighborhood in [Arlington](#) (VA/Arlington) with a neighborhood Walk Score of 84.

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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

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
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



Document Number	Crash Date	Collision Type	Crash Description	First Harmful Event	First Harmful Event Location	Crash Severity	Pedestrian Fatality Count	Non Pedestrian Fatality Count	Pedestrian Injury Cnt	Non Pedestrian Injury Count	Work Zone Related
170175319	3/27/2017	1. Rear End	DRIVER #2 WAS STOPPED IN THE SOUTH BOUND RIGHT LANE ON FORT MYER DRIVE BEHIND ANOTHER CAR FOR A PEDESTRIAN CROSSING IN THE CROSSWALK. DRIVER #1 WAS TRAVELING SOUTH BOUND IN THE LEFT LANE OF FORT MYER DRIVE. DRIVER #1 LOOKED TO THE RIGHT TO CHECK FOR CLEARANCE TO GET INTO THE RIGHT WHILE CROSSING THE INTERSECTION AT FAIRFAX DRIVE. DRIVER #1 WAS UNAWARE THAT THE TRAFFIC IN FRONT OF HIM HAD STOPPED AND HE REAR ENDED THE VEHICLE OF DRIVER #2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
170265284	3/18/2017	2. Angle	VEHICLE 2 WAS DRIVING WEST ON WILSON BLVD. VEHICLE 1 WAS PARKED ON THE SOUTH SIDE OF WILSON BLVD FACING WEST. VEHICLE 1 WAS EXITING A PARKING SPOT WHEN IT STRUCK VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
170252237	2/1/2017	12. Ped	VEHICLE 1 TRAVELLED EAST ON FAIRFAX DRIVE. THE PEDESTRIAN ATTEMPTED TO WALK NORTH ON N. QUEEN STREET. NO CROSSWALK WAS PRESENT. VEHICLE 1 STRUCK THE PEDESTRIAN. THE PEDESTRIAN WAS TRANSPORTED TO GW HOSPITAL. THE PEDESTRIAN WAS ISSUED A WARNING FOR WALKING IN ROADWAY WHEN SIDEWALK WAS AVAILABLE.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	1	0	0.2. No
170485135	2/17/2017	2. Angle	VEHICLE 1 WAS TRAVELING NORTH BOUND ON FAIRFAX DR. VEHICLE 1 WAS ON THE OFF RAMP FROM ROUTE 50 ONTO FAIRFAX DR. VEHICLE 1 ATTEMPTED TO MAKE A RIGHT TURN TO TRAVEL NORTH BOUND ON FAIRFAX DR THEN STRUCK VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	injury crash	0	0	0	0	1.2. No
170485115	2/17/2017	2. Angle	VEHICLE 2 WAS TRAVELING SOUTH BOUND ON FAIRFAX DR. VEHICLE 1 WAS ON THE OFF RAMP FROM ROUTE 50 ONTO FAIRFAX DR FACING VEHICLE 1 ATTEMPTED TO MAKE A LEFT TURN TO TRAVEL SOUTH BOUND ON FAIRFAX DR THEN STRUCK VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
170495110	2/18/2017	1. Rear End	VEHICLE 2 & 3 WERE STOPPING DUE TO A PEDESTRIAN IN THE CROSS WALK. VEHICLE 2 & 3 WERE FACING SOUTH BOUND FT MYER DR JUST PRIOR TO THE ARLINGTON BLVD WEST BOUND JCT. VEHICLE 1, A WHITE BMW SUV POSSIBLY A X-3 OR X-5 WITH UNKNOWN MARYLAND LICENSE PLATES, WAS TRAVELING SOUTH BOUND FT MYER DR AND STRUCK VEHICLE 2 IN THE REAR. VEHICLE 2 WAS STRUCK WITH ENOUGH FORCE WHERE VEHICLE 2 STRUCK VEHICLE 3. VEHICLE 1 THEN WAVED TO THE DRIVER OF VEHICLE 2 APPEARING TO SIGNAL THAT HE WAS PLANNING ON PULLING OVER TO GET OUT OF THE WAY OF TRAFFIC BUT CONTINUED SOUTH BOUND ON FT MYER DR TOWARDS FT MYER AND THE NATIONAL CEMETERY.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
170755176	3/16/2017	4. Sideswipe - Same Direction	VEHICLE #1 WAS TRAVELING SOUTHBOUND ON FORT MYER DRIVE FROM UNDER THE UNDERPASS OF WILSON BOULEVARD IN THE RIGHT LANE. VEHICLE #2 WAS TRAVELING SOUTHBOUND DOWN THE RAMP ON FORT MYER DRIVE FROM WILSON BOULEVARD IN THE LEFT LANE. AS DRIVER #1 PASSED THE END OF THE RAMP, SHE UNSAFELY CHANGED LANES TO THE RIGHT AND STRUCK THE VEHICLE #2 WHO WAS OCCUPYING THAT LANE COMING OFF THE RAMP.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
170855002	3/24/2017	4. Sideswipe - Same Direction	VEHICLE 1 AND 2 WERE TRAVELING NORTHBOUND ON N. LYNN ST. VEHICLE 1 ATTEMPTED A LANE CHANGE AND STRUCK VEHICLE 1. VEHICLE 2 CONTINUED DRIVING AND DID NOT STOP.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
171455187	5/23/2017	4. Sideswipe - Same Direction	VH1 AND VH2 WERE TRAVELING EB ON FAIRFAX DR. APPROACHING FORT MYER DR. VH2 CONTINUED THROUGH THE GREEN LIGHT AT FORT MYER DR. AND GOT STUCK IN THE INTERSECTION DUE TO TRAFFIC AHEAD. VH1 ATTEMPTED TO MOVE OUT OF THE INTERSECTION TO HIS RIGHT BECAUSE IT IS A ONE LANE STREET. VH1 WAS TRAVELING EB ON FAIRFAX DR ATTEMPTED TO PASS VH2 ON THE RIGHT SIDE OF THE ONE LANE STREET. VH2'S PASSENGER SIDE FRONT FENDER STRUCK THE DRIVER SIDE QUARTER PANNEL AND DRIVER SIDE DOOR.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
172025384	7/21/2017	2. Angle	VEHICLE #1 WAS STOPPED AT STOP SIGN SB ON N. FAIRFAX DR. VEHICLE #2 HAD THE RIGHT OF WAY TRAVELING EB ON FAIRFAX DR. VEHICLE #1 CONTINUED THROUGH THE STOP SIGN SB ON FAIRFAX DR. ATTEMPTING TO TAKE THE RAMP TO WB 50. VEHICLE #1 STRUCK VEHICLE #2. VEHICLE #1 WAS TOWED FROM THE SCENE. THE DRIVER OF VEHICLE #1 COMPLAINED OF MINOR POSSIBLE INJURY.	1. On Roadway	20. Motor Vehicle In Transport	injury crash	0	0	0	0	2.2. No
172105282	7/29/2017	2. Angle	DRIVER OF VEHICLE ONE WAS MAKING A LEFT TURN FROM FAIRFAX DR TO SOUTHBOUND FT MYER DR. ON A SOLID GREEN LIGHT. DRIVER OF VEHICLE TWO ALSO HAD A GREEN LIGHT AND PROCEEDED THROUGH THE INTERSECTION FROM FAIRFAX DR. VEHICLE ONE WAS STRUCK AS IT WAS MAKING LEFT TURN. DRIVER OF VEHICLE ONE WAS CITED.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
172295159	8/15/2017	2. Angle	DRIVER ONE SUFFERED A STROKE WHILE EXITING THE GARAGE AT 1655 FAIRFAX DR. DRIVER ONE WAS UNABLE TO CONTROL VEHICLE AND DROVE STRAIGHT AHEAD, CLIPPING THE LEFT REAR BUMPER OF A PARKED CAR BEFORE BLUMPING INTO A POWER LINE. NO DAMAGE TO POWER LINE. MINOR DAMAGE TO PARKED CAR.	1. On Roadway	3. Utility Pole	injury crash	0	0	0	0	1.2. No
172325067	8/20/2017	2. Angle	VEHICLE 1 WAS IN THE CENTER LANE OF WILSON BLVD TRAVELING WEST. VEHICLE 2 WAS IN THE FAR LEFT LANE OF WILSON BLVD. TRAVELLING WEST. DRIVER 1 IMPROPERLY CHANGED LANES AND STRUCK DRIVER 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
172485347	9/3/2017	2. Angle	VEHICLE 1 EXITING WESTBOUND ARLINGTON BOULEVARD ONTO NORTH QUEEN STREET AND FAIRFAX DRIVE INT. VEHICLE 2 TRAVELING EASTBOUND ON FAIRFAX DRIVE APPROACHING NORTH QUEEN STREET. VEHICLE 1 FAILED TO YIELD THE RIGHT OF WAY AND PROCEEDED INTO THE INTERSECTION STRIKING VEHICLE 2 AS IT EXITED THE INTERSECTION. VEHICLE 2 WAS STRUCK IN THE REAR RIGHT QUARTER PANEL CAUSING IT TO SPIN OUT OF CONTROL AND BE THROWN ONTO A GRASS MEDIAN COMING TO A STOP BY GUY WIRES USED TO PROVIDE AN ANCHOR TO AN ACTIVE ELECTRICAL UTILITY POLE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
172645271	9/21/2017	2. Angle	VEHICLE 2 WAS TRAVELLING EAST ON FAIRFAX DRIVE. VEHICLE 1 WAS STOPPED AT THE STOP SIGN ON NORTH PEREZ STREET ATTEMPTING TO TURN EAST ONTO FAIRFAX DRIVE. DRIVER OF VEHICLE 1 WAS BLINDED BY THE SUN GLARE AND ATTEMPTED TO MAKE THE TURN. DRIVER OF VEHICLE 2 PROCEEDED TO MAKE TURN WHEN SHE WAS STRUCK BY VEHICLE 1. THE SIDE AIRBAGS DEPLOYED IN VEHICLE 2. THERE WERE NOT ANY INJURIES AS A RESULT OF THIS ACCIDENT. VEHICLE 2 WAS TOWED BY REDMAN'S AT OWNER'S REQUEST.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
172685298	9/25/2017	12. Ped	VEHICLE ONE TURNED LEFT ONTO EASTBOUND FAIRFAX DRIVE. VEHICLE ONE'S DRIVER DID NOT SEE THE PEDESTRIAN IN THE CROSSWALK. VEHICLE ONE HIT AND SUBSEQUENTLY RAN OVER THE PEDESTRIAN IN THE CROSSWALK. THE PEDESTRIAN WAS TRANSPORTED TO GW HOSPITAL WITH SERIOUS BUT NOT LIFE THREATENING INJURIES. THE DRIVER OF THE VEHICLE WAS CITED.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	1	0	0.2. No
172475411	12/13/2017	12. Ped	ON DECEMBER 13, 2017 AT APPROXIMATELY 1821 HOURS, I RESPONDED TO THE AREA OF FT. MYER DRIVE AT FAIRFAX DRIVE FOR A PEDESTRIAN STRUCK. UPON ARRIVAL, I MET WITH THE DRIVER OF VEHICLE (V1). V1 DRIVER STATED THAT SHE WAS ON FAIRFAX DRIVE ATTEMPTING TO MAKE A LEFT TURN ONTO FT. MYER DRIVE. V1 DRIVER STATED THAT SHE WAS WATCHING THE CAR ON THE OPPOSITE SIDE OF THE ROAD. V2 DRIVER ADVISED THAT THE OTHER VEHICLE DID NOT APPEAR TO BE MOVING OR HAVE ON A TURN SIGNAL. V1 DRIVER STATED AT THAT POINT, SHE SLOWLY PROCEEDED TO MAKE A LEFT AND ALL OF A SUDDEN SHE HIT A PEDESTRIAN. I ASKED V1 DRIVER IF THE PEDESTRIAN WAS IN THE CROSSWALK AT THAT TIME AND SHE STATED YES. V1 DRIVER STATED THE PEDESTRIAN WAS WEARING ALL BLACK AND SHE DID NOT SEE HIM. AFTER CONCLUDING WITH V1 DRIVER I WENT TO THE HOSPITAL TO SPEAK WITH THE PEDESTRIAN IN THIS CASE. HE(MR.FIDELKE) STATED THAT HE WAS WAITING ON THE ISLAND ON FT. MYER. MR. FIDELKE STATED THAT ONCE HE HAD THE CROSSWALK HE BEGAN TO CROSS. HE ADVISED THAT WHILE IN THE CROSSWALK HE WAS STRUCK BY V1. MR. FIDELKE STATED HE THEN WENT UP ON THE HOOD THEN FELL TO THE GROUND. HE STATED THAT HE GOT UP AND MOVED OUT OF THE ROADWAY. I DID OBSERVE THE LIGHTS AT THIS INTERSECTION CYCLE. THE PEDESTRIAN HAD THE RIGHT OF WAY PER CROSSWALK SIGNAL.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	1	0	1.2. No
173505114	12/16/2017	2. Angle	VH1 WAS TRAVELING WB ARLINGTON BLVD AND TOOK THE EB RAMP TO THE INTERSECTION OF FAIRFAX DR AND N QUEEN ST. VH2 WAS TRAVELING EB ON FAIRFAX DR APPROACHING N QUEEN ST. VH2 CAME TO THE INTERSECTION, YIELD AT THE SIGN AND THEN CONTINUED THROUGH THE INTERSECTION. VH2 WAS ONCOMING TRAFFIC WITH THE RIGHT OF WAY ON FAIRFAX DR. VH2 FRONT BUMPER STRUCK THE DRIVER SIDE OF VH1.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No
180105390	1/10/2018	4. Sideswipe - Same Direction	VEHICLE 1 WAS TRAVELING NORTH BOUND ON NORTH LYNN STREET IN THE CENTER LANE. VEHICLE 1 DRIVER STATED SHE ATTEMPTED TO MAKE A LEFT HAND TURN FROM THE CENTER LANE. WHEN SHE WAS STRUCK BY VEHICLE 2. VEHICLE 1 DRIVER STATED SHE DID NOT SEE VEHICLE 2 APPROACHING. VEHICLE 2 DRIVER WAS TRAVELING NORTH BOUND ON LYNN STREET, IN THE LEFT LANE OF A THREE LANE ROADWAY. VEHICLE 2 DRIVER STATED VEHICLE 1 SWITCHED LANES WITHOUT SIGNALING, FROM THE CENTER LANE AND STRUCK HER VEHICLE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0.2. No

			VEHICLE 1 AND 2 WERE STOPPED ON THE ON RAMP FROM FT MYER DR TO WESTBOUND ARLINGTON BLVD YIELDING TO TRAFFIC ON ARLINGTON BLVD. VEHICLE 3 WAS STOPPING BEHIND VEHICLE 2. VEHICLE 5 WAS TRAVELING IN FRONT OF VEHICLE 4. VEHICLE 5 REAR-ENDED VEHICLE 3, PUSHING VEHICLE 3 INTO VEHICLE 2. VEHICLE 2 INTO VEHICLE 1. VEHICLE 4 SUBSEQUENTLY REAR-ENDED VEHICLE 5. DRIVER 4 SAID THAT HE HAD NOT SEEN ANY BRAKE LIGHTS ILLUMINATED ON VEHICLE 5. VEHICLE 5 THEN BACKED INTO VEHICLE 4 AND FLED THE SCENE. NO INJURIES ON SCENE. VEHICLES 1 AND 2 WERE STOPPED ON THE ON RAMP FROM FT MYER DR TO WESTBOUND ARLINGTON BLVD YIELDING TO TRAFFIC ON ARLINGTON BLVD. VEHICLE 3 WAS STOPPING BEHIND VEHICLE 2. VEHICLE 5 WAS TRAVELING IN FRONT OF VEHICLE 4. VEHICLE 5 REAR-ENDED VEHICLE 3, PUSHING VEHICLE 3 INTO VEHICLE 2. VEHICLE 4 SUBSEQUENTLY REAR-ENDED VEHICLE 5. DRIVER 4 SAID THAT HE HAD NOT SEEN ANY BRAKE LIGHTS ILLUMINATED ON VEHICLE 5. VEHICLE 5 THEN BACKED INTO VEHICLE 4 AND FLED THE SCENE. NO INJURIES ON SCENE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18025405	1/22/2018	16. Other											
			VEHICLE 2 (ARLINGTON COUNTY SCHOOL BUS) WAS SITTING STATIONARY AT A RED LIGHT AT THE INTERSECTION OF FAIRFAX DR. AND NORTH LYNN ST. EXITING FROM RIVERPLACE APARTMENTS COMPLEX. VEHICLE 1 APPROACHED VEHICLE 2 AND REAR ENDED VEHICLE 1. THE DRIVER OF VEHICLE 1 STATED THAT VEHICLE 2 CAME TO A SUDDEN STOP, HOWEVER, THE DRIVER OF VEHICLE 2 STATED THAT HE WAS STOPPED AT THE RED LIGHT. THE SCHOOL BUS CONTAINED 4 STUDENTS. THERE WERE NO INJURIES REPORTED AT THE SCENE. VEHICLE 1 WAS TOWED DUE TO DISABLING DAMAGE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18036502	2/5/2018	1. Rear End											
			VEHICLE 2 WAS HEADED EAST ON FAIRFAX DRIVE AT APPROXIMATELY 80 MPH WHEN VEHICLE 1 DISREGARDED THE STOP SIGN AT THE INTERSECTION OF FAIRFAX DRIVE AND N QUEEN ST. VEHICLE 1 WAS ATTEMPTING TO CROSS FAIRFAX DRIVE TO MERGE ONTO WESTBOUND ARLINGTON BLVD WHEN HE COLLIDED WITH VEHICLE 2 WITHIN THE INTERSECTION. WITNESSES STATED VEHICLE 1 DID NOT STOP AT THE STOP SIGN AND HE JUST PROCEEDED INTO THE INTERSECTION. THE DRIVER OF VEHICLE 1 STATED "IT'S MY FAULT" WHEN ASKED WHAT HAPPENED. DRIVER 1 ALSO STATED HE THOUGHT HE STOPPED AT THE STOP SIGN, HOWEVER DRIVER 2 AND AN ADDITIONAL WITNESS STATED HE DID NOT. VEHICLE 2 WAS TOWED FROM THE SCENE AT OWNERS REQUEST AND VEHICLE 1 WAS DRIVEN FROM THE SCENE. DRIVER 1 WAS ISSUED A SUMMONS FOR FAILURE TO STOP OR YIELD TO THE RIGHT OF WAY (46.2-823).	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18037528	2/6/2018	2. Angle											
			ON 3/28/2018, I RESPONDED TO NORTH QUEEN STREET AND FAIRFAX DRIVE FOR AN ACCIDENT. VEHICLE 2 WAS TRAVELING WEST ON N QUEEN STREET AND HEADING NORTH ONTO NORTH QUEEN STREET. VEHICLE #1 HAD A YIELD SIGN. VEHICLE #2 WAS TRAVELING WEST ON FAIRFAX DRIVE AND APPROACHING THE INTERSECTION AT FAIRFAX DRIVE AND NORTH QUEEN STREET. VEHICLE #1 DID NOT YIELD AND T-BONED VEHICLE #2. BOTH VEHICLES RECEIVED EXTENSIVE DAMAGE, HOWEVER THEY WERE BOTH DRIVEABLE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18088536	3/28/2018	2. Angle											
			VEHICLE 1 WAS LEGALLY PARKED IN FRONT OF A FOOD TRUCK FACING WEST ON 14TH ST N. VEHICLE 2 WAS TRAVELING WEST ON 14TH ST N. VEHICLE 1'S DRIVER BELIEVED THAT IT WAS CLEAR TO MERGE INTO THE TRAVEL LANE BUT HIS VIEW WAS BLOCKED BY THE FOOD TRUCK. WHEN ATTEMPTING TO MERGE INTO THE TRAVEL LANE, VEHICLE 1 STRUCK VEHICLE 2 AT THE PASSENGER DOOR PANEL.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18116207	4/26/2018	4. Sidewipe - Same Direction											
			VEHICLES 2 AND 3 WERE STOPPED ON THE RAMP FROM FT. MYER DR TO WESTBOUND ARLINGTON BLVD. VEHICLE 3 WAS YIELDING TO TRAFFIC ON ARLINGTON BLVD. VEHICLE 1 TRAVELLED DOWN THE RAMP FROM FT. MYER DR. AND REAR-ENDED VEHICLE 3, PUSHING VEHICLE 3 INTO VEHICLE 2. DRIVERS 2 AND 3 SAW VEHICLE 1 TRAVELING AT A HIGH RATE OF SPEED DOWN THE RAMP. DRIVER 1 INITIALLY SAID THAT HE HAD NOT NOTICED THE VEHICLES STOPPED AT THE BOTTOM OF THE RAMP. DRIVER 1 LATER SAID HE SAW THE VEHICLES AND HAD TRIED TO JUMP OUT OF HIS MOVING VEHICLE TO AVOID BEING PINNED IN THE CRASH. NO INJURIES ON SCENE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18117500	4/26/2018	2. Angle											
			VEHICLE 1 WAS SITTING THE LEFT MOST LANE OF TRAFFIC ON N LYNN ST PRIOR TO THE INTERSECTION OF N. FAIRFAX DR FACING NORTH. VEHICLE 2 WAS SITTING DIRECTLY BEHIND VEHICLE 1. THE LIGHT TURNED GREEN AND BOTH VEHICLES CONTINUED THROUGH THE INTERSECTION TO STAY NORTH ON N. LYNN ST. VEHICLE 2 CHANGED LANES FROM THE 3RD LANE OF TRAVEL TO THE LEFT MOST LANE OF TRAVEL. DRIVER 1 STATED HE BEGAN TO PASS VEHICLE 1. VEHICLE 1 THEN BEGAN TO MAKE AN ABRUPT LANE CHANGE FROM THE 3RD MOST LANE OF TRAVEL INTO THE LEFT MOST LANE OF TRAVEL. VEHICLE 1 COLLIDED WITH VEHICLE 2 IN A SAME DIRECTION SIDE SWIPE MANNER. VEHICLE 1'S DRIVER SIDE HIT VEHICLE 2'S PASSENGER SIDE DOOR AND MIRROR, CAUSING THE MIRROR TO FOLD FORWARD, TOWARDS THE WINDSHIELD OF THE VEHICLE. BOTH VEHICLES SUSTAINED VERY MINOR DAMAGE. VEHICLE 1 WAS GIVEN A VERBAL WARNING FOR AN UNSAFE LANE CHANGE AND WAS FOUND AT FAULT.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18131536	5/11/2018	4. Sidewipe - Same Direction											
			VEHICLE 1 WAS EXITING RT 50 ONTO N. QUEEN ST IN THE AREA OF FAIRFAX DR. VEHICLE 2 WAS TRAVELING EASTBOUND ON FAIRFAX DR APPROACHING THE INTERSECTION FOR N QUEEN ST. VEHICLE 1 BEGAN TO CROSS THE INTERSECTION WHEN IT STRUCK VEHICLE 2. NO INJURIES WERE REPORTED ON SCENE. VEHICLE 1 WAS TOWED DUE TO DAMAGE. THE DRIVER OF VEHICLE 1 WAS ISSUED A SUMMONS FOR FAILING TO YIELD.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18170537	6/18/2018	2. Angle											
			VEHICLE ONE WAS STOPPED IN THE RIGHT HAND LANE AT A STOP LIGHT ON THE 1600 BLOCK OF NORTH LYNN STREET. VEHICLE TWO STRUCK THE REAR BUMPER OF VEHICLE ONE AND PUSHED HER VEHICLE INTO THE INTERSECTION. VEHICLE TWO THEN TOOK A RIGHT HAND TURN INTO THE HOUSING COMPLEX AT 1615 NORTH LYNN STREET, PARKED HIS VEHICLE AND FLED ON FOOT.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18179519	6/27/2018	1. Rear End											
			VEHICLE 1 WAS TRAVELLING WESTBOUND ON ROUTE 50 (ARLINGTON BOULEVARD) AND TOOK THE EXIT TOWARDS FAIRFAX DRIVE AND 14TH STREET NORTH. VEHICLE 2 WAS TRAVELLING EASTBOUND ON FAIRFAX DRIVE AFTER PICKING UP AN UNLIER PASSENGER. VEHICLE 1 APPROACHED THE YIELD SIGNS AT THE END OF THE EXIT TOWARDS THE INTERSECTION OF FAIRFAX DRIVE AND NORTH QUEEN STREET. VEHICLE 1 FAILED TO YIELD TO VEHICLE 2 AS VEHICLE 2 APPROACHED THE INTERSECTION. VEHICLE 1 PULLED OUT IN FRONT OF VEHICLE 2 AND ATTEMPTED TO MAKE A LEFT HAND TURN AS VEHICLE 2 ENTERED THE INTERSECTION OF FAIRFAX DRIVE AND NORTH QUEEN STREET. VEHICLE 1 STRUCK VEHICLE 2 WITHIN THE INTERSECTION OF FAIRFAX DRIVE AND NORTH QUEEN STREET. THE PASSENGER IN THE REAR RIGHT SEAT OF VEHICLE 2 WAS TRANSPORTED TO VIRGINIA HOSPITAL CENTER WITH A MINOR HEAD INJURY. DRIVER OF VEHICLE 1 WAS CITED WITH 46.2-823 (FAIL TO OBEY YIELD SIGN). VEHICLE 2 WAS TOWED AT THE SCENE.	1. On Roadway	20. Motor Vehicle In Transport	injury crash	0	0	0	0	0	1	0
181795162	6/28/2018	2. Angle											
			VEHICLE 1 WAS EXITING THE PARKING LOT OF 1601 ARLINGTON BLVD. VEHICLE 1 STOPPED TO TURN OUT LEFT ON TO FAIRFAX DR. DRIVER 1 STATED SHE LOOKED AROUND FOR PEDESTRIANS BEFORE TURNING LEFT ON TO FAIRFAX DR. DRIVER 1 DID NOT SEE PEDESTRIAN 2 AND STRUCK HER WHILE SHE WAS WALKING ACROSS FAIRFAX DR. IN A MARKED CROSSWALK. PEDESTRIAN WAS TRANSPORTED TO VIRGINIA HOSPITAL CENTER WITH MINOR INJURIES.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	0	1	0	
18194518	7/13/2018	12. Ped											
			VEHICLE ONE WAS BACKING UP IN THE NORTHBOUND LANES OF 3700 BAY OF QUEEN ST TO DELIVER A LOAD. VEHICLE ONE WAS UNABLE TO SEE VEHICLE TWO WHICH WAS STOPPED BEHIND IT AND COLLIDED INTO THE FRONT OF HER. VEHICLE ONE WAS GIVEN A WARNING.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18207526	7/26/2018	1. Rear End											
			VEHICLE WAS NORTHBOUND ON N LYNN ST IN THE RIGHT LANE. D1 SAYS HE DRIVES FOR UNLIER AND HAD TO GET TO THE LEFT TO PICK UP A PASSENGER SO HE TRIED CUTTING ACROSS ALL LANES OF TRAFFIC. D2 WAS DRIVING NORTHBOUND ON LYNN ST IN THE LEFT LANE WHEN V1 STRUCK THE RIGHT SIDE OF V2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
18232525	8/20/2018	2. Angle											
			VEHICLE #1 WAS TRAVELING WEST BOUND ON FAIRFAX DR. VEHICLE #2 WAS TRAVELING EASTBOUND ON FAIRFAX DR. VEHICLE #1 DID NOT YIELD TO ONCOMING TRAFFIC AS IT TURNED LEFT ON TO FT. MYER DR. VEHICLE #1 TURNED LEFT ON TO FT. MYER DR. WHEN IT WAS NOT SAFE TO DO SO AND STRUCK VEHICLE #2 AS IT WAS TRAVELING STRAIGHT THROUGH THE INTERSECTION.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
182575184	9/14/2018	5. Sidewipe - Opposite Direction											
			VEHICLE 1 WAS TRAVELLING SOUTH BOUND ON N QUEEN ST. VEHICLE 2 WAS TRAVELLING EAST BOUND ON FAIRFAX DR. VEHICLE 1 STOPPED AT A STOP SIGN AND THE PROCEEDED TO ENTER THE INTERSECTION IN ATTEMPT TO GET ON THE ARLINGTON BLVD RAMP (EAST BOUND). VEHICLE 1 AND VEHICLE 2 COLLIDED WITHIN THE INTERSECTION. VEHICLE 1 FAILED TO YIELD TO ONCOMING TRAFFIC. VEHICLE 2 HAD THE RIGHT OF WAY. THE DRIVER OF VEHICLE 1 STATED THAT SHE DID NOT SEE THE OTHER VEHICLE COMING AS SHE ENTERED THE INTERSECTION. NO VEHICLES WERE SPEEDING NOR WERE THERE ANY INJURIES.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	
182855029	10/12/2018	2. Angle											

18295413	10/22/2018	12. Ped	V1 WAS TRAVELING WEST ON FAIRFAX DRIVE AFTER ENTERING THE ROADWAY FROM A NEARBY PARKING LOT. THE PEDESTRIAN WAS STANDING ON THE SIDEWALK A FEW FEET FROM THE INTERSECTION OF FAIRFAX DRIVE AND N. PIERCE ST. V1 STATED THAT AS HE WAS TRAVELING ON FAIRFAX DRIVE THE PEDESTRIAN STEPPED OUT IN FRONT OF HIS VEHICLE. THE PEDESTRIAN STATED THAT SHE WAS DISTRACTED BY HER PHONE AND WAS NOT PAYING ATTENTION. THE PEDESTRIAN WAS NOT IN THE CROSSWALK. THE PEDESTRIAN WAS CITED.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	1	0	2. No		
182985180	10/25/2018	16. Other	VEHICLE 1 (UBERI) WAS TRAVELING NORTH BOUND AT THE 1700 BLOCK OF N PIERCE ST. VEHICLE 2 & 3 WERE PARKED ON THE RIGHT SIDE OF N PIERCE ST FACING NORTH BOUND. VEHICLE 1 CAME TO A STOP IN THE MIDDLE OF THE ROADWAY TO DROP OFF A CUSTOMER. AFTER THE CUSTOMER EXITED THE DRIVER OF VEHICLE 1 ALSO EXITED FROM HIS VEHICLE TO ASSIST THE CUSTOMER WITH UNLOADING HIS LUGGAGE. THE DRIVER OF VEHICLE 1 FORGOT TO PUT HIS CAR IN PARK AND IT PROCEEDED TO ROLL NORTH BOUND ON PIERCE ST STRIKING VEHICLE 2. THE DRIVER OF VEHICLE 1 DROVE INTO HIS MOVING CAR AND ATTEMPTED TO STOP IT BY PUSHING ON THE BRAKE PEDAL. UNFORTUNATELY THE DRIVER OF VEHICLE 1 PRESSED ON THE GAS PEDAL. VEHICLE 1 ACCELERATED AND STRUCK VEHICLE 3. VEHICLE 1 & 3 HAD TO BE TOWED DUE TO BEING DISABLING DAMAGE. NO INJURIES OCCURRED DURING THIS INCIDENT. THE DRIVER OF VEHICLE 1 WAS CITED.	1. On Roadway	6. Parked Vehicle	property damage crash	0	0	0	0	0	0	2. No	
18313510	11/9/2018	3. Head On	VEHICLE 1 WAS ATTEMPTING TO MAKE A LEFT TURN TO GO NORTH ON TO NORTH LYNN ST AT THE GREEN LIGHT. VEHICLE 2 WAS ATTEMPTING TO GO WEST ON TO FAIRFAX DRIVE. VEHICLE 1 THOUGHT THAT VEHICLE 2 WAS ATTEMPTING TO MAKE A RIGHT TURN TO GO ON WEST ON TO FAIRFAX. AND DRIVER OF VEHICLE 1 PROCEEDED THROUGH THE INTERSECTION TO MAKE THE LEFT TURN. VEHICLE 1 STATED THAT VEHICLE 2 LOOKED LIKE IT WAS MAKING A WIDE RIGHT TURN. VEHICLE 1 DID NOT HAVE THE RIGHT-OF-WAY AND STRUCK VEHICLE 2 WITHIN THE INTERSECTION.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
183525466	12/18/2018	4. Sideswipe - Same Direction	VEHICLE ONE WAS ATTEMPTING TO MERGE INTO THE FIRST STRAIGHT LANE FROM THE SECOND STRAIGHT LANE, SOUTHBOUND ON FT MYER DR PRIOR TO FAIRFAX DR. VEHICLE TWO WAS ATTEMPTING TO MERGE INTO THE FIRST STRAIGHT LANE FROM THE FAR LEFT MERGE LANE FROM WILSON BLVD ONTO FT MYER DR. PRIOR TO FAIRFAX DR. VEHICLES ALREADY IN THE LANE YIELDED TO BOTH VEHICLE ONE AND TWO. BOTH VEHICLES ATTEMPTED TO CHANGE LANES AT THE SAME TIME. NEITHER WERE ABLE TO SEE EACH OTHER. THE VEHICLES SIDESWIPE EACH OTHER IN THE FIRST STRAIGHT LANE PRIOR TO THE INTERSECTION.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
190165422	1/16/2019	12. Ped	THE DRIVER OF VEHICLE 1 WAS DRIVING SOUTHBOUND ON N. PIERCE ST. AND MADE A STOP AT THE STOP SIGN. VEHICLE 1 THEN ATTEMPTED TO PROCEED WESTBOUND ON FAIRFAX DRIVE AND STRUCK THE PEDESTRIAN IN THE CROSSWALK. THE PEDESTRIAN WAS WALKING EASTBOUND ON FAIRFAX DR. THE PEDESTRIAN THEN WALKED INTO THE CROSSWALK AND WAS STRUCK BY VEHICLE #1. DRIVER 2 WAS TRAVELING WESTBOUND ON FAIRFAX DRIVE. DRIVER 1 WAS EXITING FROM THE WESTBOUND RAMP OF ARLINGTON BLVD TOWARDS N. QUEEN ST. AS DRIVER 2 APPROACHED THE INTERSECTION OF FAIRFAX DRIVE AND N. QUEEN ST. DRIVER 1 FAILED TO YIELD AT THE STOPPED SIGN AND COLLIDED INTO DRIVER 1 WHO WAS IN THE INTERSECTION CAUSING SIGNIFICANT DAMAGE TO BOTH VEHICLES. DRIVER 1 WAS A UBER DRIVER AND WAS CITED APPROPRIATELY. THERE WERE NO SIGNS OF INJURIES, BUT DRIVER 2 STATED THAT SHE WOULD BE GOING TO URGENT CARE ON A LATER DATE.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	1	1	1	2. No	
190715358	3/12/2019	2. Angle	VEHICLE #1 WAS EXITING WB ARLINGTON BLVD. APPROACHING THE INTERSECTION OF N. FAIRFAX DR AND N. QUEEN ST. VEHICLE #2 WAS EASTBOUND ON N. FAIRFAX DR. APPROACHING THE SAME INTERSECTION. VEHICLE #1 FAILED TO YIELD TO VEHICLE #2 AND ROLLED OUT INTO THE INTERSECTION, CAUSING A COLLISION.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
190755124	3/16/2019	2. Angle	VEHICLE 1 WAS IN REVERSE TRAVELING NORTHBOUND IN THE RIGHT SOUTHBOUND LANE OF N. MEADE ST. VEHICLE 2 WAS TRAVELING SOUTHBOUND IN THE FAR RIGHT LANE OF N. MEADE ST. MAKING A LEFT ONTO THE ENTRY RAMP ONTO RT. 50. VEHICLE 1 CONTINUED IN REVERSE ON N. MEADE ST AND COLLIDED WITH VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
190895185	3/30/2019	1. Rear End	VEHICLE 1 WAS STOPPED AT A STOP SIGN HEADING NORTH ON N. QUEEN STREET. VEHICLE 2 WAS TRAVELING EAST ON FAIRFAX DRIVE, PASSING N. QUEEN STREET. VEHICLE 1 PROCEEDED INTO THE INTERSECTION AND COLLIDED WITH VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
191625380	6/11/2019	2. Angle	VEHICLE 1 WAS STOPPED AT A STOP SIGN AT THE EASTBOUND ROUTE 50 OFF-RAMP AT THE INTERSECTION OF FAIRFAX DRIVE AND NORTH QUEEN STREET. VEHICLE 2 WAS TRAVELING EASTBOUND ON FAIRFAX DRIVE AT THE INTERSECTION WITH EASTBOUND ROUTE 50 OFF-RAMP AND NORTH QUEEN STREET. VEHICLE 1 ATTEMPTED TO MAKE A LEFT TURN ON TO FAIRFAX DRIVE FAILING TO YIELD THE RIGHT OF WAY AND CRASHED INTO THE SIDE OF VEHICLE 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
192265115	8/13/2019	2. Angle	DRIVER 1 AND 2 WERE TRAVELING SOUTH ON FORT MYER DR. DRIVER 2 WAS STOPPED IN THE TRAVEL LANE. DRIVER 1 COULD NOT STOP IN TIME AND REAR ENDED DRIVER 2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
192425280	8/30/2019	1. Rear End	VEHICLE 1 WAS TRAVELING EAST ON FAIRFAX DRIVE AND WAS STOPPED WAITING TO MAKE A LEFT HAND TURN ONTO NORTH LYNN STREET. THE LIGHT WAS GREEN AND THE DRIVER OF VEHICLE 1 BEGAN TO MAKE A LEFT TURN ONTO NORTH LYNN STREET ATTEMPTING TO GO IN THE FAR LEFT TRAVEL LANE. PEDESTRIAN 1 WAS CROSSING NORTH LYNN STREET IN THE CROSSWALK AT THIS TIME WITH THE WALK SIGN. DRIVER OF VEHICLE 1 FAILED TO YIELD TO PEDESTRIAN 1, SUBSEQUENTLY STRIKING PEDESTRIAN 1 IN THE INTERSECTION.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	1	1	0	2. No	
192905072	10/16/2019	12. Ped	VEHICLE ONE WAS COLLECTING A DUMPSTER FROM A DRIVEWAY, FACING EASTBOUND AND ATTEMPTING TO TURN LEFT ONTO N LYNN STREET. VEHICLE TWO WAS STOPPED IN TRAFFIC IN THE THIRD LANE TO THE RIGHT ON N LYNN STREET. VEHICLE ONE DID NOT SEE VEHICLE TWO AS IT ATTEMPTED TO TURN LEFT ONTO N LYNN STREET AND COLLIDED WITH VEHICLE TWO.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
193205064	11/15/2019	3. Head On	V1 WAS STOPPED AT A STOP SIGN. V2 WAS TRAVELING EAST ON FAIRFAX DR. V1 PROCEEDED INTO THE INTERSECTION AND COLLIDED INTO V2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
193245156	11/20/2019	3. Head On	VEHICLE 1 WAS AT THE STOP SIGN ON THE OFF RAMP OF WESTBOUND ARLINGTON BLVD ATTEMPTING TO MAKE A LEFT ONTO N MEADE ST. VEHICLE 2 HAD THE RIGHT OF WAY AND WAS DRIVING SOUTHBOUND ON N MEADE ST WHEN SHE WAS HIT BY VEHICLE 1. DRIVER 1 STATED SHE CAME TO A COMPLETE STOP AT THE STOP SIGN AND DID NOT SEE VEHICLE 2 WHEN THE COLLISION OCCURRED.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
193585311	12/24/2019	2. Angle	V1 AND V2 WERE TRAVELING DR ON N. FORT MYER DR. AT THE INTERSECTION OF FAIRFAX DR. V1 WAS TRAVELING BEHIND V2. AS BOTH VEHICLES PASSED THE INTERSECTION OF N. FORT MYER DR. AND FAIRFAX DR. A VEHICLE IN FRONT OF THEM CAME TO AN ABRUPT STOP AS A PEDESTRIAN WAS CROSSING IN THE CROSSWALK. V2 QUICKLY SLAMMED ON THEIR BRAKES AND V1 DID NOT HAVE ENOUGH TIME TO STOP BEFORE REAR ENDING V2.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
193605258	12/26/2019	1. Rear End	VEHICLE 1 WAS STOPPED FACING SOUTHBOUND AT A RED LIGHT ON FORT MYER DRIVE AT THE INTERSECTION WITH FAIRFAX DRIVE. VEHICLE 1 MADE A LEFT TURN ONTO FAIRFAX DRIVE ONCE THE LIGHT TURNED GREEN. PEDESTRIAN 1 CROSSED FAIRFAX DRIVE HEADING NORTHBOUND IN THE CROSSWALK WITH THE PEDESTRIAN CROSS SIGN ACTIVATED. VEHICLE 1 FAILED TO YIELD THE RIGHT OF WAY AND COLLIDED WITH PEDESTRIAN 1.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	1	1	0	2. No	
200375051	2/6/2020	12. Ped	VEHICLE ONE WAS TRAVELING EAST ON 14TH ST N. VEHICLE TWO WAS TRAVELING WEST ON 14TH ST N. VEHICLE ONE FAILED TO MAINTAIN PROPER LANE AND STRUCK THE REAR DRIVERS SIDE OF VEHICLE TWO. DRIVER ONE FAILED TO STOP ON SCENE AND WAS LATER LOCATED. DRIVER ONE WAS ARRESTED FOR DUI AND FELONY HIT AND RUN.	1. On Roadway	19. Ped	pedestrian injury crash	0	0	0	0	1	0	2. No	
200505024	2/18/2020	2. Angle	VEHICLE 1 WAS TRAVELING SOUTHBOUND ON FORT MYER DR. DRIVER 1 DISREGARDED THE RED ILLUMINATED TRAFFIC LIGHT. VEHICLE 2 WAS TRAVELING EASTBOUND ON FAIRFAX DR. DRIVER 2 STATED HE PROCEEDED THROUGH THE GREEN ILLUMINATED TRAFFIC LIGHT ON FAIRFAX DR AT FORT MYER DR. VEHICLE 2 STRUCK VEHICLE 1 ON THE PASSENGER SIDE DOOR WITH THE FRONT OF VEHICLE 2. DRIVER 1 AND DRIVER 2 REFUSED MEDICAL TREATMENT MULTIPLE TIMES. MRS. BYRD STATED SHE WAS BEHIND VEHICLE 1. MS. BYRD STATED VEHICLE 1 PROCEEDED THROUGH THE RED ILLUMINATED TRAFFIC LIGHT WITHOUT STOPPING. MS. BYRD, DRIVER 1, AND DRIVER 2 PROVIDED WRITTEN STATEMENTS. DRIVER 1 WAS CITED FOR FAIL TO OBEY TRAFFIC LIGHT.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	0	2. No
200985161	4/7/2020	16. Other	ARLINGTON COUNTY ART BUS WAS TRAVELING IN THE RIGHT LANE OF WJW WILSON BLVD AT THE INTERSECTION OF N. PIERCE ST. THE DRIVER OF THE ART BUS STATED THAT A VEHICLE IN THE LEFT LANE APPEARED TO BE TOO CLOSE TO THE BUS SO HE TRIED TO CREATE DISTANCE AND ENDED UP SIDESWIPING THE FENCE ALONG WILSON BLVD WITH THE RIGHT SIDE-VIEW MIRROR.	1. On Roadway	4. Fence Or Post	property damage crash	0	0	0	0	0	0	2. No	
201285194	5/7/2020	9. Fixed Object - Off Road	VEH2 WAS STOPPED AT THE STOP SIGN AT THE INTERSECTION OF N PIERCE ST AND FAIRFAX DR. VEH1 APPROACHED VEH2 FROM BEHIND, FAILED TO STOP, AND REAR-ENDED VEH2. VEH1 DROVE AWAY WITHOUT EXCHANGING INFORMATION. SEE CORRESPONDING CASE REPORT FOR HIT AND RUN DETAILS.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	
201693286	6/11/2020	1. Rear End		1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	0	0	2. No	

202675180	9/23/2020	4. Sideswipe - Same Direction	V1 STATED THEY WERE MAKING A LEFT TURN FROM WILSON BLVD FROM THE RIGHT LANE, ONTO N. PIERCE ST. V1 THEN STATED THAT V2 COLLIDED DIRECTLY INTO THEM AFTER PULLING OUT INTO THE STREET FROM A PARKING SPOT. V2 STATED THEY WERE STOPPED AT THE STOP LIGHT AT WILSON & N. PIERCE ST. V2 STATED THAT THE V1 MADE A LEFT TURN AND COLLIDED INTO V2. DUE TO THE CONFLICTING STATEMENTS NEITHER DRIVER WAS CITED.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	1. Yes
202805191	10/6/2020	1. Rear End	VEHICLE TWO WAS STOPPED IN THE ROADWAY TRAVELING NORTHBOUND ON NORTH LYNN STREET IN THE RIGHT LANE DUE TO TRAFFIC. VEHICLE ONE WAS TRAVELING NORTH BEHIND VEHICLE TWO AND ATTEMPTED TO STOP BUT WAS UNABLE TO BECAUSE SHE WAS FOLLOWING TOO CLOSELY. VEHICLE ONE STRUCK THE REAR OF VEHICLE TWO. THE DRIVER OF VEHICLE ONE ADMITTED FAULT AND APOLOGIZED. SHE STATED THAT SHE WAS UNABLE TO STOP IN TIME. ARLINGTON COUNTY FIRE DEPARTMENT MEDICS CLEARED ALL DRIVERS AND PASSENGERS ON SCENE.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	2. No
210825016	3/22/2021	2. Angle	VEHICLE 1 AND VEHICLE 2 WERE BOTH TRAVELLING SOUTHBOUND ON FORT MYER DRIVE. VEHICLE 1 WAS ON THE FAR RIGHT LANE. VEHICLE 2 WAS IN THE MIDDLE LANE. DRIVER OF VEHICLE 1 NEEDED TO TURN LEFT ONTO FAIRFAX DRIVE. THE DRIVER OF VEHICLE 1 DID NOT SEE VEHICLE 2 AS HE PROCEEDED TO MAKE A LEFT TURN FROM THE WRONG LANE. VEHICLE 1 COLLIDED INTO VEHICLE 2. DRIVER OF VEHICLE 1 ADMITTED ON NOT SEEING VEHICLE 2 AND THEN THE COLLISION OCCURRED.	1. On Roadway	20. Motor Vehicle In Transport	property damage crash	0	0	0	0	2. No
211165292	4/26/2021	2. Angle	VEHICLE #1 WAS MAKING A U-TURN TO GO SOUTHBOUND ON FORT MYER DR AT THE INTERSECTION WITH FAIRFAX DR. WHEN HE COLLIDED WITH A BICYCLIST IN THE CROSS WALK HEADING EAST ON FAIRFAX DR. ALL PARTIES STATED THAT THE CROSSWALK HAD THE RIGHT OF WAY.	1. On Roadway	22. Bicycle	injury crash	0	0	0	0	1.2. No

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 (MWCOC) 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 MWCOC 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 MWCOC Survey is used regionally for transportation planning. For example, it feeds into the MWCOC travel forecast model for regional planning and emissions analysis.

Arlington County staff reviewed the MWCOC 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 MWCOC and Building Surveys on the attraction side. On the production mode share side, Arlington County compared the MWCOC Survey data the ACS data and saw generally similar results except for higher transit share and lower vehicle share shown in the MWCOC 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 MWCOC Survey results benchmarked closely with the ACS and Building Survey data, Arlington County selected to use the 2007-2008 MWCOC 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 MWCOC 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.

MWCOC is a validated data source that is regionally applied to transportation studies, which makes it fully relevant and applicable to the MMTA. Further, MWCOC 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 MWCOC 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

MetroRail Average Weeklyday

Passenger Boardings

Table with columns for Station, Nov 1977, and years 1978 through 2018. Rows list various MetroRail stations such as Dupont Circle, Silver Spring, and Largo Town Center, showing passenger boarding counts for each year.

* No Survey conducted, counts taken by Staff ** Average weekly ridership computed by EDADS Editing System *** Average weekly ridership computed by Crystal Reports System **** Average weekly ridership computed by EDADS Editing System

APPENDIX C
VEHICLE, PEDESTRIAN, AND BICYCLE COUNTS



Wells + Associates, Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1601 Arlington Boulevard	DATE: 4/6/2022	SOUTHBOUND ROAD: North Queen Street
W+A JOB NO: 8717	DAY: Wednesday	NORTHBOUND ROAD: 14th Street North
INTERSECTION: Fairfax Dr. & N. Queen St. & 14th Street N.	WEATHER: cloudy/rain	WESTBOUND ROAD: Fairfax Drive
LOCATION: Arlington County, VA	COUNTED BY: Agan	EASTBOUND ROAD: Fairfax Drive
	INPUTED BY: agan	

Time Period	Southbound North Queen Street						Westbound Fairfax Drive					Northbound 14th Street North					Eastbound Fairfax Drive					North & East & Total					
	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left-J-Turn	Total	PHF	Right	Thru	Left-J-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	South	West			
15 Minute Volumes																											
6:00 AM - 6:15 AM	1	0	2	0	3		0	3	3	0	6		3	4	14	0	21		0	10	4	0	14		24	20	44
6:15 AM - 6:30 AM	0	5	2	0	7		2	4	4	0	10		4	8	12	0	24		3	14	2	0	19		31	29	60
6:30 AM - 6:45 AM	0	1	0	0	1		0	2	3	0	6		1	10	15	0	26		4	11	5	0	20		27	26	53
6:45 AM - 7:00 AM	0	5	6	0	11		0	3	9	0	12		3	17	10	0	30		12	28	3	0	43		41	55	96
7:00 AM - 7:15 AM	1	2	1	0	4		1	6	14	0	21		2	4	17	0	23		8	21	7	0	36		27	57	84
7:15 AM - 7:30 AM	0	3	1	0	4		3	4	10	0	17		10	12	13	0	35		16	27	2	0	45		39	62	101
7:30 AM - 7:45 AM	1	10	3	0	14		2	7	19	0	28		5	12	17	0	34		11	32	6	0	49		48	77	125
7:45 AM - 8:00 AM	0	4	0	0	4		0	11	14	0	25		11	17	24	0	52		31	44	2	0	77		56	102	158
8:00 AM - 8:15 AM	0	9	6	0	15		0	7	12	0	19		5	19	23	0	47		25	35	3	0	63		62	82	144
8:15 AM - 8:30 AM	1	12	5	0	18		1	8	17	0	26		10	18	23	0	51		32	42	7	0	81		69	107	176
8:30 AM - 8:45 AM	3	16	5	0	24		5	14	13	0	32		7	21	26	0	54		33	32	6	0	71		78	103	181
8:45 AM - 9:00 AM	0	5	4	0	9		3	16	12	0	31		9	21	37	0	67		26	46	8	0	80		76	111	187
9:00 AM - 9:15 AM	3	11	4	0	18		1	10	15	0	26		14	32	29	0	75		49	15	3	0	67		93	93	186
9:15 AM - 9:30 AM	0	10	1	0	11		3	11	30	0	44		11	17	34	0	62		39	26	6	0	71		73	115	188
9:30 AM - 9:45 AM	1	8	6	0	15		2	12	30	0	44		8	19	36	0	63		26	18	7	0	51		78	95	173
9:45 AM - 10:00 AM	2	7	7	0	16		3	8	27	0	38		13	26	39	0	78		37	21	7	0	65		94	103	197
10:00 AM - 10:15 AM	1	11	5	0	17		1	11	23	0	35		12	30	24	0	66		33	19	6	0	58		83	93	176
10:15 AM - 10:30 AM	1	12	3	0	16		3	23	37	0	63		15	23	35	0	73		44	26	5	0	75		89	138	227
10:30 AM - 10:45 AM	0	9	4	0	13		2	16	28	0	46		17	25	34	0	76		33	19	11	0	63		89	109	198
10:45 AM - 11:00 AM	2	5	1	0	8		2	17	25	0	44		11	30	43	0	84		50	25	5	0	80		92	124	216
11:00 AM - 11:15 AM	0	7	4	0	11		1	19	30	0	50		6	19	36	0	61		43	26	8	0	77		72	127	199
11:15 AM - 11:30 AM	1	4	3	0	8		1	15	20	0	36		12	32	32	0	76		34	27	6	0	67		84	103	187
11:30 AM - 11:45 AM	1	11	2	0	14		4	11	19	0	34		9	22	25	0	56		47	33	9	0	89		70	123	193
11:45 AM - 12:00 PM	1	9	0	0	10		1	16	23	0	40		12	21	37	0	70		23	17	6	0	46		80	86	166
12:00 PM - 12:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Total	20	176	75	0	271		42	254	437	0	733		210	459	635	0	1304		659	614	134	0	1407		1575	2140	3715

One Hour Volumes																											
Time Period	Right	Thru	Left	U-Turn	Total	PHF	Right	Thru	Left-J-Turn	Total	PHF	Right	Thru	Left-J-Turn	Total	PHF	Right	Thru	Left	U-Turn	Total	PHF	South	West			
6:00 AM - 7:00 AM	1	11	10	0	22	0.5	3	12	19	0	34	0.71	11	39	51	0	101	0.842	19	63	14	0	96	0.56	123	130	253
6:15 AM - 7:15 AM	1	13	9	0	23	0.52	4	15	30	0	49	0.58	10	39	54	0	103	0.858	27	74	17	0	118	0.69	126	167	293
6:30 AM - 7:30 AM	1	11	8	0	20	0.45	5	15	36	0	56	0.67	16	43	55	0	114	0.814	40	87	17	0	144	0.8	134	200	334
6:45 AM - 7:45 AM	2	20	11	0	33	0.59	6	20	52	0	78	0.7	20	45	57	0	122	0.871	47	108	18	0	173	0.88	155	251	406
7:00 AM - 8:00 AM	2	19	5	0	26	0.46	6	28	57	0	91	0.81	28	45	71	0	144	0.692	66	124	17	0	207	0.67	170	298	468
7:15 AM - 8:15 AM	1	26	10	0	37	0.62	5	29	55	0	89	0.79	31	60	77	0	168	0.808	83	138	13	0	234	0.76	205	323	528
7:30 AM - 8:30 AM	2	35	14	0	51	0.71	3	33	62	0	98	0.88	31	66	87	0	184	0.885	99	153	18	0	270	0.83	235	368	603
7:45 AM - 8:45 AM	4	41	16	0	61	0.64	6	40	56	0	102	0.8	33	75	96	0	204	0.944	121	153	18	0	292	0.9	265	394	659
8:00 AM - 9:00 AM	4	42	20	0	66	0.69	9	45	54	0	108	0.84	31	79	109	0	219	0.817	116	155	24	0	295	0.91	285	403	688
4:00 PM - 5:00 PM	6	36	18	0	60	0.83	9	41	102	0	152	0.86	46	94	138	0	278	0.891	151	80	23	0	254	0.89	338	406	744
4:15 PM - 5:15 PM	4	36	19	0	59	0.87	9	42	110	0	161	0.91	44	92	133	0	269	0.862	135	84	26	0	245	0.86	328	406	734
4:30 PM - 5:30 PM	5	38	21	0	64	0.94	9	54	117	0	180	0.71	48	98	134	0	280	0.897	140	84	25	0	249	0.83	344	429	773
4:45 PM - 5:45 PM	4	39	19	0	62	0.91	9	58	115	0	182	0.72	57	104	132	0	293	0.939	147	85	29	0	261	0.87	355	443	798
5:00 PM - 6:00 PM	4	37	13	0	54	0.79	8	67	113	0	188	0.75	55	108	136	0	299	0.89	160	89	27	0	276	0.86	353	464	817
5:15 PM - 6:15 PM	3	33	12	0	48	0.75	8	75	120	0	203	0.81	49	97	148	0	294	0.875	170	96	29	0	295	0.92	342	498	840
5:30 PM - 6:30 PM	3	25	12	0	40	0.77	6	67	103	0	176	0.88	46	106	145	0	297	0.884	160	97	30	0	287	0.9	337	463	800
5:45 PM - 6:45 PM	4	27	10	0	41	0.73	8	62	94	0	164	0.82	38	103	136	0	277	0.824	174	111	28	0	313	0.88	318	477	795
6:00 PM - 7:00 PM	3	31	9	0	43	0.77	7	61	92	0	160	0.8	39	94	130	0	263	0.865	147	103	29	0	279	0.78	306	439	745

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard		DATE: 4/6/2022		SOUTHBOUND ROAD: North Queen Street															
W+A JOB NO: 8717		DAY: Wednesday		ORTHBOUND ROAD: 14th Street North															
INTERSECTION: Fairfax Dr. & N. Queen		WEATHER: cloudy/rain		WESTBOUND ROAD: Fairfax Drive															
LOCATION: Arlington County, VA		COUNTED BY: Agan		EASTBOUND ROAD: Fairfax Drive															
INPUTED BY: agan																			
Time Period	Southbound North Queen Street			Westbound Fairfax Drive			Northbound 14th Street North			Eastbound Fairfax Drive			North East & & Total South West						
	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
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM				0				0				0				0	0	0	0
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM				0				0				0				0	0	0	0
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM				0				0				0				0	0	0	0
8:30 AM - 8:45 AM				0				0				0				0	0	0	0
8:45 AM - 9:00 AM				0				0				0				0	0	0	0
4:00 PM - 4:15 PM				0				0				0				0	0	0	0
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM				0				0				0				0	0	0	0
4:45 PM - 5:00 PM				0				0				0				0	0	0	0
5:00 PM - 5:15 PM				0				0				0				0	0	0	0
5:15 PM - 5:30 PM				0				0				0				0	0	0	0
5:30 PM - 5:45 PM				0				0				0				0	0	0	0
5:45 PM - 6:00 PM				0				0				0				0	0	0	0
6:00 PM - 6:15 PM				0				0				0				0	0	0	0
6:15 PM - 6:30 PM				0				0				0				0	0	0	0
6:30 PM - 6:45 PM				0				0				0				0	0	0	0
6:45 PM - 7:00 PM				0				0				0				0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

<p>PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & N. Queen St. & 14th S LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Agan INPUTED BY: agan</p>	
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Time Period	Movement								1+2	3+4	5+6	7+8	Total	
	1	2	3	4	5	6	7	8						
15 Minute Volumes														
6:00 AM - 6:15 AM		2								2	0	0	0	2
6:15 AM - 6:30 AM										0	0	0	0	0
6:30 AM - 6:45 AM										0	0	0	0	0
6:45 AM - 7:00 AM			1	2				2		1	2	2	0	5
7:00 AM - 7:15 AM			1					1		1	0	1	0	2
7:15 AM - 7:30 AM			2					1		2	0	1	0	3
7:30 AM - 7:45 AM		1	2	1				1	2	3	1	3	0	7
7:45 AM - 8:00 AM			5	1					3	5	1	3	0	9
8:00 AM - 8:15 AM		2	6				1	1		8	0	2	0	10
8:15 AM - 8:30 AM		2	1	2			1	2		3	2	3	0	8
8:30 AM - 8:45 AM		1	5			1				6	1	0	0	7
8:45 AM - 9:00 AM			3	3			3	3		3	3	6	0	12
4:00 PM - 4:15 PM		1	4			3	4	2	1	3	3	6	4	18
4:15 PM - 4:30 PM		5	2			1	2	3		7	1	5	1	14
4:30 PM - 4:45 PM		2	7			1	3	5	5	9	4	10	0	23
4:45 PM - 5:00 PM		5	2			1	2	2		7	1	4	0	12
5:00 PM - 5:15 PM			5					1		5	0	1	0	6
5:15 PM - 5:30 PM		2	5				1	6	1	7	0	7	1	15
5:30 PM - 5:45 PM		6	1	1		1	3	3		7	2	6	0	15
5:45 PM - 6:00 PM		2	3			3	6	4		5	3	10	0	18
6:00 PM - 6:15 PM		3	1			3	5	2		4	3	7	0	14
6:15 PM - 6:30 PM		4	4	1		2	4	2		8	3	6	0	17
6:30 PM - 6:45 PM		6	1			2	5			7	2	5	0	14
6:45 PM - 7:00 PM		5		3		1	4	7	1	5	4	11	1	21
Total		47	63	15	21	47	52	2	5	110	36	99	7	252
One Hour Volumes														
6:00 AM - 7:00 AM		0	3	2	0	0	2	0	0	3	2	2	0	7
6:15 AM - 7:15 AM		0	2	2	0	0	3	0	0	2	2	3	0	7
6:30 AM - 7:30 AM		0	4	2	0	0	4	0	0	4	2	4	0	10
6:45 AM - 7:45 AM		1	6	3	0	1	6	0	0	7	3	7	0	17
7:00 AM - 8:00 AM		1	10	2	0	1	7	0	0	11	2	8	0	21
7:15 AM - 8:15 AM		3	15	2	0	2	7	0	0	18	2	9	0	29
7:30 AM - 8:30 AM		5	14	4	0	3	8	0	0	19	4	11	0	34
7:45 AM - 8:45 AM		5	17	3	1	2	6	0	0	22	4	8	0	34
8:00 AM - 9:00 AM		5	15	5	1	5	6	0	0	20	6	11	0	37
4:00 PM - 5:00 PM		13	15	1	8	13	12	1	4	28	9	25	5	67
4:15 PM - 5:15 PM		12	16	1	5	9	11	0	1	28	6	20	1	55
4:30 PM - 5:30 PM		9	19	1	4	8	14	1	0	28	5	22	1	56
4:45 PM - 5:45 PM		13	13	1	2	6	12	1	0	26	3	18	1	48
5:00 PM - 6:00 PM		10	14	1	4	10	14	1	0	24	5	24	1	54
5:15 PM - 6:15 PM		13	10	1	7	15	15	1	0	23	8	30	1	62
5:30 PM - 6:30 PM		15	9	2	9	18	11	0	0	24	11	29	0	64
5:45 PM - 6:45 PM		15	9	1	10	20	8	0	0	24	11	28	0	63
6:00 PM - 7:00 PM		18	6	4	8	18	11	0	1	24	12	29	1	66

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard		DATE: 4/6/2022		OUTHBOUND ROAD: North Pierce Street																
W+A JOB NO: 8717		DAY: Wednesday		ORTHBOUND ROAD: 0																
INTERSECTION: Fairfax Dr. & N. Pierce St.		WEATHER: cloudy/rain		WESTBOUND ROAD: Fairfax Drive																
LOCATION: Arlington County, VA		COUNTED BY: Agan		EASTBOUND ROAD: Fairfax Drive																
INPUTED BY: agan																				
Time Period	Southbound North Pierce Street				Westbound Fairfax Drive				Northbound 0				Eastbound Fairfax Drive				North	East	Total	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	South	West		
15 Minute Volumes																				
6:00 AM - 6:15 AM				0				0				0				0	0	0	0	
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				0	1			1				0		1		1	0	2	2	
7:00 AM - 7:15 AM				0				0				0		1		1	0	1	1	
7:15 AM - 7:30 AM				0				0				0		1		1	0	1	1	
7:30 AM - 7:45 AM				0				0				0		4		4	0	4	4	
7:45 AM - 8:00 AM				0				0				0				0	0	0	0	
8:00 AM - 8:15 AM				0				0				0				0	0	0	0	
8:15 AM - 8:30 AM				0				0				0		1		1	0	1	1	
8:30 AM - 8:45 AM				0				0				0		1		1	0	1	1	
8:45 AM - 9:00 AM				0	1	2		3				0		2		2	0	5	5	
4:00 PM - 4:15 PM				0				3				0				0	0	3	3	
4:15 PM - 4:30 PM				0				1				0				0	0	1	1	
4:30 PM - 4:45 PM				0				0				0		1		1	0	1	1	
4:45 PM - 5:00 PM	1			1				1				0		1		1	1	2	3	
5:00 PM - 5:15 PM				0				0				0				0	0	0	0	
5:15 PM - 5:30 PM				0				3				0		1		1	0	4	4	
5:30 PM - 5:45 PM				0				3				0		2		2	0	5	5	
5:45 PM - 6:00 PM				0				0				0				0	0	0	0	
6:00 PM - 6:15 PM				0				1				0				0	0	1	1	
6:15 PM - 6:30 PM				0				2				0		1		1	0	3	3	
6:30 PM - 6:45 PM				0				1				0		1		1	0	2	2	
6:45 PM - 7:00 PM				0				0				0				0	0	0	0	
Total	1	0	0	1	2	17	0	19	0	0	0	0	0	0	20	0	20	1	39	40
One Hour Volumes																				
6:00 AM - 7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	3	0	4	4
6:15 AM - 7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	4	0	5	5
6:30 AM - 7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	4	0	5	5
6:45 AM - 7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	7	0	8	8
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6	6
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	5
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	5
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2
8:00 AM - 9:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	4	0	4	0	7	7
4:00 PM - 5:00 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	0	2	0	2	1	7	8
4:15 PM - 5:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	2	0	2	1	4	5
4:30 PM - 5:30 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	3	0	3	1	7	8
4:45 PM - 5:45 PM	1	0	0	1	0	7	0	7	0	0	0	0	0	0	4	0	4	1	11	12
5:00 PM - 6:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	3	0	3	0	9	9
5:15 PM - 6:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	3	0	3	0	10	10
5:30 PM - 6:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	3	0	3	0	9	9
5:45 PM - 6:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	2	0	2	0	6	6
6:00 PM - 7:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	2	0	2	0	6	6

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

<p>PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & N. Pierce St. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Agan INPUTED BY: agan</p>	<p style="text-align: center;">North Pierce Street</p> <p style="text-align: center;">Fairfax Drive North</p>
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Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:00 AM - 6:15 AM		2							2	0	0	0	2
6:15 AM - 6:30 AM									0	0	0	0	0
6:30 AM - 6:45 AM	3	1		1					4	1	0	0	5
6:45 AM - 7:00 AM		4							4	0	0	0	4
7:00 AM - 7:15 AM							1		0	0	1	0	1
7:15 AM - 7:30 AM									0	0	0	0	0
7:30 AM - 7:45 AM	2	1			1				3	0	1	0	4
7:45 AM - 8:00 AM	2	6					4		8	0	4	0	12
8:00 AM - 8:15 AM	2				2				2	0	2	0	4
8:15 AM - 8:30 AM	2	2			1				4	0	1	0	5
8:30 AM - 8:45 AM	1	3							4	0	0	0	4
8:45 AM - 9:00 AM	3	9							12	0	0	0	12
4:00 PM - 4:15 PM	2	1			3		1		3	0	4	0	7
4:15 PM - 4:30 PM	5	8				1			13	0	1	0	14
4:30 PM - 4:45 PM	4	2	1	1	2	5			6	2	7	0	15
4:45 PM - 5:00 PM		4	1		1	2			4	1	3	0	8
5:00 PM - 5:15 PM	4	4		1	2	3			8	1	5	0	14
5:15 PM - 5:30 PM	7	5			1	1			12	0	2	0	14
5:30 PM - 5:45 PM	5	3			2	2		2	8	0	4	2	14
5:45 PM - 6:00 PM	5	3	1	2	4	5			8	3	9	0	20
6:00 PM - 6:15 PM	8	3			4	1			11	0	5	0	16
6:15 PM - 6:30 PM	6				4	3			6	0	7	0	13
6:30 PM - 6:45 PM	3	3			1				6	0	1	0	7
6:45 PM - 7:00 PM					3	6			0	0	9	0	9
Total	64	64	3	5	32	34	0	2	128	8	66	2	204
One Hour Volumes													
6:00 AM - 7:00 AM	3	7	0	1	0	0	0	0	10	1	0	0	11
6:15 AM - 7:15 AM	3	5	0	1	0	1	0	0	8	1	1	0	10
6:30 AM - 7:30 AM	3	5	0	1	0	1	0	0	8	1	1	0	10
6:45 AM - 7:45 AM	2	5	0	0	1	1	0	0	7	0	2	0	9
7:00 AM - 8:00 AM	4	7	0	0	1	5	0	0	11	0	6	0	17
7:15 AM - 8:15 AM	6	7	0	0	3	4	0	0	13	0	7	0	20
7:30 AM - 8:30 AM	8	9	0	0	4	4	0	0	17	0	8	0	25
7:45 AM - 8:45 AM	7	11	0	0	3	4	0	0	18	0	7	0	25
8:00 AM - 9:00 AM	8	14	0	0	3	0	0	0	22	0	3	0	25
4:00 PM - 5:00 PM	11	15	2	1	7	8	0	0	26	3	15	0	44
4:15 PM - 5:15 PM	13	18	2	2	6	10	0	0	31	4	16	0	51
4:30 PM - 5:30 PM	15	15	2	2	6	11	0	0	30	4	17	0	51
4:45 PM - 5:45 PM	16	16	1	1	6	8	0	2	32	2	14	2	50
5:00 PM - 6:00 PM	21	15	1	3	9	11	0	2	36	4	20	2	62
5:15 PM - 6:15 PM	25	14	1	2	11	9	0	2	39	3	20	2	64
5:30 PM - 6:30 PM	24	9	1	2	14	11	0	2	33	3	25	2	63
5:45 PM - 6:45 PM	22	9	1	2	13	9	0	0	31	3	22	0	56
6:00 PM - 7:00 PM	17	6	0	0	12	10	0	0	23	0	22	0	45

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Tysons, Virginia

Turning Movement Count - Total Vehicles

Time Period		Southbound North Fort Myer Drive				Westbound Fairfax Drive				Northbound North 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	0	25	3	0	28		0	0	3	0	3		0	0	0	0	0		4	8	0	0	12		28	15	43
6:15 AM	- 6:30 AM	9	39	6	0	54		0	4	3	0	7		0	0	0	0	0		12	8	0	0	20		54	27	81
6:30 AM	- 6:45 AM	6	47	7	0	60		0	2	4	0	6		0	0	0	0	0		5	8	0	0	13		60	19	79
6:45 AM	- 7:00 AM	10	43	4	0	57		0	6	2	0	8		0	0	0	0	0		12	9	0	0	21		57	29	86
7:00 AM	- 7:15 AM	8	52	6	0	66		0	7	1	0	8		0	0	0	0	0		8	12	0	0	20		66	28	94
7:15 AM	- 7:30 AM	9	38	1	0	48		0	3	8	0	11		0	0	0	0	0		9	20	0	0	29		48	40	88
7:30 AM	- 7:45 AM	6	77	5	0	88		0	5	8	0	13		0	0	0	0	0		11	17	0	0	28		88	41	129
7:45 AM	- 8:00 AM	15	91	6	0	112		0	3	6	0	9		0	0	0	0	0		14	17	0	0	31		112	40	152
8:00 AM	- 8:15 AM	11	88	23	0	122		0	4	1	0	5		0	0	0	0	0		18	18	0	0	36		122	41	163
8:15 AM	- 8:30 AM	11	151	12	0	174		0	1	2	0	3		0	0	0	0	0		25	14	0	0	39		174	42	216
8:30 AM	- 8:45 AM	17	143	9	0	169		0	7	10	0	17		0	0	0	0	0		15	15	0	0	30		169	47	216
8:45 AM	- 9:00 AM	18	149	12	0	179		0	9	11	0	20		0	0	0	0	0		19	22	0	0	41		179	61	240
4:00 PM	- 4:15 PM	16	270	16	0	302		0	3	6	0	9		0	0	0	0	0		13	18	0	0	31		302	40	342
4:15 PM	- 4:30 PM	14	285	15	0	314		0	1	9	0	10		0	0	0	0	0		21	14	0	0	35		314	45	359
4:30 PM	- 4:45 PM	13	262	11	0	286		0	3	10	0	13		0	0	0	0	0		11	11	0	0	22		286	35	321
4:45 PM	- 5:00 PM	11	285	14	0	310		0	1	4	0	5		0	0	0	0	0		15	16	0	0	31		310	36	346
5:00 PM	- 5:15 PM	12	256	17	0	285		0	3	5	0	8		0	0	0	0	0		15	7	0	0	22		285	30	315
5:15 PM	- 5:30 PM	20	306	19	0	345		0	8	8	0	16		0	0	0	0	0		20	15	0	0	35		345	51	396
5:30 PM	- 5:45 PM	21	330	12	0	363		0	4	12	0	16		0	0	0	0	0		14	16	0	0	30		363	46	409
5:45 PM	- 6:00 PM	20	270	21	0	311		0	4	5	0	9		0	0	0	0	0		11	16	0	0	27		311	36	347
6:00 PM	- 6:15 PM	17	233	14	0	264		0	7	9	0	16		0	0	0	0	0		11	15	0	0	26		264	42	306
6:15 PM	- 6:30 PM	16	267	7	0	290		0	3	6	0	9		0	0	0	0	0		20	20	0	0	40		290	49	339
6:30 PM	- 6:45 PM	20	224	18	0	262		0	7	12	0	19		0	0	0	0	0		20	10	0	0	30		262	49	311
6:45 PM	- 7:00 PM	10	147	20	0	177		0	3	8	0	11		0	0	0	0	0		9	9	0	0	18		177	29	206
4:00 AM	- 4:15 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
4:15 AM	- 4:30 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
4:30 AM	- 4:45 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
4:45 AM	- 5:00 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
5:00 AM	- 5:15 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
5:15 AM	- 5:30 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
5:30 AM	- 5:45 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
5:45 AM	- 6:00 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Total		310	4078	278	0	4666		0	98	153	0	251		0	0	0	0	0		332	335	0	0	667		4666	918	5584
One Hour Volumes																												
6:00 AM	- 7:00 AM	25	154	20	0	199	0.83	0	12	12	0	24	0.75	0	0	0	0	0		33	33	0	0	66	0.79	199	90	289
6:15 AM	- 7:15 AM	33	181	23	0	237	0.9	0	19	10	0	29	0.91	0	0	0	0	0		37	37	0	0	74	0.88	237	103	340
6:30 AM	- 7:30 AM	33	180	18	0	231	0.88	0	18	15	0	33	0.75	0	0	0	0	0		34	49	0	0	83	0.72	231	116	347
6:45 AM	- 7:45 AM	33	210	16	0	259	0.74	0	21	19	0	40	0.77	0	0	0	0	0		40	58	0	0	98	0.84	259	138	397
7:00 AM	- 8:00 AM	38	258	18	0	314	0.7	0	18	23	0	41	0.79	0	0	0	0	0		42	66	0	0	108	0.87	314	149	463
7:15 AM	- 8:15 AM	41	294	35	0	370	0.76	0	15	23	0	38	0.73	0	0	0	0	0		52	72	0	0	124	0.86	370	162	532
7:30 AM	- 8:30 AM	43	407	46	0	496	0.71	0	13	17	0	30	0.58	0	0	0	0	0		68	66	0	0	134	0.86	496	164	660
7:45 AM	- 8:45 AM	54	473	50	0	577	0.83	0	15	19	0	34	0.5	0	0	0	0	0		72	64	0	0	136	0.87	577	170	747
8:00 AM	- 9:00 AM	57	531	56	0	644	0.9	0	21	24	0	45	0.56	0	0	0	0	0		77	69	0	0	146	0.89	644	191	835
4:00 PM	- 5:00 PM	54	1102	56	0	1212	0.96	0	8	29	0	37	0.71	0	0	0	0	0		60	59	0	0	119	0.85	1212	156	1368
4:15 PM	- 5:15 PM	50	1088	57	0	1195	0.95	0	8	28	0	36	0.69	0	0	0	0	0		62	48	0	0	110	0.79	1195	146	1341
4:30 PM	- 5:30 PM	56	1109	61	0	1226	0.89	0	15	27	0	42	0.66	0	0	0	0	0		61	49	0	0	110	0.79	1226	152	1378
4:45 PM	- 5:45 PM	64	1177	62	0	1303	0.9	0	16	29	0	45	0.7	0	0	0	0	0		64	54	0	0	118	0.84	1303	163	1466
5:00 PM	- 6:00 PM	73	1162	69	0	1304	0.9	0	19	30	0	49	0.77	0	0	0	0	0		60	54	0	0	114	0.81	1304	163	1467
5:15 PM	- 6:15 PM	78	1139	66	0	1283	0.88	0	23	34	0	57	0.89	0	0	0	0	0		56	62	0	0	118	0.84	1283	175	1458
5:30 PM	- 6:30 PM	74	1100	54	0	1228	0.85	0	18	32	0	50	0.78	0	0	0	0	0		56	67	0	0	123	0.77	1228	173	1401
5:45 PM	- 6:45 PM	73	994	60	0	1127	0.91	0	21	32	0	53	0.7	0	0	0	0	0		62	61	0	0	123	0.77	1127	176	1303
6:00 PM	- 7:00 PM	63	871	59	0	993	0.86	0	20	35	0	55	0.72	0	0	0	0	0		60	54	0	0	114	0.71	993	169	1162

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard DATE: 4/6/2022 OUTHBOUND ROAD: North Fort Myer Drive W+A JOB NO: 8717 DAY: Wednesday ORTHBOUND ROAD: North Fort Myer Drive INTERSECTION: Fairfax Dr. & N. Fort Myer Drive WEATHER: cloudy/rain WESTBOUND ROAD: Fairfax Drive LOCATION: Arlington County, VA COUNTED BY: Inita EASTBOUND ROAD: Fairfax Drive INPUTED BY: agan																			
Time Period	Southbound North Fort Myer Drive				Westbound Fairfax Drive				Northbound North 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				0	0	0	0
6:15 AM - 6:30 AM				0				0			1	1		1		1	1	1	2
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0				0	1			1				0	1	0	1
7:00 AM - 7:15 AM				0				0				0	1			1	0	1	1
7:15 AM - 7:30 AM				0				0				0	1			1	0	1	1
7:30 AM - 7:45 AM				0				0				0	3			3	0	3	3
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM		1		1				0				0	1			1	1	1	2
8:30 AM - 8:45 AM				0				0				0	3			3	0	3	3
8:45 AM - 9:00 AM				0				0				0	1			1	0	1	1
4:00 PM - 4:15 PM	2	1		3		1		1				0				0	3	1	4
4:15 PM - 4:30 PM		1		1				0				0				0	1	0	1
4:30 PM - 4:45 PM		1		1				0				0	1			1	1	1	2
4:45 PM - 5:00 PM			1	1		1		1				0	1			1	1	2	3
5:00 PM - 5:15 PM				0				0				0				0	0	0	0
5:15 PM - 5:30 PM				0		2		2				0				0	0	2	2
5:30 PM - 5:45 PM	1	2		3				0				0				0	3	0	3
5:45 PM - 6:00 PM		2		2				0				0				0	2	0	2
6:00 PM - 6:15 PM	1	1		2				0				0				0	2	0	2
6:15 PM - 6:30 PM		1		1		1		1				0	1			1	1	2	3
6:30 PM - 6:45 PM				0		1		1	1			1				0	1	1	2
6:45 PM - 7:00 PM				0				0	1			1				0	1	0	1
Total	4	10	1	15	0	6	0	6	1	2	1	4	2	12	0	14	19	20	39
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	2	1	3
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	1	1	0	2	2	2	4
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	1	2	3
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	5	1	5	6
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	5	5
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	4	4
7:30 AM - 8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	1	4	5
7:45 AM - 8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	1	4	5
8:00 AM - 9:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	5	0	5	1	5	6
4:00 PM - 5:00 PM	2	3	1	6	0	2	0	2	0	0	0	0	0	2	0	2	6	4	10
4:15 PM - 5:15 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	2	0	2	3	3	6
4:30 PM - 5:30 PM	0	1	1	2	0	3	0	3	0	0	0	0	0	2	0	2	2	5	7
4:45 PM - 5:45 PM	1	2	1	4	0	3	0	3	0	0	0	0	0	1	0	1	4	4	8
5:00 PM - 6:00 PM	1	4	0	5	0	2	0	2	0	0	0	0	0	0	0	0	5	2	7
5:15 PM - 6:15 PM	2	5	0	7	0	2	0	2	0	0	0	0	0	0	0	0	7	2	9
5:30 PM - 6:30 PM	2	6	0	8	0	1	0	1	0	0	0	0	0	1	0	1	8	2	10
5:45 PM - 6:45 PM	1	4	0	5	0	2	0	2	0	1	0	1	0	1	0	1	6	3	9
6:00 PM - 7:00 PM	1	2	0	3	0	2	0	2	0	2	0	2	0	1	0	1	5	3	8

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & N. Fort Myer Dr. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Inita INPUTED BY: agan													
Time Period	Movement												Total
	1	2	3	4	5	6	7	8	1+2	3+4	5+6	7+8	
15 Minute Volumes													
6:00 AM - 6:15 AM		1			3			3	1	0	3	3	7
6:15 AM - 6:30 AM		1			3		1	2	1	0	3	3	7
6:30 AM - 6:45 AM			1	1		2	1		0	2	2	1	5
6:45 AM - 7:00 AM	1		2	1	6	1	2	4	1	3	7	6	17
7:00 AM - 7:15 AM	2			1			2	6	2	1	0	8	11
7:15 AM - 7:30 AM		1		2	1	1		3	1	2	2	3	8
7:30 AM - 7:45 AM		1	3	2	2			8	1	5	2	8	16
7:45 AM - 8:00 AM	2	3	1	2	5	1	4	3	5	3	6	7	21
8:00 AM - 8:15 AM			2	1	1	2		9	0	3	3	9	15
8:15 AM - 8:30 AM				3	8			8	0	3	8	8	19
8:30 AM - 8:45 AM					3	2	2	7	0	0	5	9	14
8:45 AM - 9:00 AM		2			18		1	4	2	0	18	5	25
4:00 PM - 4:15 PM		1	4	5	5	2		11	1	9	7	11	28
4:15 PM - 4:30 PM		3		1		3	3	3	3	1	3	6	13
4:30 PM - 4:45 PM	2		2	4	3	2	3	3	2	6	5	6	19
4:45 PM - 5:00 PM	2	3	2	5	5	3	6	1	5	7	8	7	27
5:00 PM - 5:15 PM	1		7	1	5	6	11	5	1	8	11	16	36
5:15 PM - 5:30 PM	1	2	2	4	1	3	7	9	3	6	4	16	29
5:30 PM - 5:45 PM	4	2		1	4	11	4	4	6	1	15	8	30
5:45 PM - 6:00 PM		11		6	9	10	12	5	11	6	19	17	53
6:00 PM - 6:15 PM	2		2		5	4	1	2	2	2	9	3	16
6:15 PM - 6:30 PM	1	4	2	2	5	9	2	1	5	4	14	3	26
6:30 PM - 6:45 PM			2	3	4	3	4	13	0	5	7	17	29
6:45 PM - 7:00 PM	3			1	1	7	6	5	3	1	8	11	23
Total	21	35	32	46	97	72	72	119	56	78	169	191	494
One Hour Volumes													
6:00 AM - 7:00 AM	1	2	3	2	12	3	4	9	3	5	15	13	36
6:15 AM - 7:15 AM	3	1	3	3	9	3	6	12	4	6	12	18	40
6:30 AM - 7:30 AM	3	1	3	5	7	4	5	13	4	8	11	18	41
6:45 AM - 7:45 AM	3	2	5	6	9	2	4	21	5	11	11	25	52
7:00 AM - 8:00 AM	4	5	4	7	8	2	6	20	9	11	10	26	56
7:15 AM - 8:15 AM	2	5	6	7	9	4	4	23	7	13	13	27	60
7:30 AM - 8:30 AM	2	4	6	8	16	3	4	28	6	14	19	32	71
7:45 AM - 8:45 AM	2	3	3	6	17	5	6	27	5	9	22	33	69
8:00 AM - 9:00 AM	0	2	2	4	30	4	3	28	2	6	34	31	73
4:00 PM - 5:00 PM	4	7	8	15	13	10	12	18	11	23	23	30	87
4:15 PM - 5:15 PM	5	6	11	11	13	14	23	12	11	22	27	35	95
4:30 PM - 5:30 PM	6	5	13	14	14	14	27	18	11	27	28	45	111
4:45 PM - 5:45 PM	8	7	11	11	15	23	28	19	15	22	38	47	122
5:00 PM - 6:00 PM	6	15	9	12	19	30	34	23	21	21	49	57	148
5:15 PM - 6:15 PM	7	15	4	11	19	28	24	20	22	15	47	44	128
5:30 PM - 6:30 PM	7	17	4	9	23	34	19	12	24	13	57	31	125
5:45 PM - 6:45 PM	3	15	6	11	23	26	19	21	18	17	49	40	124
6:00 PM - 7:00 PM	6	4	6	6	15	23	13	21	10	12	38	34	94

Wells + Associates, Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1601 Arlington Boulevard W+A JOB NO: 8717	DATE: 4/6/2022 DAY: Wednesday	SOUTHBOUND ROAD: North Lynn Street NORTHBOUND ROAD: North Lynn Street
INTERSECTION: Fairfax Dr. & N. Lynn St.	WEATHER: cloudy/rain	WESTBOUND ROAD: Fairfax Drive
LOCATION: Arlington County, VA	COUNTED BY: Tyler & Austin INPUTED BY: agan	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/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	0	0	0	0	5	3	0	0	8	3	113	0	0	116	0	1	9	0	10	116	18	134			
6:15 AM - 6:30 AM	0	0	0	0	0	3	4	0	0	7	5	133	4	0	142	0	2	7	0	9	142	16	158			
6:30 AM - 6:45 AM	0	0	0	0	0	3	4	0	0	7	3	167	3	0	173	0	1	11	0	12	173	19	192			
6:45 AM - 7:00 AM	0	0	0	0	0	8	4	0	0	12	3	208	1	0	212	0	0	14	0	14	212	26	238			
7:00 AM - 7:15 AM	0	0	0	0	0	2	4	0	0	6	3	189	4	0	196	0	3	15	0	18	196	24	220			
7:15 AM - 7:30 AM	0	0	0	0	0	7	8	0	0	15	9	227	3	0	239	0	3	18	0	21	239	36	275			
7:30 AM - 7:45 AM	0	0	0	0	0	8	12	0	0	20	4	261	1	0	266	0	4	20	0	24	266	44	310			
7:45 AM - 8:00 AM	0	0	0	0	0	8	10	0	0	18	6	276	0	0	282	0	3	19	0	22	282	40	322			
8:00 AM - 8:15 AM	0	0	0	0	0	6	5	0	0	11	4	302	2	0	308	0	7	23	0	30	308	41	349			
8:15 AM - 8:30 AM	0	0	0	0	0	6	9	0	0	15	10	354	1	0	365	0	4	19	0	23	365	38	403			
8:30 AM - 8:45 AM	0	0	0	0	0	8	9	0	0	17	8	327	7	0	342	0	6	29	0	35	342	52	394			
8:45 AM - 9:00 AM	0	0	0	0	0	8	18	0	0	26	10	305	4	0	319	0	6	31	0	37	319	63	382			
4:00 PM - 4:15 PM	0	0	0	0	0	9	7	0	0	16	9	167	2	0	178	0	8	21	0	29	178	45	223			
4:15 PM - 4:30 PM	0	0	0	0	0	9	9	0	0	18	7	137	2	0	146	0	10	24	0	34	146	52	198			
4:30 PM - 4:45 PM	0	0	0	0	0	7	13	0	0	20	9	149	1	0	159	0	9	11	0	20	159	40	199			
4:45 PM - 5:00 PM	0	0	0	0	0	7	4	0	0	11	20	185	2	0	207	0	4	25	0	29	207	40	247			
5:00 PM - 5:15 PM	0	0	0	0	0	8	8	0	0	16	19	169	2	0	190	0	6	19	0	25	190	41	231			
5:15 PM - 5:30 PM	0	0	0	0	0	7	11	0	0	18	7	181	7	0	195	0	9	22	0	31	195	49	244			
5:30 PM - 5:45 PM	0	0	0	0	0	4	13	0	0	17	11	160	2	0	173	0	9	20	0	29	173	46	219			
5:45 PM - 6:00 PM	0	0	0	0	0	6	9	0	0	15	11	183	4	0	198	0	8	33	0	41	198	56	254			
6:00 PM - 6:15 PM	0	0	0	0	0	7	16	0	0	23	14	160	3	0	177	0	5	22	0	27	177	50	227			
6:15 PM - 6:30 PM	0	0	0	0	0	13	6	0	0	19	15	160	3	0	178	0	7	21	0	28	178	47	225			
6:30 PM - 6:45 PM	0	0	0	0	0	9	17	0	0	26	16	129	2	0	147	0	15	16	0	31	147	57	204			
6:45 PM - 7:00 PM	0	0	0	0	0	9	9	0	0	18	12	138	3	0	153	0	8	20	0	28	153	46	199			
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM - 4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM - 4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM - 5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM - 5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM - 5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM - 5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	167	212	0	0	379	218	4780	63	0	5061	0	138	469	0	607	5061	986	6047			
One Hour Volumes																										
6:00 AM - 7:00 AM	0	0	0	0	0	19	15	0	0	34	0.71	14	621	8	0	643	0.76	0	4	41	0	45	0.8	643	79	722
6:15 AM - 7:15 AM	0	0	0	0	0	16	16	0	0	32	0.67	14	697	12	0	723	0.85	0	6	47	0	53	0.74	723	85	808
6:30 AM - 7:30 AM	0	0	0	0	0	20	20	0	0	40	0.67	18	791	11	0	820	0.86	0	7	58	0	65	0.77	820	105	925
6:45 AM - 7:45 AM	0	0	0	0	0	25	28	0	0	53	0.66	19	885	9	0	913	0.86	0	10	67	0	77	0.8	913	130	1043
7:00 AM - 8:00 AM	0	0	0	0	0	25	34	0	0	59	0.74	22	953	8	0	983	0.87	0	13	72	0	85	0.89	983	144	1127
7:15 AM - 8:15 AM	0	0	0	0	0	29	35	0	0	64	0.8	23	1066	6	0	1095	0.89	0	17	80	0	97	0.81	1095	161	1256
7:30 AM - 8:30 AM	0	0	0	0	0	28	36	0	0	64	0.8	24	1193	4	0	1221	0.84	0	18	81	0	99	0.83	1221	163	1384
7:45 AM - 8:45 AM	0	0	0	0	0	28	33	0	0	61	0.85	28	1259	10	0	1297	0.89	0	20	90	0	110	0.79	1297	171	1468
8:00 AM - 9:00 AM	0	0	0	0	0	28	41	0	0	69	0.66	32	1288	14	0	1334	0.91	0	23	102	0	125	0.84	1334	194	1528
4:00 PM - 5:00 PM	0	0	0	0	0	32	33	0	0	65	0.81	45	638	7	0	690	0.83	0	31	81	0	112	0.82	690	177	867
4:15 PM - 5:15 PM	0	0	0	0	0	31	34	0	0	65	0.81	55	640	7	0	702	0.85	0	29	79	0	108	0.79	702	173	875
4:30 PM - 5:30 PM	0	0	0	0	0	29	36	0	0	65	0.81	55	684	12	0	751	0.91	0	28	77	0	105	0.85	751	170	921
4:45 PM - 5:45 PM	0	0	0	0	0	26	36	0	0	62	0.86	57	695	13	0	765	0.92	0	28	86	0	114	0.92	765	176	941
5:00 PM - 6:00 PM	0	0	0	0	0	25	41	0	0	66	0.92	48	693	15	0	756	0.95	0	32	94	0	126	0.77	756	192	948
5:15 PM - 6:15 PM	0	0	0	0	0	24	49	0	0	73	0.79	43	684	16	0	743	0.94	0	31	97	0	128	0.78	743	201	944
5:30 PM - 6:30 PM	0	0	0	0	0	30	44	0	0	74	0.8	51	663	12	0	726	0.92	0	29	96	0	125	0.76	726	199	925
5:45 PM - 6:45 PM	0	0	0	0	0	35	48	0	0	83	0.8	56	632	12	0	700	0.88	0	35	92	0	127	0.77	700	210	910
6:00 PM - 7:00 PM	0	0	0	0	0	38	48	0	0	86	0.83	57	587	11	0	655	0.92	0	35	79	0	114	0.92	655	200	855

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard DATE: 4/6/2022 OUTHBOUND ROAD: North Lynn Street W+A JOB NO: 8717 DAY: Wednesday ORTHBOUND ROAD: North Lynn Street INTERSECTION: Fairfax Dr. & N. Lynn St. WEATHER: cloudy/rain WESTBOUND ROAD: Fairfax Drive LOCATION: Arlington County, VA COUNTED BY: Austin 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				0				0		1		1				0	1	0	1
6:15 AM - 6:30 AM				0				0				0				0	0	0	0
6:30 AM - 6:45 AM	1		2	3				0		2		2				0	5	0	5
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM				0	1			1		1		1				0	1	1	2
7:15 AM - 7:30 AM				0				0				0				0	0	0	0
7:30 AM - 7:45 AM				0				0				0		2		2	0	2	2
7:45 AM - 8:00 AM				0				0		1		1				0	1	0	1
8:00 AM - 8:15 AM				0				0	1			1				0	1	0	1
8:15 AM - 8:30 AM			1	1				0				0		1		1	1	1	2
8:30 AM - 8:45 AM				0				0	3	2		5		1		1	5	1	6
8:45 AM - 9:00 AM				0				0		2		2		2		2	2	2	4
4:00 PM - 4:15 PM				0	1			1		4		4		1		1	4	2	6
4:15 PM - 4:30 PM		1		1				0				0				0	1	0	1
4:30 PM - 4:45 PM				0			2	2		1		1		1		1	1	3	4
4:45 PM - 5:00 PM		1	2	3				0		1		1		1		1	4	1	5
5:00 PM - 5:15 PM				0				0		1		1		2		2	1	2	3
5:15 PM - 5:30 PM			1	1				0		2		2		2		2	3	2	5
5:30 PM - 5:45 PM				0				0		1	1	2				0	2	0	2
5:45 PM - 6:00 PM				0				0				0				0	0	0	0
6:00 PM - 6:15 PM		1	1	2				0		1	1	2				0	4	0	4
6:15 PM - 6:30 PM	1			1				0		1		1				0	2	0	2
6:30 PM - 6:45 PM			1	1				0				0		1		1	1	1	2
6:45 PM - 7:00 PM				0				0		1		1				0	1	0	1
Total	2	3	8	13	2	0	2	4	6	22	0	28	0	2	12	14	41	18	59
One Hour Volumes																			
6:00 AM - 7:00 AM	1	0	2	3	0	0	0	0	0	3	0	3	0	0	0	0	6	0	6
6:15 AM - 7:15 AM	1	0	2	3	1	0	0	1	0	3	0	3	0	0	0	0	6	1	7
6:30 AM - 7:30 AM	1	0	2	3	1	0	0	1	0	3	0	3	0	0	0	0	6	1	7
6:45 AM - 7:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	2	2	1	3	4
7:00 AM - 8:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	2	2	2	3	5
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	2	2	2	4
7:30 AM - 8:30 AM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	3	3	3	3	6
7:45 AM - 8:45 AM	0	0	1	1	0	0	0	0	4	3	0	7	0	0	2	2	8	2	10
8:00 AM - 9:00 AM	0	0	1	1	0	0	0	0	4	4	0	8	0	0	4	4	9	4	13
4:00 PM - 5:00 PM	0	2	2	4	1	0	2	3	0	6	0	6	0	1	2	3	10	6	16
4:15 PM - 5:15 PM	0	2	2	4	0	0	2	2	0	3	0	3	0	0	4	4	7	6	13
4:30 PM - 5:30 PM	0	1	3	4	0	0	2	2	0	5	0	5	0	0	6	6	9	8	17
4:45 PM - 5:45 PM	0	1	3	4	0	0	0	0	1	5	0	6	0	0	5	5	10	5	15
5:00 PM - 6:00 PM	0	0	1	1	0	0	0	0	1	4	0	5	0	0	4	4	6	4	10
5:15 PM - 6:15 PM	0	1	2	3	0	0	0	0	2	4	0	6	0	0	2	2	9	2	11
5:30 PM - 6:30 PM	1	1	1	3	0	0	0	0	2	3	0	5	0	0	0	0	8	0	8
5:45 PM - 6:45 PM	1	1	2	4	0	0	0	0	1	2	0	3	0	1	0	1	7	1	8
6:00 PM - 7:00 PM	1	1	2	4	0	0	0	0	1	3	0	4	0	1	0	1	8	1	9

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & N. Lynn St. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Austin 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	0	1	0	1	2
6:15 AM - 6:30 AM	1			1				1	1	1	0	1	3
6:30 AM - 6:45 AM	2		2					1	2	2	0	1	5
6:45 AM - 7:00 AM	1	1	14	1					2	15	0	0	17
7:00 AM - 7:15 AM		3	2	1		1		7	3	3	2	7	15
7:15 AM - 7:30 AM	2	1	2	2	1	1		1	3	4	2	1	10
7:30 AM - 7:45 AM	5		2	15	2			2	5	17	3	2	27
7:45 AM - 8:00 AM	1	2	2	4	2		1	1	3	6	3	1	13
8:00 AM - 8:15 AM	7	5	1				2	1	12	1	2	2	17
8:15 AM - 8:30 AM	1	3	1				1		4	1	1	0	6
8:30 AM - 8:45 AM	2	4	1					1	6	1	0	1	8
8:45 AM - 9:00 AM	2	4	1		2		3		6	1	5	0	12
4:00 PM - 4:15 PM	1	3			3			2	4	0	3	3	10
4:15 PM - 4:30 PM	4	5	3	2	2			1	9	5	3	1	18
4:30 PM - 4:45 PM	4	5	5		2		1	1	9	5	3	1	18
4:45 PM - 5:00 PM	5	4	9	4	2		6	1	9	13	8	1	31
5:00 PM - 5:15 PM	3	6	4	1	2			2	9	5	2	2	18
5:15 PM - 5:30 PM	3	2	2	13			2	1	5	15	2	2	24
5:30 PM - 5:45 PM	11	3	3	16	3		4	3	14	19	7	4	44
5:45 PM - 6:00 PM	6	10	16	5	2		1	3	16	21	3	4	44
6:00 PM - 6:15 PM	4	6	5	7	1			5	10	12	1	5	28
6:15 PM - 6:30 PM	6	6	5	7	2		5	1	12	12	7	3	34
6:30 PM - 6:45 PM	7	3	6	5				1	10	11	1	3	25
6:45 PM - 7:00 PM	2	1	5	4	3		9	3	3	9	12	3	27
Total	80	77	92	88	30	40	25	24	157	180	70	49	456
One Hour Volumes													
6:00 AM - 7:00 AM	4	1	17	2	0	0	1	2	5	19	0	3	27
6:15 AM - 7:15 AM	4	4	18	3	1	1	8	1	8	21	2	9	40
6:30 AM - 7:30 AM	5	5	20	4	2	2	9	0	10	24	4	9	47
6:45 AM - 7:45 AM	8	5	20	19	4	3	8	2	13	39	7	10	69
7:00 AM - 8:00 AM	8	6	8	22	6	4	9	2	14	30	10	11	65
7:15 AM - 8:15 AM	15	8	7	21	5	5	3	3	23	28	10	6	67
7:30 AM - 8:30 AM	14	10	6	19	4	5	2	3	24	25	9	5	63
7:45 AM - 8:45 AM	11	14	5	4	2	4	2	2	25	9	6	4	44
8:00 AM - 9:00 AM	12	16	4	0	2	6	1	2	28	4	8	3	43
4:00 PM - 5:00 PM	14	17	17	6	9	8	4	2	31	23	17	6	77
4:15 PM - 5:15 PM	16	20	21	7	8	8	4	1	36	28	16	5	85
4:30 PM - 5:30 PM	15	17	20	18	6	9	5	1	32	38	15	6	91
4:45 PM - 5:45 PM	22	15	18	34	7	12	7	2	37	52	19	9	117
5:00 PM - 6:00 PM	23	21	25	35	7	7	9	3	44	60	14	12	130
5:15 PM - 6:15 PM	24	21	26	41	6	7	7	8	45	67	13	15	140
5:30 PM - 6:30 PM	27	25	29	35	8	10	7	9	52	64	18	16	150
5:45 PM - 6:45 PM	23	25	32	24	5	7	4	11	48	56	12	15	131
6:00 PM - 7:00 PM	19	16	21	23	6	15	1	13	35	44	21	14	114

Wells + Associates, Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

Time Period		Southbound North Pierce Street				Westbound Wilson Boulevard				Northbound North Pierce Street				Eastbound Wilson Boulevard				North East & Total South West								
		Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF	Total				
15 Minute Volumes																										
6:00 AM - 6:15 AM		0	0	0	0	0	0	24	15	0	39	0	0	11	0	11	0	0	0	0	0	11	39	50		
6:15 AM - 6:30 AM		0	0	0	0	0	0	23	5	0	28	0	0	9	0	9	0	0	0	0	0	9	28	37		
6:30 AM - 6:45 AM		0	0	0	0	0	0	23	3	0	26	0	0	17	0	17	0	0	0	0	0	17	26	43		
6:45 AM - 7:00 AM		0	0	0	0	0	0	32	11	0	43	0	0	20	0	20	0	0	0	0	0	20	43	63		
7:00 AM - 7:15 AM		0	0	0	0	0	0	29	18	0	47	0	0	19	0	19	0	0	0	0	0	19	47	66		
7:15 AM - 7:30 AM		0	0	0	0	0	0	40	12	0	52	0	0	21	0	21	0	0	0	0	0	21	52	73		
7:30 AM - 7:45 AM		0	0	0	0	0	0	46	14	0	60	0	0	21	0	21	0	0	0	0	0	21	60	81		
7:45 AM - 8:00 AM		0	0	0	0	0	0	40	26	0	66	0	0	31	0	31	0	0	0	0	0	31	66	97		
8:00 AM - 8:15 AM		0	0	0	0	0	0	49	22	0	71	0	0	31	0	31	0	0	0	0	0	31	71	102		
8:15 AM - 8:30 AM		0	0	0	0	0	0	58	24	0	82	0	0	24	0	24	0	0	0	0	0	24	82	106		
8:30 AM - 8:45 AM		0	0	0	0	0	0	52	29	0	81	0	0	37	0	37	0	0	0	0	0	37	81	118		
8:45 AM - 9:00 AM		0	0	0	0	0	0	55	26	0	81	0	0	42	0	42	0	0	0	0	0	42	81	123		
4:00 PM - 4:15 PM		0	0	0	0	0	0	101	27	0	128	0	0	39	0	39	0	0	0	0	0	39	128	167		
4:15 PM - 4:30 PM		0	0	0	0	0	0	84	46	0	130	0	0	43	0	43	0	0	0	0	0	43	130	173		
4:30 PM - 4:45 PM		0	0	0	0	0	0	68	40	0	108	0	0	39	0	39	0	0	0	0	0	39	108	147		
4:45 PM - 5:00 PM		0	0	0	0	0	0	89	30	0	119	0	0	37	0	37	0	0	0	0	0	37	119	156		
5:00 PM - 5:15 PM		0	0	0	0	0	0	90	43	0	133	0	0	31	0	31	0	0	0	0	0	31	133	164		
5:15 PM - 5:30 PM		0	0	0	0	0	0	110	46	0	156	0	0	42	0	42	0	0	0	0	0	42	156	198		
5:30 PM - 5:45 PM		0	0	0	0	0	0	92	47	0	139	0	0	37	0	37	0	0	0	0	0	37	139	176		
5:45 PM - 6:00 PM		0	0	0	0	0	0	122	42	0	164	0	0	28	0	28	0	0	0	0	0	28	164	192		
6:00 PM - 6:15 PM		0	0	0	0	0	0	99	38	0	137	0	0	39	0	39	0	0	0	0	0	39	137	176		
6:15 PM - 6:30 PM		0	0	0	0	0	0	101	37	0	138	0	0	42	0	42	0	0	0	0	0	42	138	180		
6:30 PM - 6:45 PM		0	0	0	0	0	0	83	33	0	116	0	0	46	0	46	0	0	0	0	0	46	116	162		
6:45 PM - 7:00 PM		0	0	0	0	0	0	88	33	0	121	0	0	27	0	27	0	0	0	0	0	27	121	148		
4:00 AM - 4:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 AM - 4:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 AM - 4:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM - 5:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM - 5:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM - 5:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM - 5:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM - 6:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total		0	0	0	0	0	0	1598	667	0	2265	0	0	733	0	733	0	0	0	0	0	0	733	2265	2998	
One Hour Volumes																										
6:00 AM - 7:00 AM		0	0	0	0	0	0	102	34	0	136	0.79	0	0	57	0	57	0.71	0	0	0	0	0	57	136	193
6:15 AM - 7:15 AM		0	0	0	0	0	0	107	37	0	144	0.77	0	0	65	0	65	0.81	0	0	0	0	0	65	144	209
6:30 AM - 7:30 AM		0	0	0	0	0	0	124	44	0	168	0.81	0	0	77	0	77	0.92	0	0	0	0	0	77	168	245
6:45 AM - 7:45 AM		0	0	0	0	0	0	147	55	0	202	0.84	0	0	81	0	81	0.96	0	0	0	0	0	81	202	283
7:00 AM - 8:00 AM		0	0	0	0	0	0	155	70	0	225	0.85	0	0	92	0	92	0.74	0	0	0	0	0	92	225	317
7:15 AM - 8:15 AM		0	0	0	0	0	0	175	74	0	249	0.88	0	0	104	0	104	0.84	0	0	0	0	0	104	249	353
7:30 AM - 8:30 AM		0	0	0	0	0	0	193	86	0	279	0.85	0	0	107	0	107	0.86	0	0	0	0	0	107	279	386
7:45 AM - 8:45 AM		0	0	0	0	0	0	199	101	0	300	0.91	0	0	123	0	123	0.83	0	0	0	0	0	123	300	423
8:00 AM - 9:00 AM		0	0	0	0	0	0	214	101	0	315	0.96	0	0	134	0	134	0.8	0	0	0	0	0	134	315	449
4:00 PM - 5:00 PM		0	0	0	0	0	0	342	143	0	485	0.93	0	0	158	0	158	0.92	0	0	0	0	0	158	485	643
4:15 PM - 5:15 PM		0	0	0	0	0	0	331	159	0	490	0.92	0	0	150	0	150	0.87	0	0	0	0	0	150	490	640
4:30 PM - 5:30 PM		0	0	0	0	0	0	357	159	0	516	0.83	0	0	149	0	149	0.89	0	0	0	0	0	149	516	665
4:45 PM - 5:45 PM		0	0	0	0	0	0	381	166	0	547	0.88	0	0	147	0	147	0.88	0	0	0	0	0	147	547	694
5:00 PM - 6:00 PM		0	0	0	0	0	0	414	178	0	592	0.9	0	0	138	0	138	0.82	0	0	0	0	0	138	592	730
5:15 PM - 6:15 PM		0	0	0	0	0	0	423	173	0	596	0.91	0	0	146	0	146	0.87	0	0	0	0	0	146	596	742
5:30 PM - 6:30 PM		0	0	0	0	0	0	414	164	0	578	0.88	0	0	146	0	146	0.87	0	0	0	0	0	146	578	724
5:45 PM - 6:45 PM		0	0	0	0	0	0	405	150	0	555	0.85	0	0	155	0	155	0.84	0	0	0	0	0	155	555	710
6:00 PM - 7:00 PM		0	0	0	0	0	0	371	141	0	512	0.93	0	0	154	0	154	0.84	0	0	0	0	0	154	512	666

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard		DATE: 4/6/2022		SOUTHBOUND ROAD: North Pierce Street															
W+A JOB NO: 8717		DAY: Wednesday		DRTHBOUND ROAD: North Pierce Street															
INTERSECTION: Wilson Blvd. & N. Pierce		WEATHER: cloudy/rain		WESTBOUND ROAD: Wilson Boulevard															
LOCATION: Arlington County, VA		COUNTED BY: Ramiz		EASTBOUND ROAD: Wilson Boulevard															
INPUTED BY: agan																			
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	South	West	
15 Minute Volumes																			
6:00 AM - 6:15 AM				0				0				0				0	0	0	0
6:15 AM - 6:30 AM				0		1		1				0				0	0	1	1
6:30 AM - 6:45 AM				0				0				0				0	0	0	0
6:45 AM - 7:00 AM				0				0				0				0	0	0	0
7:00 AM - 7:15 AM				0				0			1	1				0	1	0	1
7:15 AM - 7:30 AM				0				0		1		1				0	1	0	1
7:30 AM - 7:45 AM				0		1		1				0				0	0	1	1
7:45 AM - 8:00 AM				0				0				0				0	0	0	0
8:00 AM - 8:15 AM				0				0				0				0	0	0	0
8:15 AM - 8:30 AM				0				0				0				0	0	0	0
8:30 AM - 8:45 AM				0		1		1			1	1				0	1	1	2
8:45 AM - 9:00 AM				0		1		1				0				0	0	1	1
4:00 PM - 4:15 PM				0		4		4			1	1				0	1	4	5
4:15 PM - 4:30 PM				0				0				0				0	0	0	0
4:30 PM - 4:45 PM				0				0				0				0	0	0	0
4:45 PM - 5:00 PM				0		2		2				0				0	0	2	2
5:00 PM - 5:15 PM				0		1		1				0				0	0	1	1
5:15 PM - 5:30 PM				0		3	1	4				0				0	0	4	4
5:30 PM - 5:45 PM				0				0				0				0	0	0	0
5:45 PM - 6:00 PM				0		1		1				0				0	0	1	1
6:00 PM - 6:15 PM				0				0				0		1	1	1	0	1	1
6:15 PM - 6:30 PM				0		2	1	3				0		2	2	2	0	5	5
6:30 PM - 6:45 PM				0		7		7				0				0	0	7	7
6:45 PM - 7:00 PM				0		8		8				0				0	0	8	8
Total	0	0	0	0	0	32	2	34	1	0	3	4	0	3	0	3	4	37	41
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1
6:15 AM - 7:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	2
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	0	2
6:45 AM - 7:45 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	2	1	3
7:00 AM - 8:00 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	2	1	3
7:15 AM - 8:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	1	1	2
7:30 AM - 8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
7:45 AM - 8:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	2
8:00 AM - 9:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	1	2	3
4:00 PM - 5:00 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	0	0	0	1	6	7
4:15 PM - 5:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3	3	3
4:30 PM - 5:30 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	7	7	7
4:45 PM - 5:45 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	7	7	7
5:00 PM - 6:00 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	6	6	6
5:15 PM - 6:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	0	1	0	6	6
5:30 PM - 6:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3	0	7	7
5:45 PM - 6:45 PM	0	0	0	0	0	10	1	11	0	0	0	0	0	3	0	3	0	14	14
6:00 PM - 7:00 PM	0	0	0	0	0	17	1	18	0	0	0	0	0	3	0	3	0	21	21

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

<p>PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Wilson Blvd. & N. Pierce St. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Ramiz INPUTED BY: agan</p>	<p style="text-align: center;">North ↑</p>
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Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:00 AM - 6:15 AM	0	1	1	0	0	3	0	1	1	1	3	1	6
6:15 AM - 6:30 AM	5	3	0	2	0	4	0	0	8	2	4	0	14
6:30 AM - 6:45 AM	2	5	0	2	1	2	2	0	7	2	3	2	14
6:45 AM - 7:00 AM	3	10	1	2	1	6	2	1	13	3	7	3	26
7:00 AM - 7:15 AM	7	10	3	0	4	5	2	1	17	3	9	3	32
7:15 AM - 7:30 AM	11	12	7	3	7	9	2	4	23	10	16	6	55
7:30 AM - 7:45 AM	10	10	4	3	3	4	4	6	20	7	7	10	44
7:45 AM - 8:00 AM	7	9	5	1	1	2	3	0	16	6	3	3	28
8:00 AM - 8:15 AM	13	17	2	6	1	10	6	6	30	8	11	12	61
8:15 AM - 8:30 AM	9	28	8	3	5	14	8	1	37	11	19	9	76
8:30 AM - 8:45 AM	16	22	6	2	1	12	3	6	38	8	13	9	68
8:45 AM - 9:00 AM	10	13	3	7	6	7	5	3	23	10	13	8	54
4:00 PM - 4:15 PM	28	36	6	6	11	9	9	12	64	12	20	21	117
4:15 PM - 4:30 PM	25	34	9	10	13	14	9	10	59	19	27	19	124
4:30 PM - 4:45 PM	39	21	3	5	8	16	2	10	60	8	24	12	104
4:45 PM - 5:00 PM	35	16	13	14	15	15	2	9	51	27	30	11	119
5:00 PM - 5:15 PM	45	32	11	7	16	13	14	6	77	18	29	20	144
5:15 PM - 5:30 PM	54	45	8	4	25	27	11	36	99	12	52	47	210
5:30 PM - 5:45 PM	76	34	4	10	35	26	16	40	110	14	61	56	241
5:45 PM - 6:00 PM	60	28	15	10	25	30	18	19	88	25	55	37	205
6:00 PM - 6:15 PM	62	36	8	5	18	16	11	21	98	13	34	32	177
6:15 PM - 6:30 PM	70	44	8	12	32	25	21	23	114	20	57	44	235
6:30 PM - 6:45 PM	59	42	7	13	28	13	8	16	101	20	41	24	186
6:45 PM - 7:00 PM	75	28	10	11	29	25	8	14	103	21	54	22	200
Total	721	536	142	138	285	307	166	245	1257	280	592	411	2540
One Hour Volumes													
6:00 AM - 7:00 AM	10	19	2	6	2	15	4	2	29	8	17	6	60
6:15 AM - 7:15 AM	17	28	4	6	6	17	6	2	45	10	23	8	86
6:30 AM - 7:30 AM	23	37	11	7	13	22	8	6	60	18	35	14	127
6:45 AM - 7:45 AM	31	42	15	8	15	24	10	12	73	23	39	22	157
7:00 AM - 8:00 AM	35	41	19	7	15	20	11	11	76	26	35	22	159
7:15 AM - 8:15 AM	41	48	18	13	12	25	15	16	89	31	37	31	188
7:30 AM - 8:30 AM	39	64	19	13	10	30	21	13	103	32	40	34	209
7:45 AM - 8:45 AM	45	76	21	12	8	38	20	13	121	33	46	33	233
8:00 AM - 9:00 AM	48	80	19	18	13	43	22	16	128	37	56	38	259
4:00 PM - 5:00 PM	127	107	31	35	47	54	22	41	234	66	101	63	464
4:15 PM - 5:15 PM	144	103	36	36	52	58	27	35	247	72	110	62	491
4:30 PM - 5:30 PM	173	114	35	30	64	71	29	61	287	65	135	90	577
4:45 PM - 5:45 PM	210	127	36	35	91	81	43	91	337	71	172	134	714
5:00 PM - 6:00 PM	235	139	38	31	101	96	59	101	374	69	197	160	800
5:15 PM - 6:15 PM	252	143	35	29	103	99	56	116	395	64	202	172	833
5:30 PM - 6:30 PM	268	142	35	37	110	97	66	103	410	72	207	169	858
5:45 PM - 6:45 PM	251	150	38	40	103	84	58	79	401	78	187	137	803
6:00 PM - 7:00 PM	266	150	33	41	107	79	48	74	416	74	186	122	798

Wells + Associates, Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1601 Arlington Boulevard		DATE: 4/6/2022		SOUTHBOUND ROAD: Apartment Building Entrance																
W+A JOB NO: 8717		DAY: Wednesday		NORTHBOUND ROAD: 0																
INTERSECTION: Fairfax Dr. & 1601 Site Entr.		WEATHER: cloudy/rain		WESTBOUND ROAD: Fairfax Drive																
LOCATION: Arlington County, VA		COUNTED BY: Agan		EASTBOUND ROAD: Fairfax Drive																
		INPUTED BY: agan																		
Time Period	Southbound Apartment Building Entrance				Westbound Fairfax Drive				Northbound 0				Eastbound Fairfax Drive				North East & Total South West			
	Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF	Right	Thru	Left-Turn	Total	PHF
15 Minute Volumes																				
6:00 AM - 6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11
6:15 AM - 6:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	18	0	0	18
6:30 AM - 6:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14
6:45 AM - 7:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	31	0	0	31
7:00 AM - 7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	20	0	0	20
7:15 AM - 7:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	29	0	0	29
7:30 AM - 7:45 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	32	0	0	32
7:45 AM - 8:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	37	0	0	37
8:00 AM - 8:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	42	0	0	42
8:15 AM - 8:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	37	0	0	37
8:30 AM - 8:45 AM	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	0	43	0	0	43
8:45 AM - 9:00 AM	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	0	44	0	0	44
4:00 PM - 4:15 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	29	0	0	29
4:15 PM - 4:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	34	0	0	34
4:30 PM - 4:45 PM	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	29	1	0	30
4:45 PM - 5:00 PM	1	0	1	0	2	0	24	0	0	24	0	0	0	0	0	0	30	1	0	31
5:00 PM - 5:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	30	2	0	32
5:15 PM - 5:30 PM	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	39	1	0	40
5:30 PM - 5:45 PM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	35	1	0	36
5:45 PM - 6:00 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	35	1	0	36
6:00 PM - 6:15 PM	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	29	0	0	29
6:15 PM - 6:30 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	42	0	0	42
6:30 PM - 6:45 PM	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	0	36	1	0	37
6:45 PM - 7:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM - 4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM - 4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM - 5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM - 5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	2	0	6	0	438	0	0	438	0	0	0	0	0	0	750	8	0	758
One Hour Volumes																				
6:00 AM - 7:00 AM	0	0	0	0	0	0	24	0	0	24	0.6	0	0	0	0	0	74	0	0	74
6:15 AM - 7:15 AM	0	0	0	0	0	0	29	0	0	29	0.73	0	0	0	0	0	83	0	0	83
6:30 AM - 7:30 AM	0	0	0	0	0	0	32	0	0	32	0.8	0	0	0	0	0	94	0	0	94
6:45 AM - 7:45 AM	0	0	0	0	0	0	40	0	0	40	0.71	0	0	0	0	0	112	0	0	112
7:00 AM - 8:00 AM	0	0	0	0	0	0	44	0	0	44	0.79	0	0	0	0	0	118	0	0	118
7:15 AM - 8:15 AM	0	0	0	0	0	0	51	0	0	51	0.91	0	0	0	0	0	140	0	0	140
7:30 AM - 8:30 AM	0	0	0	0	0	0	54	0	0	54	0.96	0	0	0	0	0	148	0	0	148
7:45 AM - 8:45 AM	0	0	1	0	1	0.25	63	0	0	63	0.68	0	0	0	0	0	159	0	0	159
8:00 AM - 9:00 AM	1	0	1	0	2	0.5	77	0	0	77	0.69	0	0	0	0	0	166	0	0	166
4:00 PM - 5:00 PM	2	0	1	0	3	0.38	77	0	0	77	0.8	0	0	0	0	0	122	2	0	124
4:15 PM - 5:15 PM	2	0	1	0	3	0.38	81	0	0	81	0.84	0	0	0	0	0	123	4	0	127
4:30 PM - 5:30 PM	2	0	1	0	3	0.38	105	0	0	105	0.69	0	0	0	0	0	128	5	0	133
4:45 PM - 5:45 PM	1	0	1	0	2	0.25	117	0	0	117	0.77	0	0	0	0	0	134	5	0	139
5:00 PM - 6:00 PM	0	0	0	0	0	0	121	0	0	121	0.8	0	0	0	0	0	139	5	0	144
5:15 PM - 6:15 PM	0	0	0	0	0	0	124	0	0	124	0.82	0	0	0	0	0	138	3	0	141
5:30 PM - 6:30 PM	0	0	0	0	0	0	108	0	0	108	0.84	0	0	0	0	0	141	2	0	143
5:45 PM - 6:45 PM	1	0	0	0	1	0.25	103	0	0	103	0.92	0	0	0	0	0	142	2	0	144
6:00 PM - 7:00 PM	1	0	0	0	1	0.25	95	0	0	95	0.88	0	0	0	0	0	131	1	0	132

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard		DATE: 4/6/2022		SOUTHBOUND ROAD: Apartement Building Entrance																
W+A JOB NO: 8717		DAY: Wednesday		NORTHBOUND ROAD: 0																
INTERSECTION: Fairfax Dr. & 1601 Site En		WEATHER: cloudy/rain		WESTBOUND ROAD: Fairfax Drive																
LOCATION: Arlington County,VA		COUNTED BY: Agan		EASTBOUND ROAD: Fairfax Drive																
INPUTED BY: agan																				
Time Period	Southbound partement Building Entrance				Westbound Fairfax Drive				Northbound 0				Eastbound Fairfax Drive				North &	East &	Total	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	South	West		
15 Minute Volumes																				
6:00 AM - 6:15 AM				0				0				0				0	0	0	0	
6:15 AM - 6:30 AM				0				0				0				0	0	0	0	
6:30 AM - 6:45 AM				0				0				0				0	0	0	0	
6:45 AM - 7:00 AM				0				0				0				0	0	0	0	
7:00 AM - 7:15 AM				0				0				0				0	0	0	0	
7:15 AM - 7:30 AM				0				0				0				0	0	0	0	
7:30 AM - 7:45 AM				0				0				0				0	0	0	0	
7:45 AM - 8:00 AM				0				0				0				0	0	0	0	
8:00 AM - 8:15 AM				0				0				0				0	0	0	0	
8:15 AM - 8:30 AM				0				0				0				0	0	0	0	
8:30 AM - 8:45 AM				0				0				0				0	0	0	0	
8:45 AM - 9:00 AM				0				0				0				0	0	0	0	
4:00 PM - 4:15 PM				0				0				0				0	0	0	0	
4:15 PM - 4:30 PM				0				0				0				0	0	0	0	
4:30 PM - 4:45 PM				0				0				0				0	0	0	0	
4:45 PM - 5:00 PM				0				0				0				0	0	0	0	
5:00 PM - 5:15 PM				0				0				0				0	0	0	0	
5:15 PM - 5:30 PM				0				0				0				0	0	0	0	
5:30 PM - 5:45 PM				0				0				0				0	0	0	0	
5:45 PM - 6:00 PM				0				0				0				0	0	0	0	
6:00 PM - 6:15 PM				0				0				0				0	0	0	0	
6:15 PM - 6:30 PM				0				0				0				0	0	0	0	
6:30 PM - 6:45 PM				0				0				0				0	0	0	0	
6:45 PM - 7:00 PM				0				0				0				0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
One Hour Volumes																				
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

<p>PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & 1601 Site Entr. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Agan INPUTED BY: agan</p>	<p style="text-align: center;">Apartment Building Entrance</p>
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Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
6:00 AM - 6:15 AM									0	0	0	0	0
6:15 AM - 6:30 AM									0	0	0	0	0
6:30 AM - 6:45 AM									0	0	0	0	0
6:45 AM - 7:00 AM									0	0	0	0	0
7:00 AM - 7:15 AM									0	0	0	0	0
7:15 AM - 7:30 AM									0	0	0	0	0
7:30 AM - 7:45 AM									0	0	0	0	0
7:45 AM - 8:00 AM									0	0	0	0	0
8:00 AM - 8:15 AM									0	0	0	0	0
8:15 AM - 8:30 AM									0	0	0	0	0
8:30 AM - 8:45 AM									0	0	0	0	0
8:45 AM - 9:00 AM									0	0	0	0	0
4:00 PM - 4:15 PM									0	0	0	0	0
4:15 PM - 4:30 PM									0	0	0	0	0
4:30 PM - 4:45 PM									0	0	0	0	0
4:45 PM - 5:00 PM									0	0	0	0	0
5:00 PM - 5:15 PM									0	0	0	0	0
5:15 PM - 5:30 PM									0	0	0	0	0
5:30 PM - 5:45 PM									0	0	0	0	0
5:45 PM - 6:00 PM									0	0	0	0	0
6:00 PM - 6:15 PM									0	0	0	0	0
6:15 PM - 6:30 PM									0	0	0	0	0
6:30 PM - 6:45 PM									0	0	0	0	0
6:45 PM - 7:00 PM									0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Wells + Associates, Inc

Tysons, Virginia

Turning Movement Count - Total Vehicles

PROJECT: 1601 Arlington Boulevard W+A JOB NO: 8717 INTERSECTION: Fairfax Dr. & 1601 Site Entr. LOCATION: Arlington County, VA	DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain COUNTED BY: Agan INPUTED BY: agan	SOUTHBOUND ROAD: 1601 Site Entrance NORTHBOUND ROAD: North Lynn Street WESTBOUND ROAD: Fairfax Drive EASTBOUND ROAD: Fairfax Drive
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Time Period	Southbound 1601 Site Entrance				PHF	Westbound Fairfax Drive				PHF	Northbound North Lynn Street				PHF	Eastbound Fairfax Drive				PHF	North East & Total				
	Right	Thru	Left J-Turn	Total		Right	Thru	Left J-Turn	Total		Right	Thru	Left J-Turn	Total		Right	Thru	Left J-Turn	Total		South	West	Total		
15 Minute Volumes																									
6:00 AM - 6:15 AM	0	0	0	0		0	1	0	0	1		0	0	0	0	0	0	12	0	0	12		0	13	13
6:15 AM - 6:30 AM	0	0	0	0		0	6	0	0	6		0	0	0	0	0	0	20	0	0	20		0	26	26
6:30 AM - 6:45 AM	0	0	0	0		0	6	0	0	6		0	0	0	0	0	0	14	0	0	14		0	20	20
6:45 AM - 7:00 AM	0	0	0	0		0	9	0	0	9		0	0	0	0	0	0	28	2	0	30		0	39	39
7:00 AM - 7:15 AM	1	0	1	0	2	0	7	0	0	7		0	0	0	0	0	0	21	0	0	21		2	28	30
7:15 AM - 7:30 AM	0	0	0	0	0	0	9	0	0	9		0	0	0	0	0	0	29	0	0	29		0	38	38
7:30 AM - 7:45 AM	1	0	0	0	1	0	13	0	0	13		0	0	0	0	0	0	32	0	0	32		1	45	46
7:45 AM - 8:00 AM	0	0	0	0	0	0	13	0	0	13		0	0	0	0	0	0	37	0	0	37		0	50	50
8:00 AM - 8:15 AM	1	0	1	0	2	2	13	0	0	15		0	0	0	0	0	0	43	0	0	43		2	58	60
8:15 AM - 8:30 AM	0	0	0	0	0	0	13	0	0	13		0	0	0	0	0	0	40	0	0	40		0	53	53
8:30 AM - 8:45 AM	0	0	1	0	1	0	26	0	0	26		0	0	0	0	0	0	45	1	0	46		1	72	73
8:45 AM - 9:00 AM	1	0	1	0	2	1	25	0	0	26		0	0	0	0	0	0	48	1	0	49		2	75	77
4:00 PM - 4:15 PM	0	0	0	0	0	1	17	0	0	18		0	0	0	0	0	0	28	0	0	28		0	46	46
4:15 PM - 4:30 PM	1	0	0	0	1	0	15	0	0	15		0	0	0	0	0	0	30	1	0	31		1	46	47
4:30 PM - 4:45 PM	1	0	0	0	1	0	18	0	0	18		0	0	0	0	0	0	28	1	0	29		1	47	48
4:45 PM - 5:00 PM	1	0	1	0	2	0	22	0	0	22		0	0	0	0	0	0	30	1	0	31		2	53	55
5:00 PM - 5:15 PM	0	0	0	0	0	1	25	0	0	26		0	0	0	0	0	0	31	1	0	32		0	58	58
5:15 PM - 5:30 PM	2	0	1	0	3	0	37	0	0	37		0	0	0	0	0	0	37	1	0	38		3	75	78
5:30 PM - 5:45 PM	0	0	0	0	0	0	32	0	0	32		0	0	0	0	0	0	33	2	0	35		0	67	67
5:45 PM - 6:00 PM	1	0	0	0	1	0	29	0	0	29		0	0	0	0	0	0	30	1	0	31		1	60	61
6:00 PM - 6:15 PM	2	0	0	0	2	0	26	0	0	26		0	0	0	0	0	0	30	0	0	30		2	56	58
6:15 PM - 6:30 PM	0	0	0	0	0	0	22	0	0	22		0	0	0	0	0	0	40	1	0	41		0	63	63
6:30 PM - 6:45 PM	0	0	2	0	2	0	29	0	0	29		0	0	0	0	0	0	30	2	0	32		2	61	63
6:45 PM - 7:00 PM	1	0	0	0	1	0	18	0	0	18		0	0	0	0	0	0	24	1	0	25		1	43	44
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
4:15 AM - 4:30 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
4:30 AM - 4:45 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
4:45 AM - 5:00 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
5:00 AM - 5:15 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
5:15 AM - 5:30 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
5:30 AM - 5:45 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
5:45 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	0
Total	13	0	8	0	21		5 431	0	0	436		0	0	0	0	0	0	740	16	0	756		21	1192	1213
One Hour Volumes																									
6:00 AM - 7:00 AM	0	0	0	0	0		0	22	0	0	22	0.61	0	0	0	0	0	74	2	0	76	0.63	0	98	98
6:15 AM - 7:15 AM	1	0	1	0	2	0.25	0	28	0	0	28	0.78	0	0	0	0	0	83	2	0	85	0.71	2	113	115
6:30 AM - 7:30 AM	1	0	1	0	2	0.25	0	31	0	0	31	0.86	0	0	0	0	0	92	2	0	94	0.78	2	125	127
6:45 AM - 7:45 AM	2	0	1	0	3	0.38	0	38	0	0	38	0.73	0	0	0	0	0	110	2	0	112	0.88	3	150	153
7:00 AM - 8:00 AM	2	0	1	0	3	0.38	0	42	0	0	42	0.81	0	0	0	0	0	119	0	0	119	0.8	3	161	164
7:15 AM - 8:15 AM	2	0	1	0	3	0.38	2	48	0	0	50	0.83	0	0	0	0	0	141	0	0	141	0.82	3	191	194
7:30 AM - 8:30 AM	2	0	1	0	3	0.38	2	52	0	0	54	0.9	0	0	0	0	0	152	0	0	152	0.88	3	206	209
7:45 AM - 8:45 AM	1	0	2	0	3	0.38	2	65	0	0	67	0.64	0	0	0	0	0	165	1	0	166	0.9	3	233	236
8:00 AM - 9:00 AM	2	0	3	0	5	0.63	3	77	0	0	80	0.77	0	0	0	0	0	176	2	0	178	0.91	5	258	263
4:00 PM - 5:00 PM	3	0	1	0	4	0.5	1	72	0	0	73	0.83	0	0	0	0	0	116	3	0	119	0.96	4	192	196
4:15 PM - 5:15 PM	3	0	1	0	4	0.5	1	80	0	0	81	0.78	0	0	0	0	0	119	4	0	123	0.96	4	204	208
4:30 PM - 5:30 PM	4	0	2	0	6	0.5	1	102	0	0	103	0.7	0	0	0	0	0	126	4	0	130	0.86	6	233	239
4:45 PM - 5:45 PM	3	0	2	0	5	0.42	1	116	0	0	117	0.79	0	0	0	0	0	131	5	0	136	0.89	5	253	258
5:00 PM - 6:00 PM	3	0	1	0	4	0.33	1	123	0	0	124	0.84	0	0	0	0	0	131	5	0	136	0.89	4	260	264
5:15 PM - 6:15 PM	5	0	1	0	6	0.5	0	124	0	0	124	0.84	0	0	0	0	0	130	4	0	134	0.88	6	258	264
5:30 PM - 6:30 PM	3	0	0	0	3	0.38	0	109	0	0	109	0.85	0	0	0	0	0	133	4	0	137	0.84	3	246	249
5:45 PM - 6:45 PM	3	0	2	0	5	0.63	0	106	0	0	106	0.91	0	0	0	0	0	130	4	0	134	0.82	5	240	245
6:00 PM - 7:00 PM	3	0	2	0	5	0.63	0	95	0	0	95	0.82	0	0	0	0	0	124	4	0	128	0.78	5	223	228

Wells + Associates, Inc.

Tysons, Virginia

Turning Movement Count - Bicycles

PROJECT: 1601 Arlington Boulevard DATE: 4/6/2022 OUTHBOUND ROAD: 1601 Site Entrance W+A JOB NO: 8717 DAY: Wednesday ORTHBOUND ROAD: North Lynn Street INTERSECTION: Fairfax Dr. & 1601 Site Entrance WEATHER: cloudy/rain WESTBOUND ROAD: Fairfax Drive LOCATION: Arlington County, VA COUNTED BY: Agan EASTBOUND ROAD: Fairfax Drive INPUTED BY: agan																			
Time Period	Southbound 1601 Site Entrance				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			0				0					0			0		0	0	
6:15 AM - 6:30 AM				0			0					0		2		2	0	2	
6:30 AM - 6:45 AM				0			0					0		1		1	0	1	
6:45 AM - 7:00 AM				0			0					0		2		2	0	2	
7:00 AM - 7:15 AM				0			0					0		1		1	0	1	
7:15 AM - 7:30 AM				0			0					0		1		1	0	1	
7:30 AM - 7:45 AM				0			0					0		4		4	0	4	
7:45 AM - 8:00 AM				0			0					0		2		2	0	2	
8:00 AM - 8:15 AM				0		1		1				0				0	0	1	
8:15 AM - 8:30 AM				0			0					0		1		1	0	1	
8:30 AM - 8:45 AM				0			0					0		1		1	0	1	
8:45 AM - 9:00 AM				0		2		2				0		2		2	0	4	
4:00 PM - 4:15 PM				0		4		4				0				0	0	4	
4:15 PM - 4:30 PM				0			0					0				0	0	0	
4:30 PM - 4:45 PM				0		1		1				0		1		1	0	2	
4:45 PM - 5:00 PM				0		1		1				0		1		1	0	2	
5:00 PM - 5:15 PM				0		3		3				0		1		1	0	4	
5:15 PM - 5:30 PM				0			0					0		1		1	0	1	
5:30 PM - 5:45 PM				0		2		2				0		1		1	0	3	
5:45 PM - 6:00 PM				0			0					0		1		1	0	1	
6:00 PM - 6:15 PM				0		1		1				0				0	0	1	
6:15 PM - 6:30 PM				0		1		1				0		3		3	0	4	
6:30 PM - 6:45 PM				0		1		1				0		1		1	0	2	
6:45 PM - 7:00 PM				0		1		1				0		1		1	0	2	
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	0	27	1	28	0	
One Hour Volumes																			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6	
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	8	
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	8	
7:15 AM - 8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	0	8	
7:30 AM - 8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	0	8	
7:45 AM - 8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	0	5	
8:00 AM - 9:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	4	0	7	
4:00 PM - 5:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	0	8	
4:15 PM - 5:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	0	8	
4:30 PM - 5:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	0	9	
4:45 PM - 5:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	0	10	
5:00 PM - 6:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	0	9	
5:15 PM - 6:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	0	6	
5:30 PM - 6:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	0	9	
5:45 PM - 6:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	0	8	
6:00 PM - 7:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	0	9	

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: 1601 Arlington Boulevard W + A JOB NO: 8717 INTERSECTION: Fairfax Dr. & 1601 Site Entr. LOCATION: Arlington County, VA DATE: 4/6/2022 DAY: Wednesday WEATHER: cloudy/rain 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		2			1			1	2	0	1	1	4
6:15 AM - 6:30 AM			2						0	2	0	0	2
6:30 AM - 6:45 AM			2					2	0	2	0	2	4
6:45 AM - 7:00 AM			2						0	2	0	0	2
7:00 AM - 7:15 AM	1	1	3					1	1	2	3	1	7
7:15 AM - 7:30 AM	1	2	1					2	3	1	0	2	6
7:30 AM - 7:45 AM	1		1					2	1	1	2	1	5
7:45 AM - 8:00 AM	1	7	3					4	8	3	0	5	16
8:00 AM - 8:15 AM	1	1	3					2	2	3	2	2	9
8:15 AM - 8:30 AM		3	4					1	3	4	1	0	8
8:30 AM - 8:45 AM	1	11	3	4				1	12	7	0	1	20
8:45 AM - 9:00 AM	1	13	5					1	14	5	0	1	20
4:00 PM - 4:15 PM	8	5	3	1	3			4	13	4	3	4	24
4:15 PM - 4:30 PM	5	4	1	4				1	9	5	0	1	15
4:30 PM - 4:45 PM	3	2	3	3	1			4	5	6	5	0	16
4:45 PM - 5:00 PM	2	5	1	3	1			1	7	4	2	2	15
5:00 PM - 5:15 PM		2	5	2				7	2	7	7	2	18
5:15 PM - 5:30 PM	3	4	2	1				1	7	3	1	2	13
5:30 PM - 5:45 PM	7	8	8	2	2			2	15	10	4	2	31
5:45 PM - 6:00 PM	5	6	2	7	4			5	11	9	9	2	31
6:00 PM - 6:15 PM	5	5		8	2			2	10	8	4	5	27
6:15 PM - 6:30 PM	7	4		3	5			2	11	3	7	3	24
6:30 PM - 6:45 PM	6	4		2	1			3	10	2	1	6	19
6:45 PM - 7:00 PM	3	4		2	2			5	7	2	7	2	18
Total	61	93	54	42	22	35	40	7	154	96	57	47	354
One Hour Volumes													
6:00 AM - 7:00 AM	0	2	6	0	1	0	3	0	2	6	1	3	12
6:15 AM - 7:15 AM	1	1	9	0	0	1	3	0	2	9	1	3	15
6:30 AM - 7:30 AM	2	3	8	0	0	1	5	0	5	8	1	5	19
6:45 AM - 7:45 AM	3	3	7	0	0	3	4	0	6	7	3	4	20
7:00 AM - 8:00 AM	4	10	8	0	0	3	8	1	14	8	3	9	34
7:15 AM - 8:15 AM	4	10	8	0	0	4	9	1	14	8	4	10	36
7:30 AM - 8:30 AM	3	11	11	0	0	5	7	1	14	11	5	8	38
7:45 AM - 8:45 AM	3	22	13	4	0	3	7	1	25	17	3	8	53
8:00 AM - 9:00 AM	3	28	15	4	0	3	4	0	31	19	3	4	57
4:00 PM - 5:00 PM	18	16	8	11	5	5	6	1	34	19	10	7	70
4:15 PM - 5:15 PM	10	13	10	12	2	12	4	1	23	22	14	5	64
4:30 PM - 5:30 PM	8	13	11	9	2	13	4	2	21	20	15	6	62
4:45 PM - 5:45 PM	12	19	16	8	3	11	6	2	31	24	14	8	77
5:00 PM - 6:00 PM	15	20	17	12	6	15	7	1	35	29	21	8	93
5:15 PM - 6:15 PM	20	23	12	18	8	10	10	1	43	30	18	11	102
5:30 PM - 6:30 PM	24	23	10	20	13	11	12	0	47	30	24	12	113
5:45 PM - 6:45 PM	23	19	2	20	12	9	13	3	42	22	21	16	101
6:00 PM - 7:00 PM	21	17	0	15	10	9	12	4	38	15	19	16	88

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Tysons, Virginia

Turning Movement Count - Total Vehicles

Time Period		Southbound North Rhodes Street					Westbound 14th Street North					Northbound North Queen 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																												
7:00 AM - 7:15 AM		1	7	2	0	10		4	18	4	0	26		10	20	4	0	34		11	11	7	0	29		44	55	99
7:15 AM - 7:30 AM		3	7	6	0	16		5	18	2	0	25		8	16	4	0	28		8	16	3	0	27		44	52	96
7:30 AM - 7:45 AM		2	7	9	0	18		5	24	2	0	31		15	33	11	0	59		7	16	3	0	26		77	57	134
7:45 AM - 8:00 AM		3	7	8	0	18		4	16	3	0	23		16	36	17	0	69		7	15	7	0	29		87	52	139
8:00 AM - 8:15 AM		5	3	13	0	21		7	23	4	0	34		18	34	8	0	60		11	20	6	0	37		81	71	152
8:15 AM - 8:30 AM		1	9	6	0	16		8	28	4	0	40		16	51	8	0	75		4	24	2	0	30		91	70	161
8:30 AM - 8:45 AM		3	6	14	0	23		11	23	2	0	36		12	29	9	0	50		11	18	6	0	35		73	71	144
8:45 AM - 9:00 AM		8	12	10	0	30		8	23	2	0	33		22	39	13	0	74		16	17	2	0	35		104	68	172
9:00 AM - 9:15 AM		3	10	5	0	18		5	30	7	0	42		14	34	15	0	63		12	6	4	0	22		81	64	145
9:15 AM - 9:30 AM		3	7	5	0	15		9	19	2	0	30		15	44	7	0	66		6	11	4	0	21		81	51	132
9:30 AM - 9:45 AM		1	11	7	0	19		3	16	2	0	21		11	32	4	0	47		9	10	6	0	25		66	46	112
9:45 AM - 10:00 AM		1	8	11	0	20		5	15	3	0	23		15	36	12	0	63		6	6	2	0	14		83	37	120
4:00 PM - 4:15 PM		5	11	24	0	40		8	21	8	0	37		21	38	10	0	69		21	12	2	0	35		109	72	181
4:15 PM - 4:30 PM		1	13	15	0	29		13	25	5	0	43		19	38	6	0	63		8	18	6	0	32		92	75	167
4:30 PM - 4:45 PM		4	12	17	0	33		10	24	7	0	41		28	27	9	0	64		12	18	5	0	35		97	76	173
4:45 PM - 5:00 PM		4	18	25	0	47		7	29	11	0	47		22	37	12	0	71		7	19	9	0	35		118	82	200
5:00 PM - 5:15 PM		8	23	18	0	49		18	29	4	0	51		20	34	15	0	69		15	25	4	0	44		118	95	213
5:15 PM - 5:30 PM		3	12	11	0	26		9	24	8	0	41		26	34	13	0	73		23	10	4	0	37		99	78	177
5:30 PM - 5:45 PM		5	7	15	0	27		14	33	14	0	61		23	49	19	0	91		13	22	4	0	39		118	100	218
5:45 PM - 6:00 PM		4	14	18	0	36		18	27	12	0	57		21	35	13	0	69		8	15	7	0	30		105	87	192
6:00 PM - 6:15 PM		3	16	13	0	32		12	38	10	0	60		21	27	13	0	61		20	19	0	0	39		93	99	192
6:15 PM - 6:30 PM		3	10	11	0	24		9	31	3	0	43		19	22	21	0	62		19	14	3	0	36		86	79	165
6:30 PM - 6:45 PM		5	14	8	0	27		13	36	9	0	58		25	42	16	0	83		13	35	6	0	54		110	112	222
6:45 PM - 7:00 PM		8	17	14	0	39		15	33	8	0	56		19	19	15	0	53		10	22	1	0	33		92	89	181
Total		87	261	285	0	633		220	603	136	0	959		436	806	274	0	1516		277	399	103	0	779		2149	1738	3887
One Hour Volumes																												
7:00 AM - 8:00 AM		9	28	25	0	62	0.861	18	76	11	0	105	0.847	49	105	36	0	190	0.688	33	58	20	0	111	0.957	252	216	468
7:15 AM - 8:15 AM		13	24	36	0	73	0.869	21	81	11	0	113	0.831	57	119	40	0	216	0.783	33	67	19	0	119	0.804	289	232	521
7:30 AM - 8:30 AM		11	26	36	0	73	0.869	24	91	13	0	128	0.8	65	154	44	0	263	0.877	29	75	18	0	122	0.824	336	250	586
7:45 AM - 8:45 AM		12	25	41	0	78	0.848	30	90	13	0	133	0.831	62	150	42	0	254	0.847	33	77	21	0	131	0.885	332	264	596
8:00 AM - 9:00 AM		17	30	43	0	90	0.75	34	97	12	0	143	0.894	68	153	38	0	259	0.863	42	79	16	0	137	0.926	349	280	629
8:15 AM - 9:15 AM		15	37	35	0	87	0.725	32	104	15	0	151	0.899	64	153	45	0	262	0.873	43	65	14	0	122	0.871	349	273	622
8:30 AM - 9:30 AM		17	35	34	0	86	0.717	33	95	13	0	141	0.839	63	146	44	0	253	0.855	45	52	16	0	113	0.807	339	254	593
8:45 AM - 9:45 AM		15	40	27	0	82	0.683	25	88	13	0	126	0.75	62	149	39	0	250	0.845	43	44	16	0	103	0.736	332	229	561
9:00 AM - 10:00 AM		8	36	28	0	72	0.9	22	80	14	0	116	0.69	55	146	38	0	239	0.905	33	33	16	0	82	0.82	311	198	509
4:00 PM - 5:00 PM		14	54	81	0	149	0.793	38	99	31	0	168	0.894	90	140	37	0	267	0.94	48	67	22	0	137	0.979	416	305	721
4:15 PM - 5:15 PM		17	66	75	0	158	0.806	48	107	27	0	182	0.892	89	136	42	0	267	0.94	42	80	24	0	146	0.83	425	328	753
4:30 PM - 5:30 PM		19	65	71	0	155	0.791	44	106	30	0	180	0.882	96	132	49	0	277	0.949	57	72	22	0	151	0.858	432	331	763
4:45 PM - 5:45 PM		20	60	69	0	149	0.76	48	115	37	0	200	0.82	91	154	59	0	304	0.835	58	76	21	0	155	0.881	453	355	808
5:00 PM - 6:00 PM		20	56	62	0	138	0.704	59	113	38	0	210	0.861	90	152	60	0	302	0.83	59	72	19	0	150	0.852	440	360	800
5:15 PM - 6:15 PM		15	49	57	0	121	0.84	53	122	44	0	219	0.898	91	145	58	0	294	0.808	64	66	15	0	145	0.929	415	364	779
5:30 PM - 6:30 PM		15	47	57	0	119	0.826	53	129	39	0	221	0.906	84	133	66	0	283	0.777	60	70	14	0	144	0.923	402	365	767
5:45 PM - 6:45 PM		15	54	50	0	119	0.826	52	132	34	0	218	0.908	86	126	63	0	275	0.828	60	83	16	0	159	0.736	394	377	771
6:00 PM - 7:00 PM		19	57	46	0	122	0.782	49	138	30	0	217	0.904	84	110	65	0	259	0.78	62	90	10	0	162	0.75	381	379	760

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Turning Movement Count - Bicycles

Time Period		Southbound North Rhodes Street				Westbound 14th Street North				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																				
7:00 AM - 7:15 AM					0				0				0				0	0	0	0
7:15 AM - 7:30 AM			1		1				0			1	1		1		1	2	1	3
7:30 AM - 7:45 AM			1		1				0			1	1				0	2	0	2
7:45 AM - 8:00 AM					0				0			2	2				0	2	0	2
8:00 AM - 8:15 AM					0				0			2	2		1		1	2	1	3
8:15 AM - 8:30 AM					0				0			1	1		2		2	1	2	3
8:30 AM - 8:45 AM					0				0			1	1				0	1	0	1
8:45 AM - 9:00 AM		1	1		2				0			1	1				0	3	0	3
9:00 AM - 9:15 AM					0				0	1			1		1		1	1	1	2
9:15 AM - 9:30 AM					0				0				0				0	0	0	0
9:30 AM - 9:45 AM					0				0			1	1		1	1	2	1	2	3
9:45 AM - 10:00 AM					0				0				0				0	0	0	0
4:00 PM - 4:15 PM					0				0			1	1				0	1	0	1
4:15 PM - 4:30 PM					0				0				0		1		1	0	1	1
4:30 PM - 4:45 PM					0				0				0				0	0	0	0
4:45 PM - 5:00 PM					0				0			2	2				0	2	0	2
5:00 PM - 5:15 PM		1			1			1	1			2	2				0	3	1	4
5:15 PM - 5:30 PM					0				0			1	2		1		1	3	1	4
5:30 PM - 5:45 PM			2		2				0				0		2		2	2	2	4
5:45 PM - 6:00 PM			1		1			1	2			1	1		2		2	2	5	7
6:00 PM - 6:15 PM					0				0			1	1		1		1	2	1	3
6:15 PM - 6:30 PM			2		2				0			1	1		1		1	3	1	4
6:30 PM - 6:45 PM					0				0			1	1				0	1	0	1
6:45 PM - 7:00 PM					0				0			1	1		1		1	1	1	2
Total		2	8	0	10	0	2	2	4	1	11	13	25	13	3	0	16	35	20	55
One Hour Volumes																				
7:00 AM - 8:00 AM		0	2	0	2	0	0	0	0	0	0	4	4	1	0	0	1	6	1	7
7:15 AM - 8:15 AM		0	2	0	2	0	0	0	0	0	0	6	6	2	0	0	2	8	2	10
7:30 AM - 8:30 AM		0	1	0	1	0	0	0	0	0	0	6	6	3	0	0	3	7	3	10
7:45 AM - 8:45 AM		0	0	0	0	0	0	0	0	0	1	5	6	3	0	0	3	6	3	9
8:00 AM - 9:00 AM		1	1	0	2	0	0	0	0	0	2	3	5	3	0	0	3	7	3	10
8:15 AM - 9:15 AM		1	1	0	2	0	0	0	0	1	2	1	4	3	0	0	3	6	3	9
8:30 AM - 9:30 AM		1	1	0	2	0	0	0	0	1	2	0	3	1	0	0	1	5	1	6
8:45 AM - 9:45 AM		1	1	0	2	0	0	0	0	1	1	1	3	2	1	0	3	5	3	8
9:00 AM - 10:00 AM		0	0	0	0	0	0	0	0	1	0	1	2	2	1	0	3	2	3	5
4:00 PM - 5:00 PM		0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	3	1	4
4:15 PM - 5:15 PM		1	0	0	1	0	1	0	1	0	4	0	4	1	0	0	1	5	2	7
4:30 PM - 5:30 PM		1	0	0	1	0	1	0	1	0	5	2	7	1	0	0	1	8	2	10
4:45 PM - 5:45 PM		1	2	0	3	0	1	0	1	0	5	2	7	3	0	0	3	10	4	14
5:00 PM - 6:00 PM		1	3	0	4	0	2	2	4	0	4	2	6	3	2	0	5	10	9	19
5:15 PM - 6:15 PM		0	3	0	3	0	1	2	3	0	3	3	6	4	2	0	6	9	9	18
5:30 PM - 6:30 PM		0	5	0	5	0	1	2	3	0	2	2	4	4	2	0	6	9	9	18
5:45 PM - 6:45 PM		0	3	0	3	0	1	2	3	0	3	2	5	2	2	0	4	8	7	15
6:00 PM - 7:00 PM		0	2	0	2	0	0	0	0	0	2	3	5	3	0	0	3	7	3	10

Wells + Associates, Inc.

Tysons, Virginia

Pedestrian Volume Survey

PROJECT: Maaarbella Apartments W + A JOB NO: 8412 INTERSECTION: N. Rhodes St. & 14th Street N. LOCATION: Arlington County, VA DATE: 4/20/2021 DAY: Thursday WEATHER: clear COUNTED BY: Agan INPUTED BY: agan													
Time Period	Movement								1+2	3+4	5+6	7+8	Total
	1	2	3	4	5	6	7	8					
15 Minute Volumes													
7:00 AM - 7:15 AM	1	1	3	0	0	0	1	1	2	3	0	2	7
7:15 AM - 7:30 AM	1	1	2	0	0	1	4	1	2	2	1	5	10
7:30 AM - 7:45 AM	0	3	2	2	0	1	1	0	3	4	1	1	9
7:45 AM - 8:00 AM	1	2	3	1	1	1	4	2	3	4	2	6	15
8:00 AM - 8:15 AM	4	1	2	1	1	0	4	5	5	3	1	9	18
8:15 AM - 8:30 AM	4	0	6	2	0	3	11	3	4	8	3	14	29
8:30 AM - 8:45 AM	1	1	1	1	2	0	0	0	2	2	2	0	6
8:45 AM - 9:00 AM	1	1	1	1	2	0	0	1	2	2	2	1	7
9:00 AM - 9:15 AM	1	4	3	1	0	1	0	3	5	4	1	3	13
9:15 AM - 9:30 AM	3	2	2	0	2	0	3	4	5	2	2	7	16
9:30 AM - 9:45 AM	0	0	2	0	0	1	2	0	0	2	1	2	5
9:45 AM - 10:00 AM	3	0	2	0	0	2	3	2	3	2	2	5	12
4:00 PM - 4:15 PM	5	0	2	0	0	0	2	1	5	2	0	3	10
4:15 PM - 4:30 PM	0	3	5	2	1	4	1	2	3	7	5	3	18
4:30 PM - 4:45 PM	4	2	1	3	0	2	3	1	6	4	2	4	16
4:45 PM - 5:00 PM	1	2	3	2	1	1	4	0	3	5	2	4	14
5:00 PM - 5:15 PM	2	3	2	5	0	2	4	6	5	7	2	10	24
5:15 PM - 5:30 PM	0	2	3	7	0	1	1	2	2	10	1	3	16
5:30 PM - 5:45 PM	3	3	5	12	0	5	2	2	6	17	5	4	32
5:45 PM - 6:00 PM	3	0	1	4	1	0	1	3	3	5	1	4	13
6:00 PM - 6:15 PM	2	0	4	4	2	2	0	9	2	8	4	9	23
6:15 PM - 6:30 PM	0	2	2	7	0	2	4	7	2	9	2	11	24
6:30 PM - 6:45 PM	3	1	3	4	7	1	4	7	4	7	8	11	30
6:45 PM - 7:00 PM	3	3	4	2	2	0	2	5	6	6	2	7	21
Total	46	37	64	61	22	30	61	67	83	125	52	128	388
One Hour Volumes													
7:00 AM - 8:00 AM	3	7	10	3	1	3	10	4	10	13	4	14	41
7:15 AM - 8:15 AM	6	7	9	4	2	3	13	8	13	13	5	21	52
7:30 AM - 8:30 AM	9	6	13	6	2	5	20	10	15	19	7	30	71
7:45 AM - 8:45 AM	10	4	12	5	4	4	19	10	14	17	8	29	68
8:00 AM - 9:00 AM	10	3	10	5	5	3	15	9	13	15	8	24	60
8:15 AM - 9:15 AM	7	6	11	5	4	4	11	7	13	16	8	18	55
8:30 AM - 9:30 AM	6	8	7	3	6	1	3	8	14	10	7	11	42
8:45 AM - 9:45 AM	5	7	8	2	4	2	5	8	12	10	6	13	41
9:00 AM - 10:00 AM	7	6	9	1	2	4	8	9	13	10	6	17	46
4:00 PM - 5:00 PM	10	7	11	7	2	7	10	4	17	18	9	14	58
4:15 PM - 5:15 PM	7	10	11	12	2	9	12	9	17	23	11	21	72
4:30 PM - 5:30 PM	7	9	9	17	1	6	12	9	16	26	7	21	70
4:45 PM - 5:45 PM	6	10	13	26	1	9	11	10	16	39	10	21	86
5:00 PM - 6:00 PM	8	8	11	28	1	8	8	13	16	39	9	21	85
5:15 PM - 6:15 PM	8	5	13	27	3	8	4	16	13	40	11	20	84
5:30 PM - 6:30 PM	8	5	12	27	3	9	7	21	13	39	12	28	92
5:45 PM - 6:45 PM	8	3	10	19	10	5	9	26	11	29	15	35	90
6:00 PM - 7:00 PM	8	6	13	17	11	5	10	28	14	30	16	38	98

APPENDIX D 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	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 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 E
EXISTING LEVEL OF SERVICE AND QUEUE
SYNCHRO WORKSHEETS



HCM Unsignalized Intersection Capacity Analysis
 1: N. Queen Street/Arlington Boulevard & Fairfax Drive

1601 Arlington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	155	116	54	45	9	109	79	31	20	42	4
Future Volume (Veh/h)	24	155	116	54	45	9	109	79	31	20	42	4
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.61	0.86	0.80	0.76	0.73	0.67	0.74	0.94	0.78	0.83	0.66	0.33
Hourly flow rate (vph)	39	180	145	71	62	13	147	84	40	24	64	12
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	75			325			585	548	252	623	614	68
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			325			585	548	252	623	614	68
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			94			57	79	95	92	83	99
cM capacity (veh/h)	1524			1235			341	408	786	299	374	995
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	184	146	271	100								
Volume Left	39	71	147	24								
Volume Right	145	13	40	12								
cSH	1524	1235	394	380								
Volume to Capacity	0.03	0.06	0.69	0.26								
Queue Length 95th (ft)	2	5	125	26								
Control Delay (s)	1.7	4.2	32.1	17.8								
Lane LOS	A	A	D	C								
Approach Delay (s)	Err	4.2	32.1	17.8								
Approach LOS			D	C								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

1601 Arlington Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	61	136	48	28	37	49
Future Volume (Veh/h)	61	136	48	28	37	49
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.83	0.67	0.78	0.58	0.88
Hourly flow rate (vph)	84	164	72	36	64	56
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	108			422	90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108			422	90	
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			88	94	
cM capacity (veh/h)	1483			551	968	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	248	108	120			
Volume Left	84	0	64			
Volume Right	0	36	56			
cSH	1483	1700	690			
Volume to Capacity	0.06	0.06	0.17			
Queue Length 95th (ft)	4	0	16			
Control Delay (s)	2.9	0.0	11.3			
Lane LOS	A		B			
Approach Delay (s)	2.9	0.0	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			30.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues

3: Fairfax Drive & Fort Myer Drive

1601 Arlington Blvd



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	188	80	92	603	72
v/c Ratio	0.48	0.16	0.12	0.35	0.09
Control Delay	23.6	14.0	10.1	11.8	0.7
Queue Delay	0.0	1.8	0.0	0.0	0.0
Total Delay	23.6	15.8	10.1	11.8	0.7
Queue Length 50th (ft)	60	18	23	93	0
Queue Length 95th (ft)	100	23	30	124	1
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	393	485	759	1718	830
Starvation Cap Reductn	0	293	0	0	0
Spillback Cap Reductn	5	0	78	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.42	0.14	0.35	0.09
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

1601 Arlington Blvd

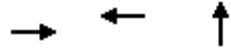


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔					↔	↕	↕	
Traffic Volume (vph)	0	69	77	24	21	0	0	0	0	56	531	57	
Future Volume (vph)	0	69	77	24	21	0	0	0	0	56	531	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00	
Frt		0.93			1.00					1.00	1.00	0.85	
Flt Protected		1.00			0.97					0.95	1.00	1.00	
Satd. Flow (prot)		1362			1576					1367	3094	1398	
Flt Permitted		1.00			0.82					0.95	1.00	1.00	
Satd. Flow (perm)		1362			1327					1367	3094	1398	
Peak-hour factor, PHF	0.92	0.78	0.77	0.55	0.58	0.92	0.92	0.92	0.92	0.61	0.88	0.79	
Adj. Flow (vph)	0	88	100	44	36	0	0	0	0	92	603	72	
RTOR Reduction (vph)	0	45	0	0	0	0	0	0	0	0	0	32	
Lane Group Flow (vph)	0	143	0	0	80	0	0	0	0	92	603	40	
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%	
Parking (#/hr)		5	5							5			
Turn Type		NA		custom	NA					Perm	NA	Perm	
Protected Phases		8		7	4 7						2		
Permitted Phases				4						2		2	
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5	
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0	
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56	
Clearance Time (s)		6.5								5.5	5.5	5.5	
Lane Grp Cap (vph)		348			538					759	1718	776	
v/s Ratio Prot		c0.10			c0.01						c0.19		
v/s Ratio Perm					0.04					0.07		0.03	
v/c Ratio		0.41			0.15					0.12	0.35	0.05	
Uniform Delay, d1		27.9			17.8					9.5	11.0	9.2	
Progression Factor		1.00			0.66					1.00	1.00	1.00	
Incremental Delay, d2		3.5			0.4					0.3	0.6	0.1	
Delay (s)		31.4			12.2					9.9	11.6	9.3	
Level of Service		C			B					A	B	A	
Approach Delay (s)		31.4			12.2			0.0			11.2		
Approach LOS		C			B			A			B		
Intersection Summary													
HCM 2000 Control Delay			14.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.36										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	11.5
Intersection Capacity Utilization			39.7%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Queues

4: North Lynn Street & Fairfax Drive

1601 Arlington Blvd



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	152	104	1483
v/c Ratio	0.36	0.68	0.56
Control Delay	24.1	55.0	12.9
Queue Delay	2.5	0.0	0.0
Total Delay	26.6	55.0	12.9
Queue Length 50th (ft)	57	47	178
Queue Length 95th (ft)	83	56	219
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	419	154	2632
Starvation Cap Reductn	167	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.68	0.56
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

1601 Arlington Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	102	23	0	0	41	28	14	1288	32	0	0	0
Future Volume (vph)	102	23	0	0	41	28	14	1288	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1594			1534			4552				
Flt Permitted		0.46			1.00			1.00				
Satd. Flow (perm)		757			1534			4552				
Peak-hour factor, PHF	0.82	0.82	0.92	0.92	0.57	0.88	0.50	0.91	0.80	0.92	0.92	0.92
Adj. Flow (vph)	124	28	0	0	72	32	28	1415	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	152	0	0	86	0	0	1480	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		415			136			2630				
v/s Ratio Prot		c0.07			c0.06							
v/s Ratio Perm		0.05						0.33				
v/c Ratio		0.37			0.63			0.56				
Uniform Delay, d1		22.8			39.6			11.9				
Progression Factor		0.96			1.00			1.00				
Incremental Delay, d2		2.4			20.2			0.9				
Delay (s)		24.3			59.7			12.8				
Level of Service		C			E			B				
Approach Delay (s)		24.3			59.7			12.8			0.0	
Approach LOS		C			E			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.6					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			49.7%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC
5: North Lynn Street

1601 Arlington Blvd

Intersection														
Int Delay, s/veh	2.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	42	0	0	87	1160	0	0	470	307	0	0
Future Vol, veh/h	0	0	0	42	0	0	87	1160	0	0	470	307	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	62	0	0	0	0	62	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	46	0	0	95	1261	0	0	511	334	0	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1707	2024	-	573	0	-	0
Stage 1	1451	1451	-	-	-	-	-
Stage 2	256	573	-	-	-	-	-
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	82	57	0	996	-	0	-
Stage 1	182	194	0	-	0	0	-
Stage 2	763	502	0	-	0	0	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	74	0	-	996	-	-	-
Mov Cap-2 Maneuver	74	0	-	-	-	-	-
Stage 1	165	0	-	-	-	-	-
Stage 2	763	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	112.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	996	- 74	-	-
HCM Lane V/C Ratio	0.095	- 0.617	-	-
HCM Control Delay (s)	9	- 112.1	0	-
HCM Lane LOS	A	- F	A	-
HCM 95th %tile Q(veh)	0.3	- 2.7	-	-

Queues

6: N. Pierce Street & Clarendon Boulevard/Clarendon Boulevard

1601 Arlington Blvd



Lane Group	WBT	NBL
Lane Group Flow (vph)	349	168
v/c Ratio	0.16	0.57
Control Delay	5.2	40.9
Queue Delay	0.0	0.0
Total Delay	5.2	40.9
Queue Length 50th (ft)	30	89
Queue Length 95th (ft)	55	124
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2204	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.16	0.41
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: N. Pierce Street & Claredon Boulevard/Clarendon Boulevard

1601 Arlington Blvd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↗	
Traffic Volume (vph)	0	0	101	214	134	0
Future Volume (vph)	0	0	101	214	134	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				3133	1593	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				3133	1593	
Peak-hour factor, PHF	0.92	0.92	0.87	0.92	0.80	0.92
Adj. Flow (vph)	0	0	116	233	168	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	349	168	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				61.3	14.7	
Effective Green, g (s)				63.3	16.7	
Actuated g/C Ratio				0.70	0.19	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2203	295	
v/s Ratio Prot				c0.11	c0.11	
v/s Ratio Perm						
v/c Ratio				0.16	0.57	
Uniform Delay, d1				4.5	33.4	
Progression Factor				1.00	1.02	
Incremental Delay, d2				0.2	2.5	
Delay (s)				4.6	36.5	
Level of Service				A	D	
Approach Delay (s)	0.0			4.6	36.5	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay			15.0	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.25			
Actuated Cycle Length (s)			90.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			26.4%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

7: Fairfax Drive & Site Entrance

1601 Arlington Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	176	77	3	3	2
Future Volume (Veh/h)	2	176	77	3	3	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.50	0.92	0.74	0.38	0.75	0.50
Hourly flow rate (vph)	4	191	104	8	4	4
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	112				307	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112				307	108
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1478				683	946
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	195	112	8			
Volume Left	4	0	4			
Volume Right	0	8	4			
cSH	1478	1700	793			
Volume to Capacity	0.00	0.07	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.2	0.0	9.6			
Lane LOS	A		A			
Approach Delay (s)	0.2	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		20.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8: N Rhodes Street & 14th Street N/Fairfax Drive

1601 Arlington Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	79	42	12	97	34	38	153	68	43	30	17
Future Volume (vph)	16	79	42	12	97	34	38	153	68	43	30	17
Peak Hour Factor	0.67	0.82	0.66	0.75	0.87	0.77	0.73	0.75	0.77	0.77	0.62	0.53
Hourly flow rate (vph)	24	96	64	16	111	44	52	204	88	56	48	32

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	184	171	344	136
Volume Left (vph)	24	16	52	56
Volume Right (vph)	64	44	88	32
Hadj (s)	-0.15	-0.10	-0.09	-0.02
Departure Headway (s)	5.3	5.4	5.0	5.4
Degree Utilization, x	0.27	0.26	0.48	0.20
Capacity (veh/h)	614	606	676	606
Control Delay (s)	10.3	10.2	12.5	9.7
Approach Delay (s)	10.3	10.2	12.5	9.7
Approach LOS	B	B	B	A

Intersection Summary			
Delay		11.1	
Level of Service		B	
Intersection Capacity Utilization		35.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM 6th AWSC
 8: N Rhodes Street & 14th Street N/Fairfax Drive

1601 Arlington Blvd

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	79	42	12	97	34	38	153	68	43	30	17
Future Vol, veh/h	16	79	42	12	97	34	38	153	68	43	30	17
Peak Hour Factor	0.67	0.82	0.66	0.75	0.87	0.77	0.73	0.75	0.77	0.77	0.62	0.53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	96	64	16	111	44	52	204	88	56	48	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	10.3	12.5	9.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	12%	8%	48%
Vol Thru, %	59%	58%	68%	33%
Vol Right, %	26%	31%	24%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	259	137	143	90
LT Vol	38	16	12	43
Through Vol	153	79	97	30
RT Vol	68	42	34	17
Lane Flow Rate	344	184	172	136
Geometry Grp	1	1	1	1
Degree of Util (X)	0.478	0.272	0.256	0.205
Departure Headway (Hd)	4.993	5.32	5.373	5.405
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	675	668	664
Service Time	3.023	3.356	3.411	3.443
HCM Lane V/C Ratio	0.476	0.273	0.257	0.205
HCM Control Delay	12.5	10.3	10.3	9.8
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.6	1.1	1	0.8

HCM Unsignalized Intersection Capacity Analysis
 9: Fairfax Drive & Apartment Entrance

















1601 Arlington Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	166	77	0	1	1
Future Volume (Veh/h)	0	166	77	0	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.94	0.69	0.92	0.25	0.25
Hourly flow rate (vph)	0	177	112	0	4	4
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	112				289	112
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112				289	112
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1478				702	941
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	177	112	8			
Volume Left	0	0	4			
Volume Right	0	0	4			
cSH	1478	1700	804			
Volume to Capacity	0.00	0.07	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	9.5			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
 1: N. Queen Street/Arlington Boulevard & Fairfax Drive

1601 Arlington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	91	160	122	72	9	136	108	56	13	37	4
Future Volume (Veh/h)	27	91	160	122	72	9	136	108	56	13	37	4
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.92	0.85	0.81	0.82	0.67	0.86	0.81	0.72	0.75	0.69	0.38
Hourly flow rate (vph)	41	99	188	151	88	13	158	133	78	17	54	11
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			287			710	678	193	816	766	94
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			287			710	678	193	816	766	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 %	97			88			40	59	91	90	81	99
cM capacity (veh/h)	1491			1275			263	321	849	163	286	962
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	229	252	369	82								
Volume Left	41	151	158	17								
Volume Right	188	13	78	11								
cSH	1491	1275	334	269								
Volume to Capacity	0.03	0.12	1.11	0.30								
Queue Length 95th (ft)	2	10	355	31								
Control Delay (s)	1.5	5.3	116.9	24.1								
Lane LOS	A	A	F	C								
Approach Delay (s)	Err	5.3	116.9	24.1								
Approach LOS			F	C								
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

1601 Arlington Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	103	105	21	38	98
Future Volume (Veh/h)	57	103	105	21	38	98
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.89	0.80	0.83	0.73	0.88
Hourly flow rate (vph)	60	116	131	25	52	111
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	156				380	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	156				380	144
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				91	88
cM capacity (veh/h)	1424				593	904
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	176	156	163			
Volume Left	60	0	52			
Volume Right	0	25	111			
cSH	1424	1700	774			
Volume to Capacity	0.04	0.09	0.21			
Queue Length 95th (ft)	3	0	20			
Control Delay (s)	2.8	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	2.8	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization		36.1%		ICU Level of Service		A
Analysis Period (min)		15				

Queues

3: Fairfax Drive & Fort Myer Drive

1601 Arlington Blvd




















Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	145	91	87	1320	84
v/c Ratio	0.37	0.19	0.11	0.77	0.10
Control Delay	18.4	18.8	10.0	19.3	1.1
Queue Delay	0.1	1.9	0.1	0.0	0.0
Total Delay	18.5	20.7	10.1	19.3	1.1
Queue Length 50th (ft)	36	28	22	286	0
Queue Length 95th (ft)	79	32	40	358	9
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	396	482	759	1718	830
Starvation Cap Reductn	0	278	0	0	0
Spillback Cap Reductn	11	0	139	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.45	0.14	0.77	0.10
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

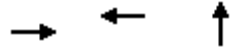
1601 Arlington Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	60	34	22	0	0	0	0	71	1162	73
Future Volume (vph)	0	55	60	34	22	0	0	0	0	71	1162	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.97					0.95	1.00	1.00
Satd. Flow (prot)		1358			1578					1367	3094	1398
Flt Permitted		1.00			0.81					0.95	1.00	1.00
Satd. Flow (perm)		1358			1315					1367	3094	1398
Peak-hour factor, PHF	0.92	0.84	0.75	0.63	0.59	0.92	0.92	0.92	0.92	0.82	0.88	0.87
Adj. Flow (vph)	0	65	80	54	37	0	0	0	0	87	1320	84
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	96	0	0	91	0	0	0	0	87	1320	47
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%
Parking (#/hr)		5	5							5		
Turn Type		NA		custom	NA					Perm	NA	Perm
Protected Phases		8		7	4 7						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56
Clearance Time (s)		6.5								5.5	5.5	5.5
Lane Grp Cap (vph)		347			534					759	1718	776
v/s Ratio Prot		c0.07			c0.02						c0.43	
v/s Ratio Perm					0.05					0.06		0.03
v/c Ratio		0.28			0.17					0.11	0.77	0.06
Uniform Delay, d1		26.8			18.0					9.5	15.5	9.2
Progression Factor		1.00			0.87					1.00	1.00	1.00
Incremental Delay, d2		2.0			0.6					0.3	3.4	0.1
Delay (s)		28.8			16.4					9.8	18.9	9.3
Level of Service		C			B					A	B	A
Approach Delay (s)		28.8			16.4			0.0			17.8	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			18.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			11.5			
Intersection Capacity Utilization			52.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: North Lynn Street & Fairfax Drive

1601 Arlington Blvd



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	168	84	833
v/c Ratio	0.39	0.53	0.32
Control Delay	27.8	40.5	9.8
Queue Delay	4.4	0.0	0.0
Total Delay	32.3	40.5	9.8
Queue Length 50th (ft)	73	31	79
Queue Length 95th (ft)	112	65	103
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	429	160	2610
Starvation Cap Reductn	191	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.71	0.53	0.32
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

1601 Arlington Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Traffic Volume (vph)	94	32	0	0	41	25	15	693	48	0	0	0
Future Volume (vph)	94	32	0	0	41	25	15	693	48	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1593			1525			4499				
Flt Permitted		0.50			1.00			1.00				
Satd. Flow (perm)		827			1525			4499				
Peak-hour factor, PHF	0.71	0.89	0.92	0.92	0.79	0.78	0.54	0.95	0.63	0.92	0.92	0.92
Adj. Flow (vph)	132	36	0	0	52	32	28	729	76	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	168	0	0	59	0	0	820	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		424			135			2599				
v/s Ratio Prot		c0.08			0.04							
v/s Ratio Perm		c0.05						0.18				
v/c Ratio		0.40			0.44			0.32				
Uniform Delay, d1		23.0			38.9			9.8				
Progression Factor		1.10			1.00			1.00				
Incremental Delay, d2		2.7			10.1			0.3				
Delay (s)		28.1			48.9			10.1				
Level of Service		C			D			B				
Approach Delay (s)		28.1			48.9			10.1			0.0	
Approach LOS		C			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.9					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			37.4%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection														
Int Delay, s/veh	2.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	73	0	0	76	681	0	0	966	1089	0	0
Future Vol, veh/h	0	0	0	73	0	0	76	681	0	0	966	1089	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	38	0	0	0	0	38	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	79	0	0	83	740	0	0	1050	1184	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1431	1994	- 1088
Stage 1	906	906	- -
Stage 2	525	1088	- -
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	125	60	0 637
Stage 1	355	353	0 -
Stage 2	558	290	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	109	0	- 637
Mov Cap-2 Maneuver	109	0	- -
Stage 1	309	0	- -
Stage 2	558	0	- -

Approach	WB	NB	SB
HCM Control Delay, s	97.5	1.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	637	- 109	- -	-
HCM Lane V/C Ratio	0.13	- 0.728	- -	-
HCM Control Delay (s)	11.5	- 97.5	0 -	-
HCM Lane LOS	B	- F	A -	-
HCM 95th %tile Q(veh)	0.4	- 3.9	- -	-

Queues

6: N. Pierce Street & Clarendon Boulevard/Clarendon Boulevard

1601 Arlington Blvd

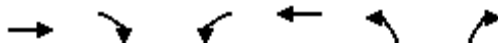


Lane Group	WBT	NBL
Lane Group Flow (vph)	669	152
v/c Ratio	0.30	0.54
Control Delay	5.6	40.8
Queue Delay	0.0	0.0
Total Delay	5.6	40.8
Queue Length 50th (ft)	61	81
Queue Length 95th (ft)	102	131
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2239	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.30	0.37
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: N. Pierce Street & Claredon Boulevard/Clarendon Boulevard

1601 Arlington Blvd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↕	
Traffic Volume (vph)	0	0	178	414	138	0
Future Volume (vph)	0	0	178	414	138	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	0.95	
Satd. Flow (prot)				3140	1593	
Flt Permitted				0.99	0.95	
Satd. Flow (perm)				3140	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.91	0.92
Adj. Flow (vph)	0	0	193	476	152	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	669	152	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				62.2	13.8	
Effective Green, g (s)				64.2	15.8	
Actuated g/C Ratio				0.71	0.18	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2239	279	
v/s Ratio Prot				c0.21	c0.10	
v/s Ratio Perm						
v/c Ratio				0.30	0.54	
Uniform Delay, d1				4.7	33.8	
Progression Factor				1.00	1.01	
Incremental Delay, d2				0.3	2.2	
Delay (s)				5.0	36.4	
Level of Service				A	D	
Approach Delay (s)	0.0			5.0	36.4	
Approach LOS	A			A	D	

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Fairfax Drive & Site Entrance

1601 Arlington Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	5	136	123	1	1	3
Future Volume (Veh/h)	5	136	123	1	1	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.63	0.89	0.83	0.25	0.25	0.38
Hourly flow rate (vph)	8	153	148	4	4	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	152			319	150	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152			319	150	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	99			99	99	
cM capacity (veh/h)	1429			671	896	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	161	152	12			
Volume Left	8	0	4			
Volume Right	0	4	8			
cSH	1429	1700	806			
Volume to Capacity	0.01	0.09	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.4	0.0	9.5			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			21.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8: N Rhodes Street & 14th Street N/Fairfax Drive

1601 Arlington Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	21	76	58	37	115	48	59	154	91	69	60	20
Future Volume (vph)	21	76	58	37	115	48	59	154	91	69	60	20
Peak Hour Factor	0.58	0.76	0.63	0.66	0.87	0.67	0.78	0.79	0.88	0.69	0.65	0.63
Hourly flow rate (vph)	36	100	92	56	132	72	76	195	103	100	92	32

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	228	260	374	224
Volume Left (vph)	36	56	76	100
Volume Right (vph)	92	72	103	32
Hadj (s)	-0.18	-0.09	-0.09	0.04
Departure Headway (s)	6.1	6.1	5.8	6.2
Degree Utilization, x	0.39	0.44	0.61	0.39
Capacity (veh/h)	512	530	579	510
Control Delay (s)	13.0	14.0	17.3	13.2
Approach Delay (s)	13.0	14.0	17.3	13.2
Approach LOS	B	B	C	B

Intersection Summary			
Delay		14.8	
Level of Service		B	
Intersection Capacity Utilization	44.7%		ICU Level of Service A
Analysis Period (min)		15	

HCM 6th AWSC
 8: N Rhodes Street & 14th Street N/Fairfax Drive

1601 Arlington Blvd

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	76	58	37	115	48	59	154	91	69	60	20
Future Vol, veh/h	21	76	58	37	115	48	59	154	91	69	60	20
Peak Hour Factor	0.58	0.76	0.63	0.66	0.87	0.67	0.78	0.79	0.88	0.69	0.65	0.63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	100	92	56	132	72	76	195	103	100	92	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13	14	17.4	13.2
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	14%	18%	46%
Vol Thru, %	51%	49%	57%	40%
Vol Right, %	30%	37%	24%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	155	200	149
LT Vol	59	21	37	69
Through Vol	154	76	115	60
RT Vol	91	58	48	20
Lane Flow Rate	374	228	260	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.606	0.388	0.443	0.388
Departure Headway (Hd)	5.829	6.121	6.134	6.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	587	585	576
Service Time	3.829	4.18	4.19	4.281
HCM Lane V/C Ratio	0.598	0.388	0.444	0.389
HCM Control Delay	17.4	13	14	13.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.1	1.8	2.3	1.8

HCM Unsignalized Intersection Capacity Analysis

9: Fairfax Drive & Apartment Entrance

1601 Arlington Blvd




















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	5	139	121	0	0	0
Future Volume (Veh/h)	5	139	121	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.63	0.89	0.80	0.92	0.92	0.92
Hourly flow rate (vph)	8	156	151	0	0	0
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	151				323	151
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	151				323	151
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1430				667	895
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	164	151	0			
Volume Left	8	0	0			
Volume Right	0	0	0			
cSH	1430	1700	1700			
Volume to Capacity	0.01	0.09	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.4	0.0	0.0			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			14.7%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX F
FUTURE (2025) WITHOUT DEVELOPMENT LEVEL OF SERVICE
AND QUEUE SYNCHRO WORKSHEETS

HCM Unsignalized Intersection Capacity Analysis

1: N. Queen Street/Arlington Boulevard & Fairfax Drive

11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	163	118	79	62	9	111	80	35	20	43	4
Future Volume (Veh/h)	24	163	118	79	62	9	111	80	35	20	43	4
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)	26	177	128	86	67	10	121	87	38	22	47	4
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	77			305			564	542	241	554	601	72
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	77			305			564	542	241	554	601	72
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			93			67	79	95	93	88	100
cM capacity (veh/h)	1522			1256			368	410	798	331	379	990
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	17	314	163	246	73							
Volume Left	17	9	86	121	22							
Volume Right	0	128	10	38	4							
cSH	1522	1522	1256	418	375							
Volume to Capacity	0.02	0.02	0.07	0.59	0.19							
Queue Length 95th (ft)	1	1	6	92	18							
Control Delay (s)	7.4	0.4	4.5	25.2	16.9							
Lane LOS	A	A	A	D	C							
Approach Delay (s)	0.7		4.5	25.2	16.9							
Approach LOS				D	C							
Intersection Summary												
Average Delay			10.4									
Intersection Capacity Utilization			49.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	163	118	79	62	9	111	80	35	20	43	4
Future Vol, veh/h	24	163	118	79	62	9	111	80	35	20	43	4
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1084466176	-	-	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	26	177	128	86	67	10	121	87	38	22	47	4

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	77	0	0	305	0	0		537	601	72
Stage 1	-	-	-	-	-	-		244	244	-
Stage 2	-	-	-	-	-	-		293	357	-
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	1522	-	-	1256	-	-		505	414	990
Stage 1	-	-	-	-	-	-		797	704	-
Stage 2	-	-	-	-	-	-		757	628	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	1522	-	-	1256	-	-		461	0	990
Mov Cap-2 Maneuver	-	-	-	-	-	-		461	0	-
Stage 1	-	-	-	-	-	-		783	0	-
Stage 2	-	-	-	-	-	-		702	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	0.6			4.3			13.3		
HCM LOS							B		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	1256	-	-	506
HCM Lane V/C Ratio	0.017	-	-	0.068	-	-	0.144
HCM Control Delay (s)	7.4	0	-	8.1	0	-	13.3
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	-	0.5

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

11/23/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (veh/h)	65	154	96	35	40	56
Future Volume (Veh/h)	65	154	96	35	40	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	167	104	38	43	61
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	142				432	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	142				432	123
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	93
cM capacity (veh/h)	1441				548	928
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	238	142	104			
Volume Left	71	0	43			
Volume Right	0	38	61			
cSH	1441	1700	721			
Volume to Capacity	0.05	0.08	0.14			
Queue Length 95th (ft)	4	0	13			
Control Delay (s)	2.6	0.0	10.8			
Lane LOS	A		B			
Approach Delay (s)	2.6	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization		37.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM 6th TWSC
2: Fairfax Drive & N. Pierce Street

11/23/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	65	154	96	35	40	56
Future Vol, veh/h	65	154	96	35	40	56
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	3	4	2
Mvmt Flow	71	167	104	38	43	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	432 123
Stage 1	-	-	-	-	123 -
Stage 2	-	-	-	-	309 -
Critical Hdwy	4.12	-	-	-	6.44 6.22
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.218	-	-	-	3.536 3.318
Pot Cap-1 Maneuver	1441	-	-	-	577 928
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	740 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	546 928
Mov Cap-2 Maneuver	-	-	-	-	546 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	740 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	719
HCM Lane V/C Ratio	0.049	-	-	-	0.145
HCM Control Delay (s)	7.6	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Queues

3: Fairfax Drive & Fort Myer Drive

11/23/2022



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	193	65	62	586	66
v/c Ratio	0.49	0.13	0.08	0.34	0.08
Control Delay	24.5	15.6	9.7	11.7	0.5
Queue Delay	0.0	1.2	0.0	0.0	0.0
Total Delay	24.5	16.8	9.7	11.7	0.5
Queue Length 50th (ft)	63	19	15	90	0
Queue Length 95th (ft)	131	m31	34	123	4
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	392	500	759	1718	830
Starvation Cap Reductn	0	307	0	0	0
Spillback Cap Reductn	2	0	9	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.08	0.34	0.08


















Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

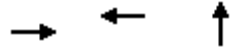
11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	85	93	29	30	0	0	0	0	57	539	61
Future Volume (vph)	0	85	93	29	30	0	0	0	0	57	539	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1363			1574					1367	3094	1398
Flt Permitted		1.00			0.85					0.95	1.00	1.00
Satd. Flow (perm)		1363			1377					1367	3094	1398
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	92	101	32	33	0	0	0	0	62	586	66
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	149	0	0	65	0	0	0	0	62	586	37
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%
Parking (#/hr)		5	5							5		
Turn Type		NA		custom	NA					Perm	NA	Perm
Protected Phases		8		7	4 7						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56
Clearance Time (s)		6.5								5.5	5.5	5.5
Lane Grp Cap (vph)		348			553					759	1718	776
v/s Ratio Prot		c0.11			c0.01						c0.19	
v/s Ratio Perm					0.04					0.05		0.03
v/c Ratio		0.43			0.12					0.08	0.34	0.05
Uniform Delay, d1		28.0			17.6					9.3	11.0	9.1
Progression Factor		1.00			0.75					1.00	1.00	1.00
Incremental Delay, d2		3.8			0.4					0.2	0.5	0.1
Delay (s)		31.8			13.6					9.5	11.5	9.2
Level of Service		C			B					A	B	A
Approach Delay (s)		31.8			13.6			0.0			11.1	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			15.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			11.5			
Intersection Capacity Utilization			42.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: North Lynn Street & Fairfax Drive

11/23/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	154	76	1476
v/c Ratio	0.36	0.47	0.56
Control Delay	20.1	36.6	12.8
Queue Delay	1.5	0.0	0.0
Total Delay	21.6	36.6	12.8
Queue Length 50th (ft)	49	26	176
Queue Length 95th (ft)	75	70	217
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	430	161	2633
Starvation Cap Reductn	145	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.54	0.47	0.56
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

11/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	119	23	0	0	42	28	18	1307	32	0	0	0
Future Volume (vph)	119	23	0	0	42	28	18	1307	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1594			1524			4555				
Flt Permitted		0.51			1.00			1.00				
Satd. Flow (perm)		839			1524			4555				
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)	129	25	0	0	46	30	20	1421	35	0	0	0
RTOR Reduction (vph)	0	0	0	0	26	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	154	0	0	50	0	0	1473	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		426			135			2631				
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm		c0.05						0.32				
v/c Ratio		0.36			0.37			0.56				
Uniform Delay, d1		22.7			38.6			11.9				
Progression Factor		0.79			1.00			1.00				
Incremental Delay, d2		2.3			7.5			0.9				
Delay (s)		20.2			46.2			12.7				
Level of Service		C			D			B				
Approach Delay (s)		20.2			46.2			12.7			0.0	
Approach LOS		C			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			14.9					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			51.3%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM 6th TWSC
5: North Lynn Street

11/23/2022

Intersection														
Int Delay, s/veh	2.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	43	0	0	88	1180	0	0	493	311	0	0
Future Vol, veh/h	0	0	0	43	0	0	88	1180	0	0	493	311	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	47	0	0	96	1283	0	0	536	338	0	0

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1743	2011	-	536	0	-	0
Stage 1	1475	1475	-	-	-	-	-
Stage 2	268	536	-	-	-	-	-
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	78	58	0	1028	-	0	-
Stage 1	177	189	0	-	0	0	-
Stage 2	753	522	0	-	0	0	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	71	0	-	1028	-	-	-
Mov Cap-2 Maneuver	71	0	-	-	-	-	-
Stage 1	161	0	-	-	-	-	-
Stage 2	753	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	123.5	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1028	- 71	-	-
HCM Lane V/C Ratio	0.093	- 0.658	-	-
HCM Control Delay (s)	8.9	- 123.5	0	-
HCM Lane LOS	A	- F	A	-
HCM 95th %tile Q(veh)	0.3	- 2.9	-	-

Queues

6:

11/23/2022

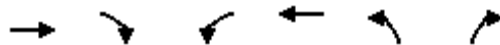


Lane Group	WBT	NBL
Lane Group Flow (vph)	348	155
v/c Ratio	0.16	0.55
Control Delay	4.9	40.9
Queue Delay	0.0	0.0
Total Delay	4.9	40.9
Queue Length 50th (ft)	28	82
Queue Length 95th (ft)	54	135
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2229	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.16	0.38
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6:

11/23/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↕	
Traffic Volume (vph)	0	0	103	217	143	0
Future Volume (vph)	0	0	103	217	143	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				3135	1593	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				3135	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	112	236	155	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	348	155	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				62.0	14.0	
Effective Green, g (s)				64.0	16.0	
Actuated g/C Ratio				0.71	0.18	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2229	283	
v/s Ratio Prot				c0.11	c0.10	
v/s Ratio Perm						
v/c Ratio				0.16	0.55	
Uniform Delay, d1				4.2	33.7	
Progression Factor				1.00	1.02	
Incremental Delay, d2				0.1	2.2	
Delay (s)				4.4	36.5	
Level of Service				A	D	
Approach Delay (s)	0.0			4.4	36.5	
Approach LOS	A			A	D	

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Arlington Boulevard

11/23/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	113	0	0	67
Future Volume (Veh/h)	0	0	113	0	0	67
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	123	0	0	73
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	196	123			123	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	123			123	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	793	928			1464	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	123	73			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1464			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	9.3%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM 6th TWSC
7: Arlington Boulevard

11/23/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	113	0	0	67
Future Vol, veh/h	0	0	113	0	0	67
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	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	123	0	0	73

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	196	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	73	-	-	-	-	-
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	793	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	928	-	-	1464	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1464
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM Unsignalized Intersection Capacity Analysis
 8: N Rhodes Street & 14th Street N/Fairfax Drive

11/23/2022





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	80	43	20	101	39	39	155	71	12	30	17
Future Volume (vph)	15	80	43	20	101	39	39	155	71	12	30	17
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)	16	87	47	22	110	42	42	168	77	13	33	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	150	174	287	64
Volume Left (vph)	16	22	42	13
Volume Right (vph)	47	42	77	18
Hadj (s)	-0.13	-0.09	-0.10	-0.09
Departure Headway (s)	4.9	4.9	4.7	5.0
Degree Utilization, x	0.20	0.24	0.38	0.09
Capacity (veh/h)	674	678	725	647
Control Delay (s)	9.1	9.4	10.5	8.5
Approach Delay (s)	9.1	9.4	10.5	8.5
Approach LOS	A	A	B	A

Intersection Summary			
Delay		9.7	
Level of Service		A	
Intersection Capacity Utilization	36.8%		ICU Level of Service A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: N. Queen Street/Arlington Boulevard & Fairfax Drive

11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	116	162	138	82	16	138	110	66	13	38	4
Future Volume (Veh/h)	27	116	162	138	82	16	138	110	66	13	38	4
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)	29	126	176	150	89	17	150	120	72	14	41	4
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	106			302			694	678	214	714	758	98
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	106			302			694	678	214	714	758	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 %	98			88			47	63	91	93	86	100
cM capacity (veh/h)	1485			1259			285	323	826	203	291	959
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	19	312	256	342	59							
Volume Left	19	10	150	150	14							
Volume Right	0	176	17	72	4							
cSH	1485	1485	1259	347	276							
Volume to Capacity	0.02	0.02	0.12	0.99	0.21							
Queue Length 95th (ft)	1	1	10	275	20							
Control Delay (s)	7.5	0.4	5.3	79.9	21.6							
Lane LOS	A	A	A	F	C							
Approach Delay (s)	0.8		5.3	79.9	21.6							
Approach LOS				F	C							
Intersection Summary												
Average Delay			30.6									
Intersection Capacity Utilization			60.1%		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	27	116	162	138	82	16	138	110	66	13	38	4
Future Vol, veh/h	27	116	162	138	82	16	138	110	66	13	38	4
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1084466176	-	-	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	29	126	176	150	89	17	150	120	72	14	41	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	106	0	0	302	0	0	670	758	98
Stage 1	-	-	-	-	-	-	398	398	-
Stage 2	-	-	-	-	-	-	272	360	-
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	1485	-	-	1259	-	-	422	336	958
Stage 1	-	-	-	-	-	-	678	603	-
Stage 2	-	-	-	-	-	-	774	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1485	-	-	1259	-	-	361	0	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	0	-
Stage 1	-	-	-	-	-	-	664	0	-
Stage 2	-	-	-	-	-	-	676	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	4.8	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	1259	-	-	423
HCM Lane V/C Ratio	0.02	-	-	0.119	-	-	0.141
HCM Control Delay (s)	7.5	0	-	8.2	0	-	14.9
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.5

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

11/23/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	58	138	129	25	45	99
Future Volume (Veh/h)	58	138	129	25	45	99
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	150	140	27	49	108
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	167			430	154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167			430	154	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	96			91	88	
cM capacity (veh/h)	1411			553	892	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	213	167	157			
Volume Left	63	0	49			
Volume Right	0	27	108			
cSH	1411	1700	749			
Volume to Capacity	0.04	0.10	0.21			
Queue Length 95th (ft)	4	0	20			
Control Delay (s)	2.5	0.0	11.1			
Lane LOS	A		B			
Approach Delay (s)	2.5	0.0	11.1			
Approach LOS			B			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			40.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC
2: Fairfax Drive & N. Pierce Street

11/23/2022

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	58	138	129	25	45	99
Future Vol, veh/h	58	138	129	25	45	99
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	3	4	2
Mvmt Flow	63	150	140	27	49	108

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	167	0	-	0	430 154
Stage 1	-	-	-	-	154 -
Stage 2	-	-	-	-	276 -
Critical Hdwy	4.12	-	-	-	6.44 6.22
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.218	-	-	-	3.536 3.318
Pot Cap-1 Maneuver	1411	-	-	-	578 892
Stage 1	-	-	-	-	869 -
Stage 2	-	-	-	-	766 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1411	-	-	-	550 892
Mov Cap-2 Maneuver	-	-	-	-	550 -
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	766 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1411	-	-	-	747
HCM Lane V/C Ratio	0.045	-	-	-	0.21
HCM Control Delay (s)	7.7	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Queues

3: Fairfax Drive & Fort Myer Drive

11/23/2022



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	148	78	78	1283	96
v/c Ratio	0.38	0.16	0.10	0.75	0.12
Control Delay	20.2	20.1	9.9	18.6	1.5
Queue Delay	0.0	1.7	0.0	0.0	0.0
Total Delay	20.3	21.7	10.0	18.6	1.5
Queue Length 50th (ft)	41	26	20	272	0
Queue Length 95th (ft)	96	46	41	356	14
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	391	501	759	1718	830
Starvation Cap Reductn	0	308	0	0	0
Spillback Cap Reductn	5	0	83	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.12	0.75	0.12
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

11/23/2022

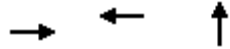


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↻			↻					↻	↻↻	↻	
Traffic Volume (vph)	0	66	70	35	37	0	0	0	0	72	1180	88	
Future Volume (vph)	0	66	70	35	37	0	0	0	0	72	1180	88	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00	
Frt		0.93			1.00					1.00	1.00	0.85	
Flt Protected		1.00			0.98					0.95	1.00	1.00	
Satd. Flow (prot)		1365			1573					1367	3094	1398	
Flt Permitted		1.00			0.86					0.95	1.00	1.00	
Satd. Flow (perm)		1365			1381					1367	3094	1398	
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	72	76	38	40	0	0	0	0	78	1283	96	
RTOR Reduction (vph)	0	42	0	0	0	0	0	0	0	0	0	43	
Lane Group Flow (vph)	0	106	0	0	78	0	0	0	0	78	1283	53	
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%	
Parking (#/hr)		5	5							5			
Turn Type		NA		custom	NA					Perm	NA	Perm	
Protected Phases		8		7	4 7						2		
Permitted Phases				4						2		2	
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5	
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0	
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56	
Clearance Time (s)		6.5								5.5	5.5	5.5	
Lane Grp Cap (vph)		348			554					759	1718	776	
v/s Ratio Prot		c0.08			c0.01						c0.41		
v/s Ratio Perm					0.04					0.06		0.04	
v/c Ratio		0.30			0.14					0.10	0.75	0.07	
Uniform Delay, d1		27.0			17.8					9.4	15.2	9.2	
Progression Factor		1.00			0.96					1.00	1.00	1.00	
Incremental Delay, d2		2.2			0.5					0.3	3.0	0.2	
Delay (s)		29.3			17.5					9.7	18.2	9.4	
Level of Service		C			B					A	B	A	
Approach Delay (s)		29.3			17.5			0.0			17.2		
Approach LOS		C			B			A			B		
Intersection Summary													
HCM 2000 Control Delay			18.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.58										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	11.5
Intersection Capacity Utilization			59.2%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues

4: North Lynn Street & Fairfax Drive

11/23/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	149	73	850
v/c Ratio	0.34	0.46	0.32
Control Delay	24.7	37.1	10.0
Queue Delay	2.6	0.0	0.0
Total Delay	27.4	37.1	10.0
Queue Length 50th (ft)	58	26	83
Queue Length 95th (ft)	93	69	107
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	444	159	2620
Starvation Cap Reductn	197	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.46	0.32
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

11/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	105	32	0	0	42	25	30	703	49	0	0	0
Future Volume (vph)	105	32	0	0	42	25	30	703	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1593			1527			4520				
Flt Permitted		0.57			1.00			1.00				
Satd. Flow (perm)		945			1527			4520				
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)	114	35	0	0	46	27	33	764	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	149	0	0	49	0	0	842	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		441			135			2611				
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm		c0.05						0.19				
v/c Ratio		0.34			0.37			0.32				
Uniform Delay, d1		22.5			38.6			9.9				
Progression Factor		1.01			1.00			1.00				
Incremental Delay, d2		2.0			7.5			0.3				
Delay (s)		24.7			46.1			10.2				
Level of Service		C			D			B				
Approach Delay (s)		24.7			46.1			10.2			0.0	
Approach LOS		C			D			B			A	
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)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			38.6%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM 6th TWSC
5: North Lynn Street

11/23/2022

Intersection														
Int Delay, s/veh	3.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	74	0	0	77	702	0	0	991	1104	0	0
Future Vol, veh/h	0	0	0	74	0	0	77	702	0	0	991	1104	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	80	0	0	84	763	0	0	1077	1200	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1470	2008	- 1077 0 - - - 0
Stage 1	931	931	- - - - - - -
Stage 2	539	1077	- - - - - - -
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	118	59	0 643 - 0 0 - -
Stage 1	344	344	0 - - 0 0 - -
Stage 2	549	293	0 - - 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	103	0	- 643 - - - - -
Mov Cap-2 Maneuver	103	0	- - - - - - -
Stage 1	299	0	- - - - - - -
Stage 2	549	0	- - - - - - -

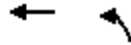
Approach	WB	NB	SB
HCM Control Delay, s	112	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	643	- 103	- - -	
HCM Lane V/C Ratio	0.13	- 0.781	- - -	
HCM Control Delay (s)	11.4	- 112	0 - -	
HCM Lane LOS	B	- F	A - -	
HCM 95th %tile Q(veh)	0.4	- 4.3	- - -	

Queues

6:

11/23/2022



Lane Group	WBT	NBL
Lane Group Flow (vph)	653	162
v/c Ratio	0.30	0.56
Control Delay	5.8	40.8
Queue Delay	0.0	0.0
Total Delay	5.8	40.8
Queue Length 50th (ft)	62	86
Queue Length 95th (ft)	107	138
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2175	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.30	0.40
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6:

11/23/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↕	
Traffic Volume (vph)	0	0	420	180	149	0
Future Volume (vph)	0	0	420	180	149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.97	0.95	
Satd. Flow (prot)				3078	1593	
Flt Permitted				0.97	0.95	
Satd. Flow (perm)				3078	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	457	196	162	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	653	162	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				61.6	14.4	
Effective Green, g (s)				63.6	16.4	
Actuated g/C Ratio				0.71	0.18	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2175	290	
v/s Ratio Prot				c0.21	c0.10	
v/s Ratio Perm						
v/c Ratio				0.30	0.56	
Uniform Delay, d1				4.9	33.5	
Progression Factor				1.00	1.01	
Incremental Delay, d2				0.4	2.3	
Delay (s)				5.3	36.3	
Level of Service				A	D	
Approach Delay (s)	0.0			5.3	36.3	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Arlington Boulevard

11/23/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	146	0	0	55
Future Volume (Veh/h)	0	0	146	0	0	55
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	159	0	0	60
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	219	159			159	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	219	159			159	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	769	886			1420	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	0	159	60			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1420			
Volume to Capacity	0.00	0.09	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		11.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
7: Arlington Boulevard

11/23/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		BT			BT
Traffic Vol, veh/h	0	0	146	0	0	55
Future Vol, veh/h	0	0	146	0	0	55
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	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	159	0	0	60

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	219	159	0	0	159	0
Stage 1	159	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	769	886	-	-	1420	-
Stage 1	870	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	769	886	-	-	1420	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1420
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM Unsignalized Intersection Capacity Analysis
 8: N Rhodes Street & 14th Street N/Fairfax Drive



















11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	21	80	58	43	118	51	60	156	99	74	61	20
Future Volume (vph)	21	80	58	43	118	51	60	156	99	74	61	20
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)	23	87	63	47	128	55	65	170	108	80	66	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	173	230	343	168								
Volume Left (vph)	23	47	65	80								
Volume Right (vph)	63	55	108	22								
Hadj (s)	-0.16	-0.07	-0.12	0.05								
Departure Headway (s)	5.6	5.6	5.2	5.7								
Degree Utilization, x	0.27	0.35	0.50	0.26								
Capacity (veh/h)	575	591	643	571								
Control Delay (s)	10.6	11.6	13.3	10.7								
Approach Delay (s)	10.6	11.6	13.3	10.7								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			11.9									
Level of Service			B									
Intersection Capacity Utilization			43.3%	ICU Level of Service	A							
Analysis Period (min)			15									

APPENDIX G
FUTURE (2025) WITH DEVELOPMENT LEVEL OF SERVICE
AND QUEUE SYNCHRO WORKSHEETS

HCM Unsignalized Intersection Capacity Analysis
 1: N. Queen Street/Arlington Boulevard & Fairfax Drive

11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	163	118	79	62	11	111	82	35	33	53	11
Future Volume (Veh/h)	29	163	118	79	62	11	111	82	35	33	53	11
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)	32	177	128	86	67	12	121	89	38	36	58	12
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	79			305			591	556	241	568	614	73
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	79			305			591	556	241	568	614	73
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			93			64	78	95	89	84	99
cM capacity (veh/h)	1519			1256			340	401	798	320	371	989
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	21	316	165	248	106							
Volume Left	21	11	86	121	36							
Volume Right	0	128	12	38	12							
cSH	1519	1519	1256	396	377							
Volume to Capacity	0.02	0.02	0.07	0.63	0.28							
Queue Length 95th (ft)	2	2	6	103	28							
Control Delay (s)	7.4	0.4	4.5	28.1	18.2							
Lane LOS	A	A	A	D	C							
Approach Delay (s)	0.9		4.5	28.1	18.2							
Approach LOS				D	C							
Intersection Summary												
Average Delay			11.6									
Intersection Capacity Utilization			50.1%		ICU Level of Service				A			
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	29	163	118	79	62	11	111	82	35	33	53	11
Future Vol, veh/h	29	163	118	79	62	11	111	82	35	33	53	11
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1084466176	-	-	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	32	177	128	86	67	12	121	89	38	36	58	12

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	79	0	0	305	0	0	550	614	73
Stage 1	-	-	-	-	-	-	245	245	-
Stage 2	-	-	-	-	-	-	305	369	-
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	1519	-	-	1256	-	-	496	407	989
Stage 1	-	-	-	-	-	-	796	703	-
Stage 2	-	-	-	-	-	-	748	621	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1519	-	-	1256	-	-	451	0	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	0	-
Stage 1	-	-	-	-	-	-	779	0	-
Stage 2	-	-	-	-	-	-	694	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	4.2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	1256	-	-	522
HCM Lane V/C Ratio	0.021	-	-	0.068	-	-	0.202
HCM Control Delay (s)	7.4	0	-	8.1	0	-	13.6
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	-	0.7

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

11/23/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	65	167	96	35	40	56
Future Volume (Veh/h)	65	167	96	35	40	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	182	104	38	43	61
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	142				447	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	142				447	123
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	93
cM capacity (veh/h)	1441				538	928
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	253	142	104			
Volume Left	71	0	43			
Volume Right	0	38	61			
cSH	1441	1700	714			
Volume to Capacity	0.05	0.08	0.15			
Queue Length 95th (ft)	4	0	13			
Control Delay (s)	2.4	0.0	10.9			
Lane LOS	A		B			
Approach Delay (s)	2.4	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			38.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM 6th TWSC
2: Fairfax Drive & N. Pierce Street

11/23/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	65	167	96	35	40	56
Future Vol, veh/h	65	167	96	35	40	56
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	3	4	2
Mvmt Flow	71	182	104	38	43	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	447 123
Stage 1	-	-	-	-	123 -
Stage 2	-	-	-	-	324 -
Critical Hdwy	4.12	-	-	-	6.44 6.22
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.218	-	-	-	3.536 3.318
Pot Cap-1 Maneuver	1441	-	-	-	565 928
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	729 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	534 928
Mov Cap-2 Maneuver	-	-	-	-	534 -
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	729 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	710
HCM Lane V/C Ratio	0.049	-	-	-	0.147
HCM Control Delay (s)	7.6	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Queues

3: Fairfax Drive & Fort Myer Drive

11/23/2022



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	209	65	62	586	68
v/c Ratio	0.53	0.13	0.08	0.34	0.08
Control Delay	26.2	15.6	9.7	11.7	0.6
Queue Delay	0.0	1.2	0.0	0.0	0.0
Total Delay	26.2	16.8	9.7	11.7	0.6
Queue Length 50th (ft)	72	19	15	90	0
Queue Length 95th (ft)	143	m31	34	123	4
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	392	498	759	1718	830
Starvation Cap Reductn	0	304	0	0	0
Spillback Cap Reductn	1	0	8	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.34	0.08	0.34	0.08


















Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

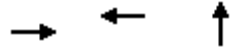
11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	92	100	29	30	0	0	0	0	57	539	63
Future Volume (vph)	0	92	100	29	30	0	0	0	0	57	539	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1364			1574					1367	3094	1398
Flt Permitted		1.00			0.85					0.95	1.00	1.00
Satd. Flow (perm)		1364			1370					1367	3094	1398
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	100	109	32	33	0	0	0	0	62	586	68
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	165	0	0	65	0	0	0	0	62	586	38
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%
Parking (#/hr)		5	5							5		
Turn Type		NA		custom	NA					Perm	NA	Perm
Protected Phases		8		7	4 7						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56
Clearance Time (s)		6.5								5.5	5.5	5.5
Lane Grp Cap (vph)		348			550					759	1718	776
v/s Ratio Prot		c0.12			c0.01						c0.19	
v/s Ratio Perm					0.04					0.05		0.03
v/c Ratio		0.47			0.12					0.08	0.34	0.05
Uniform Delay, d1		28.4			17.6					9.3	11.0	9.1
Progression Factor		1.00			0.75					1.00	1.00	1.00
Incremental Delay, d2		4.6			0.4					0.2	0.5	0.1
Delay (s)		33.0			13.6					9.5	11.5	9.3
Level of Service		C			B					A	B	A
Approach Delay (s)		33.0			13.6			0.0			11.1	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			15.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			11.5			
Intersection Capacity Utilization			42.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: North Lynn Street & Fairfax Drive

11/23/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	162	76	1476
v/c Ratio	0.38	0.47	0.56
Control Delay	19.4	36.6	12.8
Queue Delay	1.6	0.0	0.0
Total Delay	21.0	36.6	12.8
Queue Length 50th (ft)	49	26	176
Queue Length 95th (ft)	75	70	217
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	424	161	2633
Starvation Cap Reductn	136	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.47	0.56
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

11/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	126	23	0	0	42	28	18	1307	32	0	0	0
Future Volume (vph)	126	23	0	0	42	28	18	1307	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1594			1524			4555				
Flt Permitted		0.48			1.00			1.00				
Satd. Flow (perm)		796			1524			4555				
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)	137	25	0	0	46	30	20	1421	35	0	0	0
RTOR Reduction (vph)	0	0	0	0	26	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	162	0	0	50	0	0	1473	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		420			135			2631				
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm		c0.05						0.32				
v/c Ratio		0.39			0.37			0.56				
Uniform Delay, d1		23.0			38.6			11.9				
Progression Factor		0.74			1.00			1.00				
Incremental Delay, d2		2.5			7.5			0.9				
Delay (s)		19.6			46.2			12.7				
Level of Service		B			D			B				
Approach Delay (s)		19.6			46.2			12.7			0.0	
Approach LOS		B			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			14.9					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			51.7%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM 6th TWSC
5: North Lynn Street

11/23/2022

Intersection														
Int Delay, s/veh	2.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	43	0	0	88	1180	0	0	500	311	0	0
Future Vol, veh/h	0	0	0	43	0	0	88	1180	0	0	500	311	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	47	0	0	96	1283	0	0	543	338	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1747 2018	- 543 0	- - - 0
Stage 1	1475 1475	- - - -	- - - -
Stage 2	272 543	- - - -	- - - -
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	77 58	0 1022	- 0 0 - -
Stage 1	177 189	0 - -	0 0 - -
Stage 2	749 518	0 - -	0 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	70 0	- 1022 -	- - - -
Mov Cap-2 Maneuver	70 0	- - - -	- - - -
Stage 1	160 0	- - - -	- - - -
Stage 2	749 0	- - - -	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	126.7	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1022	- 70	- -	-
HCM Lane V/C Ratio	0.094	- 0.668	- -	-
HCM Control Delay (s)	8.9	- 126.7	0 -	-
HCM Lane LOS	A	- F	A -	-
HCM 95th %tile Q(veh)	0.3	- 3	- -	-

Queues

6:

11/23/2022



Lane Group	WBT	NBL
Lane Group Flow (vph)	348	159
v/c Ratio	0.16	0.56
Control Delay	5.0	40.9
Queue Delay	0.0	0.0
Total Delay	5.0	40.9
Queue Length 50th (ft)	28	84
Queue Length 95th (ft)	54	137
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2221	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.16	0.39
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6:

11/23/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↕	
Traffic Volume (vph)	0	0	103	217	146	0
Future Volume (vph)	0	0	103	217	146	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.98	0.95	
Satd. Flow (prot)				3135	1593	
Flt Permitted				0.98	0.95	
Satd. Flow (perm)				3135	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	112	236	159	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	348	159	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				61.8	14.2	
Effective Green, g (s)				63.8	16.2	
Actuated g/C Ratio				0.71	0.18	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2222	286	
v/s Ratio Prot				c0.11	c0.10	
v/s Ratio Perm						
v/c Ratio				0.16	0.56	
Uniform Delay, d1				4.3	33.6	
Progression Factor				1.00	1.02	
Incremental Delay, d2				0.2	2.3	
Delay (s)				4.4	36.5	
Level of Service				A	D	
Approach Delay (s)	0.0			4.4	36.5	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Arlington Boulevard

11/23/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	3	113	8	1	67
Future Volume (Veh/h)	30	3	113	8	1	67
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	3	123	9	1	73
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	202	128			132	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	202	128			132	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	785	923			1453	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	132	74			
Volume Left	33	0	1			
Volume Right	3	9	0			
cSH	795	1700	1453			
Volume to Capacity	0.05	0.08	0.00			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.7	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			16.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM 6th TWSC
7: Arlington Boulevard

11/23/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	30	3	113	8	1	67
Future Vol, veh/h	30	3	113	8	1	67
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	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	3	123	9	1	73

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	203	128	0	0	132	0
Stage 1	128	-	-	-	-	-
Stage 2	75	-	-	-	-	-
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	786	922	-	-	1453	-
Stage 1	898	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	785	922	-	-	1453	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	796	1453
HCM Lane V/C Ratio	-	-	0.045	0.001
HCM Control Delay (s)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM Unsignalized Intersection Capacity Analysis

8: N Rhodes Street & 14th Street N/Fairfax Drive



















11/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	80	43	20	103	41	39	155	75	45	30	17
Future Volume (vph)	15	80	43	20	103	41	39	155	75	45	30	17
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)	16	87	47	22	112	45	42	168	82	49	33	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	150	179	292	100								
Volume Left (vph)	16	22	42	49								
Volume Right (vph)	47	45	82	18								
Hadj (s)	-0.13	-0.09	-0.11	0.02								
Departure Headway (s)	5.0	5.0	4.8	5.2								
Degree Utilization, x	0.21	0.25	0.39	0.14								
Capacity (veh/h)	651	657	711	630								
Control Delay (s)	9.3	9.7	10.8	9.0								
Approach Delay (s)	9.3	9.7	10.8	9.0								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			10.0									
Level of Service			A									
Intersection Capacity Utilization			34.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 1: N. Queen Street/Arlington Boulevard & Fairfax Drive

11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	116	162	138	82	16	138	117	66	22	45	8
Future Volume (Veh/h)	46	116	162	138	82	16	138	117	66	22	45	8
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)	50	126	176	150	89	17	150	127	72	24	49	9
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	106			302			745	720	214	759	800	98
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	106			302			745	720	214	759	800	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			88			40	58	91	86	82	99
cM capacity (veh/h)	1485			1259			250	301	826	177	271	959
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	33	319	256	349	82							
Volume Left	33	17	150	150	24							
Volume Right	0	176	17	72	9							
cSH	1485	1485	1259	315	252							
Volume to Capacity	0.03	0.03	0.12	1.11	0.33							
Queue Length 95th (ft)	3	3	10	344	34							
Control Delay (s)	7.5	0.7	5.3	120.0	26.1							
Lane LOS	A	A	A	F	D							
Approach Delay (s)	1.3		5.3	120.0	26.1							
Approach LOS				F	D							
Intersection Summary												
Average Delay			44.1									
Intersection Capacity Utilization			61.1%		ICU Level of Service				B			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	116	162	138	82	16	138	117	66	22	45	8
Future Vol, veh/h	46	116	162	138	82	16	138	117	66	22	45	8
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1084466176	-	-	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	50	126	176	150	89	17	150	127	72	24	49	9

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	106	0	0	302	0	0		712	800	98
Stage 1	-	-	-	-	-	-		398	398	-
Stage 2	-	-	-	-	-	-		314	402	-
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	1485	-	-	1259	-	-		399	318	958
Stage 1	-	-	-	-	-	-		678	603	-
Stage 2	-	-	-	-	-	-		741	600	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	1485	-	-	1259	-	-		336	0	958
Mov Cap-2 Maneuver	-	-	-	-	-	-		336	0	-
Stage 1	-	-	-	-	-	-		655	0	-
Stage 2	-	-	-	-	-	-		647	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	1.1			4.8			16.1		
HCM LOS							C		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	1259	-	-	406
HCM Lane V/C Ratio	0.034	-	-	0.119	-	-	0.201
HCM Control Delay (s)	7.5	0	-	8.2	0	-	16.1
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.7

HCM Unsignalized Intersection Capacity Analysis 2: Fairfax Drive & N. Pierce Street

11/23/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	147	136	25	45	99
Future Volume (Veh/h)	58	147	136	25	45	99
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	160	148	27	49	108
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	175				448	162
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175				448	162
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				91	88
cM capacity (veh/h)	1401				540	883
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	223	175	157			
Volume Left	63	0	49			
Volume Right	0	27	108			
cSH	1401	1700	737			
Volume to Capacity	0.04	0.10	0.21			
Queue Length 95th (ft)	4	0	20			
Control Delay (s)	2.4	0.0	11.2			
Lane LOS	A		B			
Approach Delay (s)	2.4	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		41.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
2: Fairfax Drive & N. Pierce Street

11/23/2022

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	58	147	136	25	45	99
Future Vol, veh/h	58	147	136	25	45	99
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	3	4	2
Mvmt Flow	63	160	148	27	49	108

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	448
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	286
Critical Hdwy	4.12	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	2.218	-	-	-	3.536
Pot Cap-1 Maneuver	1401	-	-	-	565
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	758
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	537
Stage 1	-	-	-	-	820
Stage 2	-	-	-	-	758

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	735
HCM Lane V/C Ratio	0.045	-	-	-	0.213
HCM Control Delay (s)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Queues

3: Fairfax Drive & Fort Myer Drive

11/23/2022




















Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	156	78	78	1283	103
v/c Ratio	0.40	0.16	0.10	0.75	0.12
Control Delay	20.9	20.2	9.9	18.6	1.7
Queue Delay	0.0	1.6	0.0	0.0	0.0
Total Delay	21.0	21.8	10.0	18.6	1.7
Queue Length 50th (ft)	45	26	20	272	0
Queue Length 95th (ft)	101	47	41	356	17
Internal Link Dist (ft)	370	87		79	
Turn Bay Length (ft)					
Base Capacity (vph)	391	478	759	1718	830
Starvation Cap Reductn	0	284	0	0	0
Spillback Cap Reductn	5	0	86	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.12	0.75	0.12

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: Fairfax Drive & Fort Myer Drive

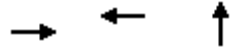
11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	70	74	35	37	0	0	0	0	72	1180	95
Future Volume (vph)	0	70	74	35	37	0	0	0	0	72	1180	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1365			1573					1367	3094	1398
Flt Permitted		1.00			0.83					0.95	1.00	1.00
Satd. Flow (perm)		1365			1345					1367	3094	1398
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	76	80	38	40	0	0	0	0	78	1283	103
RTOR Reduction (vph)	0	42	0	0	0	0	0	0	0	0	0	46
Lane Group Flow (vph)	0	114	0	0	78	0	0	0	0	78	1283	57
Heavy Vehicles (%)	2%	2%	2%	2%	10%	2%	2%	2%	2%	4%	5%	4%
Parking (#/hr)		5	5							5		
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		8			4 7						2	
Permitted Phases				4 7						2		2
Actuated Green, G (s)		20.5			32.5					48.5	48.5	48.5
Effective Green, g (s)		23.0			35.0					50.0	50.0	50.0
Actuated g/C Ratio		0.26			0.39					0.56	0.56	0.56
Clearance Time (s)		6.5								5.5	5.5	5.5
Lane Grp Cap (vph)		348			523					759	1718	776
v/s Ratio Prot		c0.08									c0.41	
v/s Ratio Perm					c0.06					0.06		0.04
v/c Ratio		0.33			0.15					0.10	0.75	0.07
Uniform Delay, d1		27.2			17.8					9.4	15.2	9.3
Progression Factor		1.00			0.96					1.00	1.00	1.00
Incremental Delay, d2		2.5			0.6					0.3	3.0	0.2
Delay (s)		29.7			17.6					9.7	18.2	9.5
Level of Service		C			B					A	B	A
Approach Delay (s)		29.7			17.6			0.0			17.1	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			18.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				9.0		
Intersection Capacity Utilization			59.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

4: North Lynn Street & Fairfax Drive

11/23/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	155	73	850
v/c Ratio	0.35	0.46	0.32
Control Delay	24.4	37.1	10.0
Queue Delay	2.5	0.0	0.0
Total Delay	26.9	37.1	10.0
Queue Length 50th (ft)	59	26	83
Queue Length 95th (ft)	94	69	107
Internal Link Dist (ft)	87	77	164
Turn Bay Length (ft)			
Base Capacity (vph)	439	159	2620
Starvation Cap Reductn	183	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.61	0.46	0.32
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

4: North Lynn Street & Fairfax Drive

11/23/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	110	32	0	0	42	25	30	703	49	0	0	0
Future Volume (vph)	110	32	0	0	42	25	30	703	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			0.99				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1593			1527			4520				
Flt Permitted		0.55			1.00			1.00				
Satd. Flow (perm)		906			1527			4520				
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)	120	35	0	0	46	27	33	764	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	155	0	0	49	0	0	842	0	0	0	0
Heavy Vehicles (%)	2%	8%	3%	2%	9%	2%	2%	2%	4%	2%	2%	2%
Turn Type	custom	NA			NA		Perm	NA				
Protected Phases	7	4 7			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.0			6.0			49.0				
Effective Green, g (s)		30.0			8.0			52.0				
Actuated g/C Ratio		0.33			0.09			0.58				
Clearance Time (s)					6.0			7.0				
Lane Grp Cap (vph)		435			135			2611				
v/s Ratio Prot		c0.07			0.03							
v/s Ratio Perm		c0.05						0.19				
v/c Ratio		0.36			0.37			0.32				
Uniform Delay, d1		22.7			38.6			9.9				
Progression Factor		0.98			1.00			1.00				
Incremental Delay, d2		2.2			7.5			0.3				
Delay (s)		24.4			46.1			10.2				
Level of Service		C			D			B				
Approach Delay (s)		24.4			46.1			10.2			0.0	
Approach LOS		C			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			14.7					HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		14.5		
Intersection Capacity Utilization			39.0%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM 6th TWSC
5: North Lynn Street

11/23/2022

Intersection														
Int Delay, s/veh	3.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕		↕	↕↕			↕↕	↕		
Traffic Vol, veh/h	0	0	0	74	0	0	77	702	0	0	995	1104	0	0
Future Vol, veh/h	0	0	0	74	0	0	77	702	0	0	995	1104	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	80	0	0	84	763	0	0	1082	1200	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1472	2013	- 1082 0 - - - 0
Stage 1	931	931	- - - - - - -
Stage 2	541	1082	- - - - - - -
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	118	58	0 640 - 0 0 - -
Stage 1	344	344	0 - - 0 0 - -
Stage 2	548	292	0 - - 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	103	0	- 640 - - - - -
Mov Cap-2 Maneuver	103	0	- - - - - - -
Stage 1	299	0	- - - - - - -
Stage 2	548	0	- - - - - - -

Approach	WB	NB	SB
HCM Control Delay, s	112	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	640	- 103	- - -	
HCM Lane V/C Ratio	0.131	- 0.781	- - -	
HCM Control Delay (s)	11.5	- 112	0 - -	
HCM Lane LOS	B	- F	A - -	
HCM 95th %tile Q(veh)	0.4	- 4.3	- - -	

Queues

6:

11/23/2022

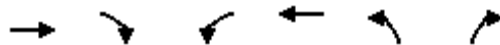


Lane Group	WBT	NBL
Lane Group Flow (vph)	653	159
v/c Ratio	0.29	0.56
Control Delay	5.7	40.8
Queue Delay	0.0	0.0
Total Delay	5.7	40.8
Queue Length 50th (ft)	61	84
Queue Length 95th (ft)	105	136
Internal Link Dist (ft)	356	1274
Turn Bay Length (ft)		
Base Capacity (vph)	2224	407
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.29	0.39
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6:

11/23/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↕↕	↗	
Traffic Volume (vph)	0	0	180	420	146	0
Future Volume (vph)	0	0	180	420	146	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.95	1.00	
Frt				1.00	1.00	
Flt Protected				0.99	0.95	
Satd. Flow (prot)				3138	1593	
Flt Permitted				0.99	0.95	
Satd. Flow (perm)				3138	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	196	457	159	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	653	159	0
Turn Type			Perm	NA	Prot	
Protected Phases				2	4	
Permitted Phases			2	6		
Actuated Green, G (s)				61.8	14.2	
Effective Green, g (s)				63.8	16.2	
Actuated g/C Ratio				0.71	0.18	
Clearance Time (s)				7.0	7.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2224	286	
v/s Ratio Prot				c0.21	c0.10	
v/s Ratio Perm						
v/c Ratio				0.29	0.56	
Uniform Delay, d1				4.8	33.6	
Progression Factor				1.00	1.01	
Incremental Delay, d2				0.3	2.3	
Delay (s)				5.2	36.4	
Level of Service				A	D	
Approach Delay (s)	0.0			5.2	36.4	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay			11.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.36			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			36.0%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Arlington Boulevard

11/23/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	146	33	4	55
Future Volume (Veh/h)	20	2	146	33	4	55
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	159	36	4	60
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	245	177			195	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	177			195	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	741	866			1378	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	24	195	64			
Volume Left	22	0	4			
Volume Right	2	36	0			
cSH	750	1700	1378			
Volume to Capacity	0.03	0.11	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.0	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	10.0	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		19.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
7: Arlington Boulevard

11/23/2022

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	20	2	146	33	4	55
Future Vol, veh/h	20	2	146	33	4	55
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	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	2	159	36	4	60

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	245	177	0	0	195
Stage 1	177	-	-	-	-
Stage 2	68	-	-	-	-
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	743	866	-	-	1378
Stage 1	854	-	-	-	-
Stage 2	955	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	741	866	-	-	1378
Mov Cap-2 Maneuver	741	-	-	-	-
Stage 1	854	-	-	-	-
Stage 2	952	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1378
HCM Lane V/C Ratio	-	-	0.032	0.003
HCM Control Delay (s)	-	-	10	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM Unsignalized Intersection Capacity Analysis
 8: N Rhodes Street & 14th Street N/Fairfax Drive

11/23/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	21	82	58	45	119	52	60	156	114	76	61	20
Future Volume (vph)	21	82	58	45	119	52	60	156	114	76	61	20
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)	23	89	63	49	129	57	65	170	124	83	66	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	175	235	359	171								
Volume Left (vph)	23	49	65	83								
Volume Right (vph)	63	57	124	22								
Hadj (s)	-0.16	-0.07	-0.14	0.05								
Departure Headway (s)	5.7	5.6	5.3	5.7								
Degree Utilization, x	0.28	0.37	0.52	0.27								
Capacity (veh/h)	564	581	641	563								
Control Delay (s)	10.8	11.9	13.9	10.9								
Approach Delay (s)	10.8	11.9	13.9	10.9								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			12.3									
Level of Service			B									
Intersection Capacity Utilization			44.8%	ICU Level of Service	A							
Analysis Period (min)			15									