WELLS + ASSOCIATES

MEMORANDUM

TO: Louis M. Mosurak, AICP
Loudoun County Office of Transportation Services

CC: Roy Barnett
Van Metre Companies

Jeff Nein
Cooley Godward LLP

FROM: Michael J. Workosky, PTP, TOPS
James W. Watson, PTP

DATE: June 16, 2009

SUBJECT: Stone Ridge Commercial
Revised Traffic Impact Study;
Loudoun County, Virginia

INTRODUCTION

This memorandum presents a revised traffic impact study for Stone Ridge Commercial. It serves as an update to the Stone Ridge Commercial Traffic Impact Study Update, prepared by Wells + Associates, Inc., dated January 26, 2009. The subject land parcels are contained within the existing Stone Ridge community, which is located south of U.S. Route 50 (John Mosby Highway) and west of Route 659 (Gum Spring Road), as shown on Figure 1.

Stone Ridge Community Development, LLC, proposes to rezone and/or modify land parcels within the site that would result in a net nominal increase of 133 S.F. of commercial space. This would be achieved by increasing general office space by 108,310 S.F. and reducing light industrial space by 108,176 S.F. The total number of approved residential units (3,265 D.U.) would remain as currently approved. A summary of the proposed land use changes is provided in Table 1.

The January 2009 study was the subject of referral comments provided by both the Loudoun County Office of Transportation Services (OTS) dated April 17, 2009 and the Virginia Department of Transportation (VDOT) dated April 9, 2009. Copies of these comments are contained in Appendix A.

A point-by-point response to these comments is provided under a separate cover by Cooley Godward Kronish, and should be reviewed for more detailed information. They are reflected in this revised study.

Development Program and Access Changes

The January 2009 traffic study indicated that the proposed development program would result in an increase of 71 AM peak hour trips, 38 PM peak hour trips, and 331 daily (24-hour) trips with an overall increase of 2,424 S.F. The revised development program is estimated to result in an increase of 62 AM peak hour trips, 35 PM peak hour trips, and 275 daily (24-hour) trips with an increase of 133 S.F. The updated program is generally consistent with the previously submitted report. A significant change in development program eliminates Land Bay 9 that proposed access via U.S. Route 50.

Background Information

Access to the property would generally remain as currently provided by the existing and planned road system currently serving the Stone Ridge Community. Southpoint Drive (formerly Canary Grass Court) is proposed to be extended from Millstream Drive to Gum Spring Road (VA Route 659) south of U.S. Route 50 and would connect to the future West Spine Road. A concept plan for the project is shown in Figures 2A and 2B.

Consistent with the previously submitted traffic report, the site was assumed to be constructed in a single phase and complete by 2015. As specified in the traffic analysis scoping meeting, the most recent 2030 modeled traffic volumes from the current Loudoun County model have been included.

This revised traffic report includes the following items:

1. Collection of updated traffic counts at nine adjacent intersections.

2. Estimation of the number of weekday AM peak hour, and PM peak hour trips that would be generated by both the approved and proposed Stone Ridge development programs based on standard Institute of Transportation Engineers (ITE) trip generation rates.

3. Updated estimates of background development based on comments provided by VDOT.

4. Preparation of future traffic volumes for 2015 for both the currently approved and proposed development programs for Stone Ridge based on the updated existing traffic counts, traffic generated by other approved but incomplete development projects, and background traffic growth.

5. Calculation of total future levels of service at key intersections based on total future traffic forecasts, proposed traffic controls, and proposed intersection geometrics.

6. A review of the 2030 model traffic volumes provided by Loudoun County.

7. A comparison of the existing and proposed proffers.

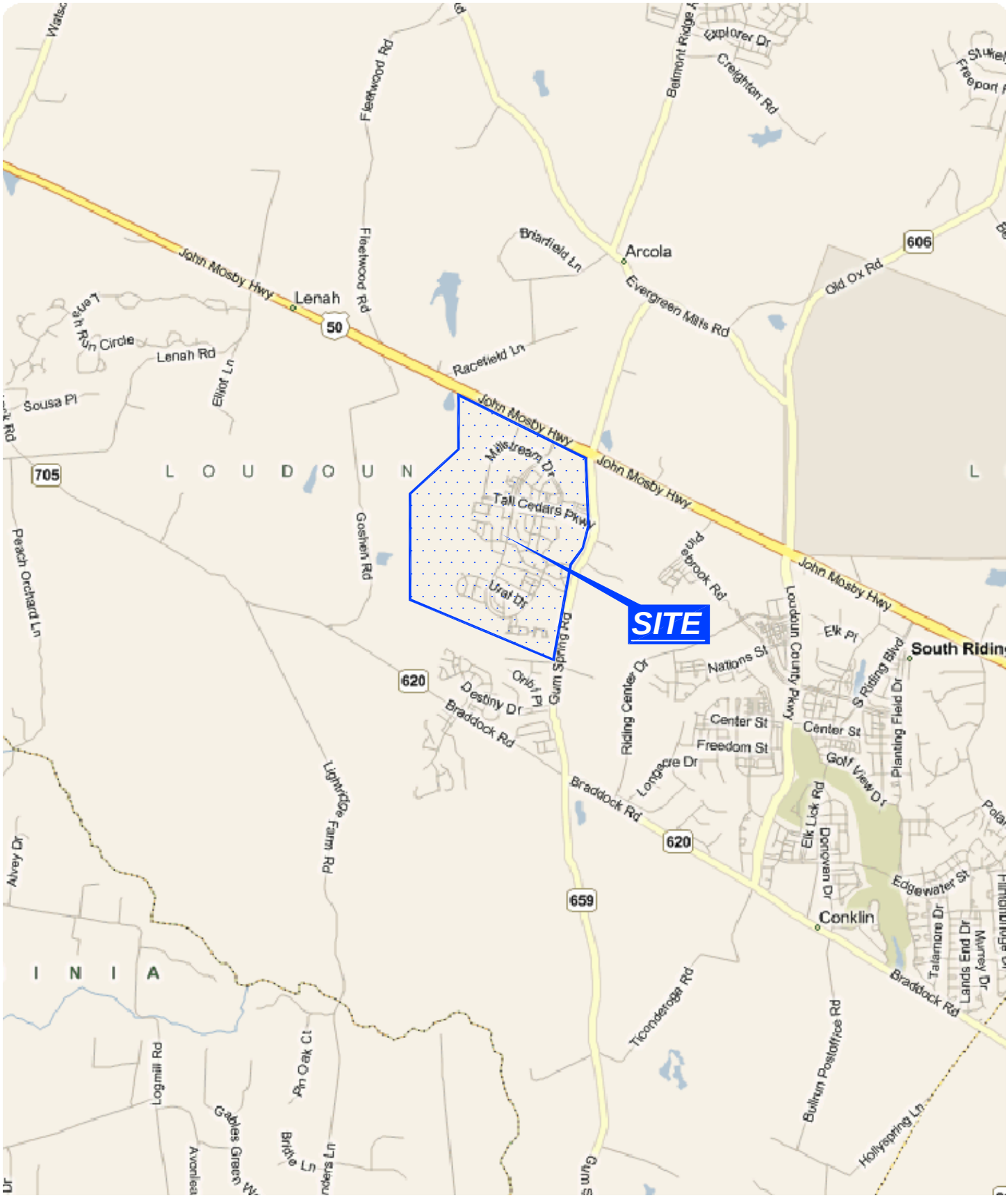

Figure 1
Site Location

North

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JCP

Stone Ridge Commercial
Loudoun County, Virginia

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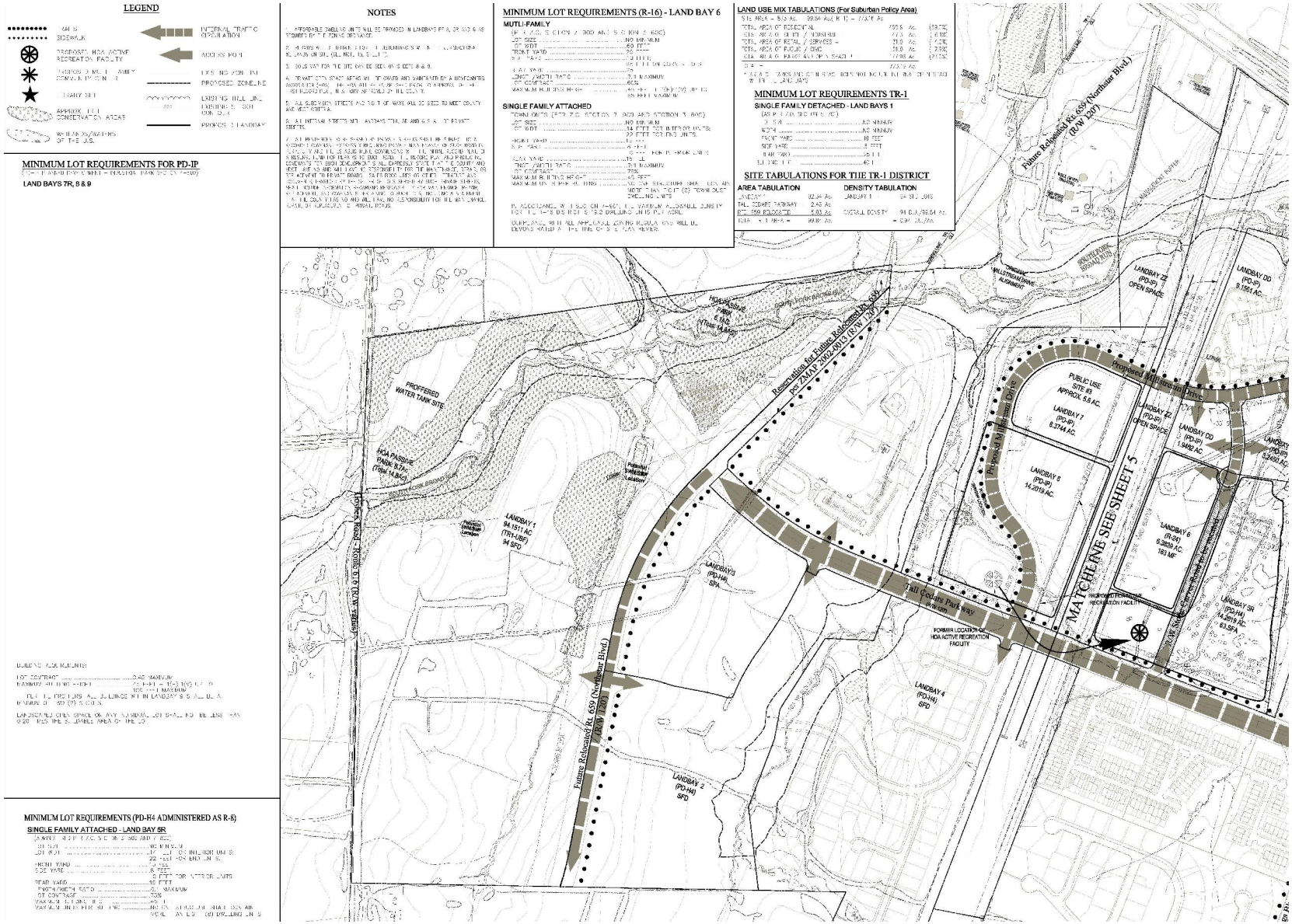

Figure 2A
Conceptual Site Plan

Plan Provided By
Urban, Ltd.

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

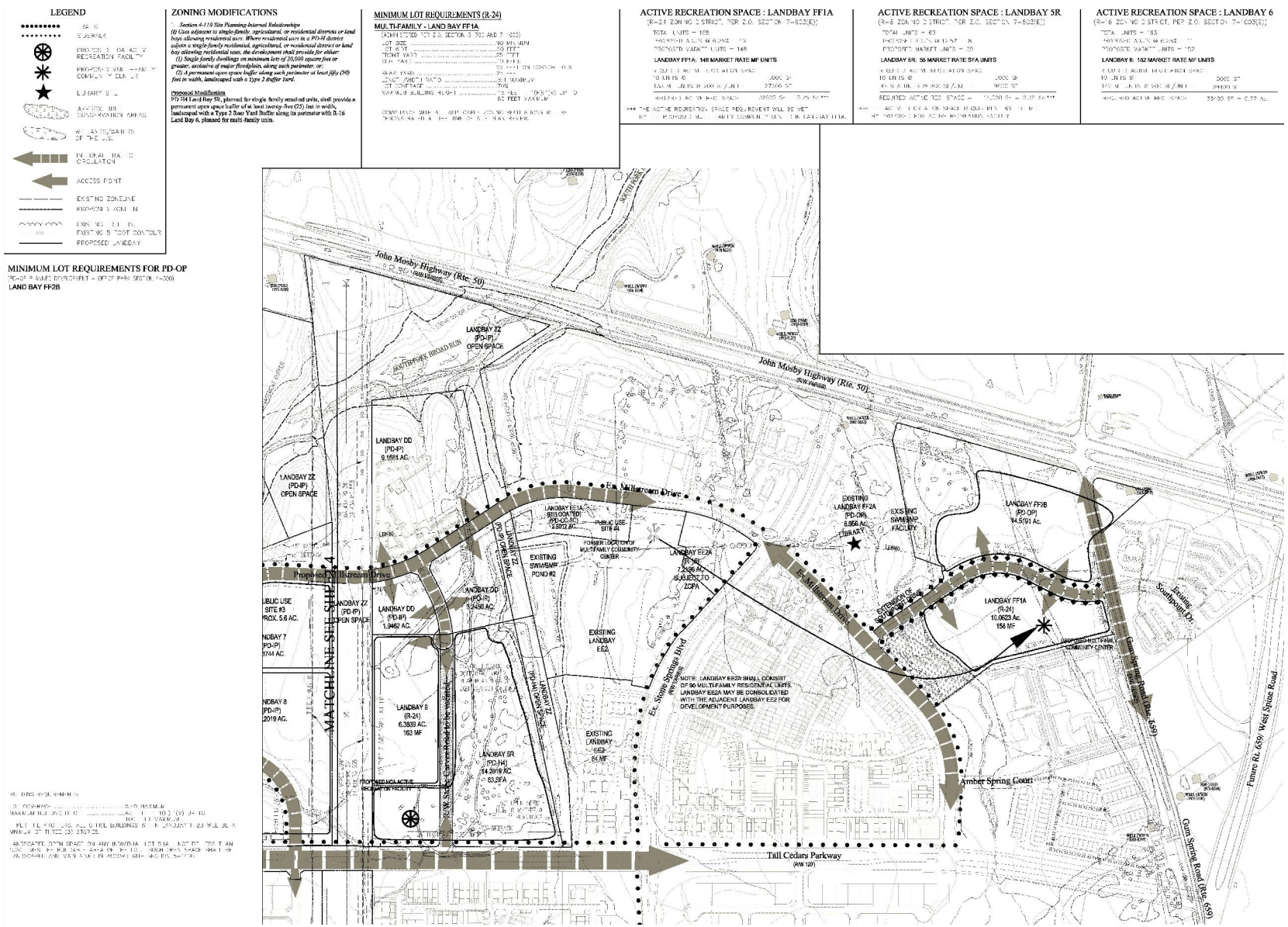

Figure 2B
Conceptual Site Plan

Plan Provided By
Urban, Ltd.

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

Table 1
Stone Ridge Commercial
Land Use Summary (1)(2)(3)

Land Use	Existing Totals	Units	Proposed Totals	Units	Total Change	Units
Single-Family Detached	853	D.U.	853	D.U.	-	D.U.
Townhouse/Condominium	1,741	D.U.	1,741	D.U.	-	D.U.
Multi-Family	671	D.U.	671	D.U.	-	D.U.
Total Residential	3,265	D.U.	3,265	D.U.	-	D.U.
Retail	316,378	S.F.	316,378	S.F.	-	S.F.
Office (PD-OP/CLI)	282,563	S.F.	390,872	S.F.	108,309	S.F.
Light Industrial (PD-IP)	570,250	S.F.	462,074	S.F.	(108,176)	S.F.
Total Commercial/Employment	1,169,191	S.F.	1,169,324	S.F.	133	S.F

Notes: (1) Total Change based on densites provided by Urban Engineering, dated June 4, 2009.

(2) Proposed and Exisitng Totals based on the overall Approved Stone Ridge Development

(3) CLI was assumed as office for purpose of comparison and trip generation analysis.

Existing Traffic Counts and Levels of Service

AM and PM peak hour traffic turning movement counts were conducted by Wells + Associates in 2008 from 6:00 to 9:00 AM and from 4:00 PM to 7:00 PM at the following intersections:

1. U.S. Route 50/Goshen Road.
2. U.S. Route 50/Stone Springs Boulevard.
3. U.S. Route 50/Gum Spring Road (VA Route 659).
4. U.S. Route 50/VA Route 606.
5. Millstream Drive (west)/Tall Cedars Parkway.
6. Stone Springs Boulevard/Tall Cedars Parkway.
7. Gum Spring Road/Tall Cedars Parkway.
8. Stone Springs Boulevard/Millstream Drive.
9. Tall Cedars Parkway/Sandbar Terrace.

The peak hour and Average Daily Traffic volumes are summarized on Figure 3 and presented in Appendix B. The existing lane use and traffic control in the site vicinity is shown on Figure 4.

Existing Levels of Service

Existing intersection levels of service for 2008 were calculated based on: (1) the existing traffic volumes shown on Figure 3, (2) the existing lane use and traffic control shown on Figure 4 and (3) the Highway Capacity Manual methodology. It is noted that separate turn lanes exist at some locations but are not currently in use. The results are summarized in Table 2 and presented in Appendix C, and indicate the following:

1. The side-street turning movements from southbound Goshen Road (Route 616) onto Route 50 currently operate at LOS "E" or "F" during both the AM and PM peak hours.

2. The Route 50/Stone Springs Boulevard signalized intersection operates at LOS "E" during the AM peak hour and LOS "C" during the PM peak hour.

3. The U.S. Route 50/Route 659 signalized intersection currently operate at LOS "E" during the AM peak hour and LOS "D" during the PM peak hour.

4. The U.S. Route 50/Route 606 (Loudoun County Parkway) intersection currently operates at LOS "F" during the AM peak hour and LOS "E" during the PM peak hour.

5. All of the turning movements at the stop controlled Stone Springs Boulevard/Millstream Drive intersection currently operate at acceptable levels of service during both the AM and PM peak hours.

6. The remaining unsignalized intersections on Tall Cedars Parkway at Route 659, Stone Springs Boulevard, and Millstream Drive currently operate at acceptable levels of service.

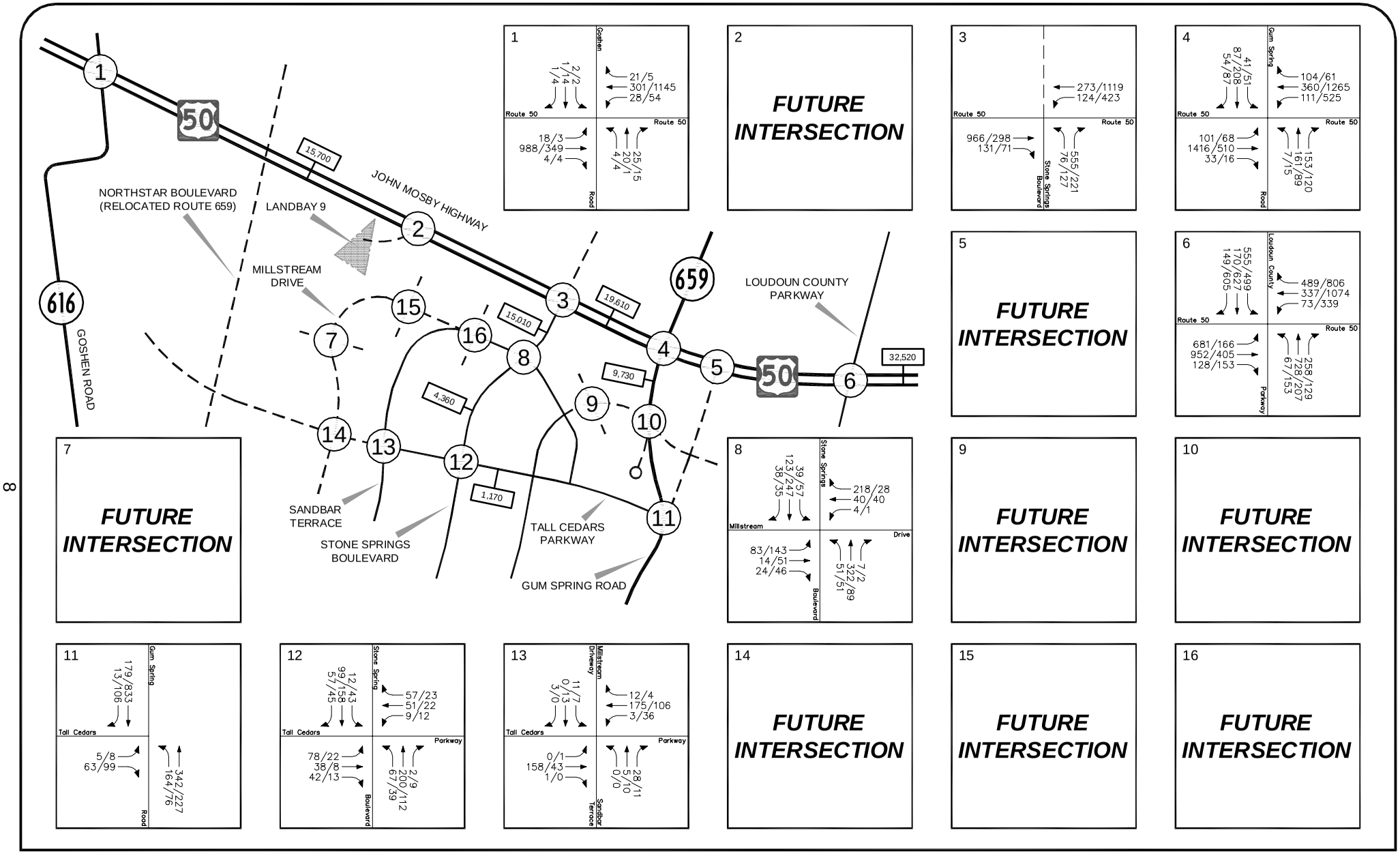

Figure 3
Existing Peak Hour Traffic Volumes

ADT Average Daily Trips

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Stone Ridge Commercial
Loudoun County, Virginia

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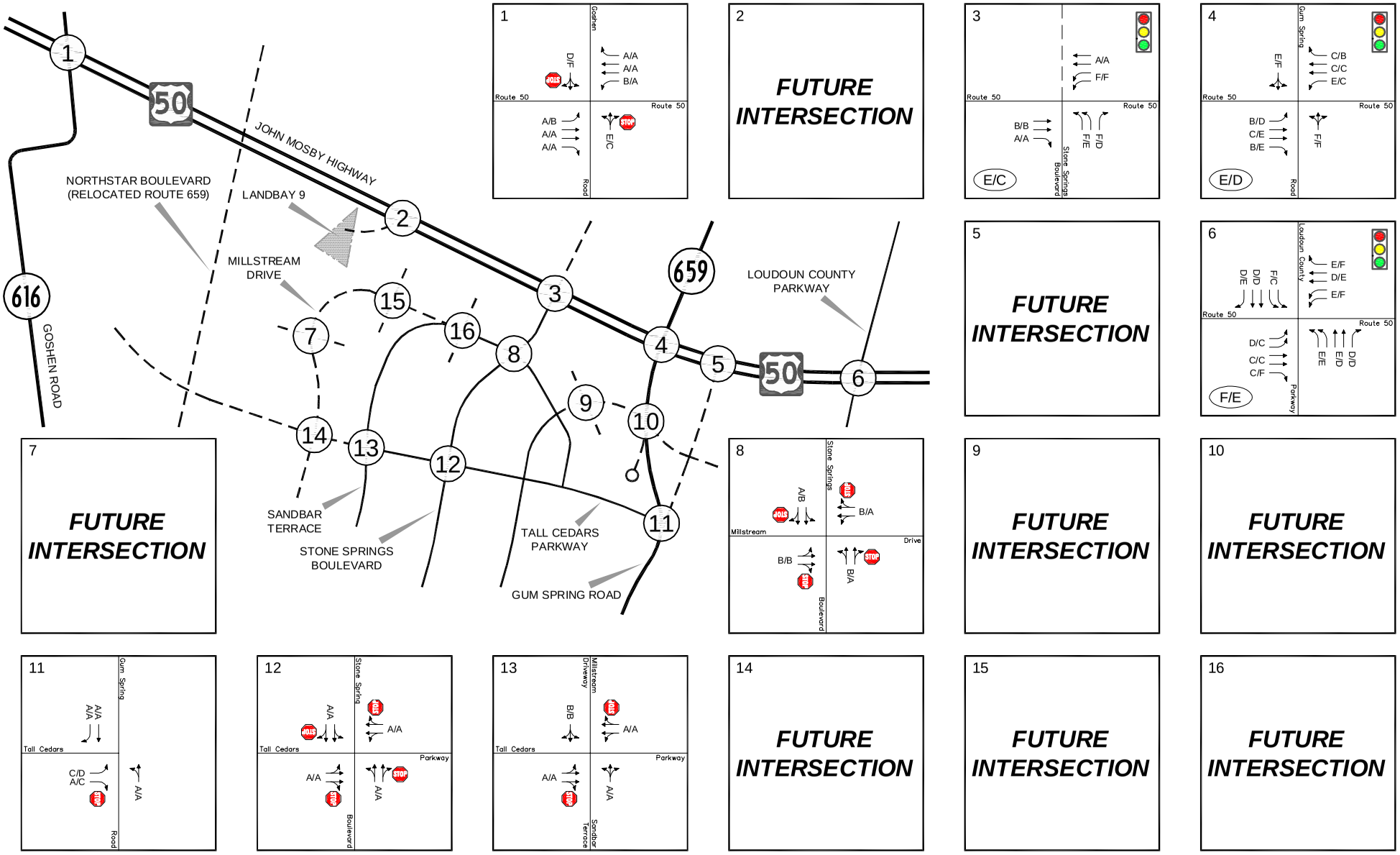

Figure 4
Existing Lane Use and Traffic Control and
Peak Hour Levels of Service

x/x Levels of Service
(x/x) Overall Levels of Service
Represents One Travel Lane
Signalized Intersection
Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

Table 2-1
Stone Ridge Commercial
Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008 Existing AM	2008 Existing PM	2015 Currently Approved Program AM	2015 Currently Approved Program PM	2015 Proposed Program AM	2015 Proposed Program PM
(1) U.S. Route 50/ Goshen Road	Stop Sign	EBL	A [8.1]	B [11.7]	N/A		N/A	
		WBL	B [11.0]	A [8.3]				
		NBLTR	E [35.2]	C [17.6]				
		SBLTR	D [27.8]	F [58.9]				
Background Improvement: Install Signal, Add NBR, Optimize Timngs (by others)	Signal	EBL	N/A		B (11.3)	B (16.3)	B (11.3)	B (16.3)
		EBT			C (24.6)	B (14.3)	C (24.7)	B (14.2)
		EBR			B (12.5)	B (11.1)	B (12.4)	B (11.1)
		WBL			C (20.9)	A (7.9)	C (21.2)	A (7.8)
		WBT			B (11.4)	B (18.9)	B (11.4)	B (18.8)
		WBR			A (9.3)	A (6.9)	A (9.3)	A (6.9)
		NBLT			D (48.6)	D (41.8)	D (49.0)	D (42.2)
		NBR			C (29.6)	C (26.7)	C (29.9)	C (26.9)
		SBLTR			D (35.9)	D (38.5)	D (36.2)	D (38.7)
		Overall			**C (23.5)**	**B (18.7)**	**C (23.6)**	**B (18.7)**
(2) U.S. Route 50/ Racefield Ln/ INOVA Driveway	Signal	EBL	N/A		A (4.5)	B (15.8)	A (4.1)	B (15.8)
		EBT			A (8.3)	A (8.2)	A (7.4)	A (8.2)
		WBT			B (11.1)	B (19.6)	A (9.9)	B (19.7)
Background Improvement: Install Signal, add North Leg. Close Racefield Lane Median Break (by others)		WBR			B (10.2)	B (11.2)	A (9.1)	B (11.2)
		SBL			C (26.7)	D (53.5)	C (32.1)	D (53.6)
		SBR			B (18.7)	C (32.1)	C (23.3)	C (32.1)
		Overall			**A (10.0)**	**B (19.6)**	**A (9.4)**	**B (19.6)**
(3) U.S. Route 50/ Stone Spings Blvd	Signal	EBT	B (11.7)	B (10.1)	N/A		N/A	
		EBR	A (8.5)	A (9.4)				
		WBL	F (93.3)	F (92.7)				
		WBT	A (0.2)	A (0.5)				
		NBL	F (80.5)	E (64.7)				
		NBR	F (210.1)	D (42.1)				
		Overall	**E (69.1)**	**C (27.0)**				
Background Improvement: Add SB Leg Optimize Timngs, Add NB Lanes Add Through Lanes On Rt. 50.	Signal	EBL	N/A		C (23.2)	E (74.9)	C (21.5)	E (75.3)
		EBT			D (35.1)	D (45.5)	C (33.0)	D (44.8)
		EBR			C (27.5)	D (39.4)	C (262)	D (38.8)
		WBL			E (63.9)	E (58.9)	E (63.7)	E (60.3)
		WBT			C (22.4)	D (42.9)	C (23.1)	D (44.5)
		WBR			C (20.7)	C (26.9)	C (21.2)	C (27.6)
		NBL			D (41.5)	E (72.1)	D (41.9)	E (67.4)
		NBT			D (53.3)	E (57.4)	D (52.9)	E (56.0)
		NBR			E (59.6)	D (47.3)	E (58.9)	D (45.8)
		SBL			E (73.2)	E (71.7)	E (73.2)	E (73.2)
		SBT			E (65.0)	F (85.5)	E (66.6)	F (84.7)
		SBR			D (51.7)	D (51.9)	D (51.3)	D (51.8)
		Overall			**D (43.0)**	**D (52.6)**	**D (41.8)**	**D (52.8)**
(4) U.S. Route 50/ Gum Spring Rd (VA 659)/	Signal	EBL	B (12.0)	D (42.8)	N/A		N/A	
		EBT	C (29.8)	E (74.8)				
		EBR	B (13.3)	E (71.7)				
		WBL	E (57.0)	C (24.5)				
		WBT	C (22.6)	C (31.4)				
		WBR	C (20.8)	B (11.2)				
		NBLTR	F (247.4)	F (130.1)				
		SBLTR	E (78.2)	F (108.5)				
		Overall	**E (58.7)**	**D (54.0)**				
Background Improvement: Rmove Signal Remove NB Leg, RIRO Only (by others)	Stop Sign	SBR	N/A		B (10.3)	A [9.7]	B [10.9]	A [9.7]
(5) U.S. Route 50/ West Spine Road	Signal	EBT	N/A		D (51.3)	D (54.6)	D (47.1)	D (54.9)
		EBR			A (8.9)	C (22.5)	B (10.4)	C (23.2)
		WBL			D (54.5)	D (53.0)	D (54.1)	D (53.7)
		WBT			A (8.4)	A (8.6)	A (6.7)	A (9.0)
		NBL			D (43.7)	D (48.2)	D (47.2)	D (47.2)
		NBR			D (40.4)	C (23.1)	D (47.1)	C (27.9)
		Overall			**D (38.3)**	**C (32.3)**	**D (38.0)**	**C (33.0)**
(6) U.S. Route 50/ Loudoun County Pkwy (Old Ox Road)	Signal	EBL	D (54.4)	C (30.0)	F (171.8)	F (335.0)	F (171.8)	F (337.6)
		EBT	C (32.8)	C (25.8)	D (37.1)	D (41.0)	D (37.2)	D (41.2)
		EBR	C (22.9)	F (103.0)	C (26.3)	C (31.6)	C (26.3)	C (31.7)
		WBL	E (65.8)	F (80.7)	F (85.9)	E (74.5)	F (85.9)	E (74.5)
		WBT	D (46.9)	E (58.7)	E (68.1)	E (65.1)	E (68.8)	E (65.1)
Background Improvement: Add Through Lane on Rt. 50, Optimize Timings (by others)		WBR	F (98.6)	F (87.3)	F (295.0)	F (277.7)	F (295.0)	F (277.7)
		NBL	E (65.8)	E (64.1)	F (86.7)	E (65.9)	F (86.7)	E (65.9)
		NBT	E (62.3)	D (41.7)	F (266.6)	E (70.7)	F (266.6)	E (70.7)
		NBR	D (45.6)	D (40.0)	F (82.3)	D (54.2)	F (82.3)	D (54.2)
		SBL	F (528.2)	C (30.9)	F (353.2)	E (74.7)	F (353.2)	E (74.7)
		SBT	D (41.9)	D (47.6)	D (46.6)	F (174.3)	D (46.6)	F (174.3)
		SBR	D (40.8)	E (74.8)	D (50.5)	F (924.5)	D (50.5)	F (924.5)
		Overall	**F (110.7)**	**E (59.3)**	**F (150.0)**	**F (235.3)**	**F (149.9)**	**F (235.3)**
(7) Millstream Dr/ Land Bay 7 Driveway	Stop Sign	EBLR	N/A		B [12.6]	F [65.1]	N/A	N/A
		WBLR			N/A	N/A	B [13.5]	C [20.0]
		NBLT			A [7.5]	A [5.8]	N/A	N/A
		SBLT			N/A	N/A	A [6.9]	A [6.6]

Notes: (1) Analyses based on Synchro 7.
(2) Numbers in parentheses indicate average delay in seconds per vehicle for signalized intersections.
(3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

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McLean, Virginia

Table 2-2
Stone Ridge Commercial
Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008 Existing AM	2008 Existing PM	2015 Currently Approved Program AM	2015 Currently Approved Program PM	2015 Proposed Program AM	2015 Proposed Program PM
(8) Stone Springs Blvd/	Stop Sign	EB	B [10.1]	B [10.5]	C [19.6]	F [175.7]	C [20.6]	F [141.0]
Millstream Drive	4-way	WB	B [11.6]	A [8.3]	F [57.4]	F [98.2]	F [55.9]	F [61.7]
		NB	B [11.5]	A [9.1]	E [37.8]	E [37.1]	E [37.4]	C [22.8]
		SB	A [9.7]	B [10.0]	D [31.6]	F [80.7]	D [33.5]	F [59.6]
Background Improvement:								
Site Improvement: Install Signal	Signal	EBLTR			C (23.5)	D (38.5)	C (24.3)	C (30.0)
		WBLTR			C (21.8)	B (15.8)	C (21.9)	B (14.8)
		NBL			B (13.1)	C (34.1)	B (13.8)	C (26.6)
		NBT			C (20.2)	C (31.2)	C (21.0)	C (30.0)
		NBR	N/A		B (15.8)	C (28.5)	B (16.5)	C (27.4)
		SBL			B (10.6)	C (24.7)	B (11.1)	C (20.7)
		SBT			B (12.0)	D (42.7)	B (12.5)	C (34.2)
		SBR			B (11.9)	C (29.4)	B (12.2)	C (25.8)
		Overall			**B (17.4)**	**C (32.5)**	**B (18.1)**	**C (27.1)**
(9) Southpoint Dr/	Stop Sign	EBLTR			B [12.2]	B [11.2]	A [6.6]	A [4.3]
Site Office/Residential		WBLTR			N/A	N/A	A [0.2]	A [1.8]
		NBLTR	N/A		A [6.8]	A [6.6]	C [20.0]	C [21.8]
		SBTR			A [0.0]	A [0.0]	B [10.2]	B [12.4]
(10) Gum Spring Rd/	Stop Sign	EBT					A [0.0]	A [0.0]
Southpoint Dr.		WBT	N/A		N/A		A [0.0]	A [0.0]
(11) Gum Spring Rd/West Spine Road/	Stop Sign	EBL	C [19.6]	D [31.3]				
Tall Cedars Pkwy		EBR	A [9.7]	C [21.6]	N/A		N/A	
		NBTL	A [3.6]	A [4.1]				
Background Improvement: Install Signal	Signal	EBL			C (25.1)	D (40.5)	C (25.9)	D (38.1)
Realign with West Spine Road		EBR			A (8.1)	D (51.5)	A (8.0)	D (50.3)
Add NB/SB Through Lane		NBL			A (6.8)	D (42.4)	A (6.4)	D (43.0)
		NBT	N/A		A (5.1)	A (6.8)	A (4.8)	A (7.2)
		SBT			C (23.8)	D (35.9)	C (24.7)	D (38.1)
		SBR			B (13.5)	A (7.3)	B (14.5)	A (7.1)
		Overall			**B (10.8)**	**C (31.1)**	**B (10.7)**	**C (32.0)**
(12) Stone Springs Blvd/	Stop Sign	EB	A [9.0]	A [7.7]	C [15.2]	B [12.5]	B [14.6]	B [12.2]
Tall Cedars Pkwy	4-way	WB	A [8.3]	A [7.5]	C [15.8]	B [13.7]	C [15.2]	B [13.6]
Background Improvement:		NB	A [9.5]	A [7.8]	E [47.2]	C [19.0]	E [42.2]	C [18.7]
Open existing turn lanes		SB	A [8.3]	A [7.9]	C [16.9]	F [61.5]	C [16.4]	F [60.2]
on Tall Cedars.								
(13) Tall Cedars Pkwy/	Stop Sign	EBL	A [0.0]	A [0.3]	A [8.5]	A [7.9]	A [8.4]	A [7.8]
Millstream Drive/Sandbar Terrace		WBL	A [0.3]	A [3.1]	A [8.1]	A [7.6]	A [8.1]	A [7.8]
		NBLTR	A [9.4]	A [9.6]	C [20.7]	B [11.5]	C [19.3]	B [11.5]
		SBLTR	B [10.9]	B [10.8]	D [25.7]	C [19.4]	C [22.8]	C [15.2]
(14) Tall Cedars Pkwy/	Stop Sign	EBL					A [7.5]	A [0.0]
Millstream Extended		WBL					A [7.4]	A [7.3]
		NBLTR	N/A		N/A		A [9.4]	A [9.7]
		SBLTR					B [10.1]	B [12.6]
(15) Millstream Extended/	Stop Sign	EBLTR					A [1.4]	A [0.6]
Industrial Drive A		WBLTR					A [0.1]	A [1.5]
		NBLTR	N/A		N/A		A [9.5]	B [10.7]
		SBLTR					B [10.4]	B [11.4]
(16) Millstream Extended/	Stop Sign	EBLTR					A [0.2]	A [0.1]
Industrial Drive B		WBLTR					A [0.4]	A [1.8]
		NBLTR	N/A		N/A		A [9.0]	A [9.3]
		SBLTR					B [11.1]	B [13.1]

Notes: (1) Analyses based on Synchro 7.
(2) Numbers in parentheses indicate average delay in seconds per vehicle for signalized intersections.
(3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

Wells + Associates, Inc.
McLean, Virginia

Other Approved Developments

Overview. This traffic study includes traffic generated by 17 other approved development projects in the region, exclusive of the currently approved development program for the site. The following projects were considered in this traffic study and have been revised based on VDOT comments:

1. Brambleton.
2. Kirkpatrick Farms.
3. Hutchinson Farm (Arcola Center).
4. Pinebrook Village.
5. Braddock Corner.
6. Providence Glen.
7. Gum Spring Village Center.
8. South Riding Station.
9. Kirkpatrick Farms West.
10. CD Smith.
11. Glascock Field at Stone Ridge.
12. Marrwood Property.
13. Westport By-Right Property.
14. West Spine Plaza (proposed zoning).
15. Winsbury Homes.
16. Boyd School (formerly Arcola School).
17. INOVA Property.

The level of development within each of the other approved projects listed above was estimated based on the ultimate approved development program, the projected pace of development in the study area as estimated in previous studies and updated information researched by Wells + Associates. The location of these other developments is shown on Figure 5. Trip generation estimates for background developments are contained in Appendix D.

Trip Assignments

The traffic anticipated to be generated by the other developments were assigned to the study network according to distributions from previous studies, existing travel patterns and traffic counts, and local knowledge. These assignments are contained in Appendix E.

Growth Rate

Based on recent conversations with VDOT, a regional growth rate of 2.0 percent per year, compounded annually, was applied to all turning movements at the surrounding intersections for 2015 conditions.

Proposed Modifications to Regional Roads

Modifications to the regional road network were assumed as part of the Stone Ridge Commercial project development. These include:

1. Extension of Southpoint Drive (formerly Canary Grass Court) from Millstream Drive to existing Gum Spring Road (VA Route 659) and the future West Spine Road (by Stone Ridge Commercial). Provide auxiliary turn lanes at the Gum Spring Road intersection if this improvement is in place prior to the full construction and opening of the West Spine Road, in accordance with VDOT and Loudoun County standards.

2. Realign Millstream Drive west of Stone Springs Boulevard to access Land Bay 7 and connect to Tall Cedars Parkway west of the residential areas.

3. Intersection improvements to include a new traffic signal and turn lanes at the West Spine Road/U.S. Route 50 intersection and Gum Spring Road/Tall Cedars Parkway through existing Stone Ridge proffers.

4. Access to existing Gum Spring Road may include an interim condition that allows for right-in/right-out only access from U.S. Route 50, pending review and approval by VDOT and Loudoun County. (This condition was not assumed in this study).

Additional modifications to the internal road network are also contemplated as discussed later in this report.

The lane use and traffic control at the study area intersections for approved and proposed conditions are shown on Figures 6 and 7.

2030 Road Network

The 2030 road network associated with the Loudoun County long-range travel demand model assumes that the majority of roadways depicted in the Countywide Transportation Plan (CTP) are constructed.

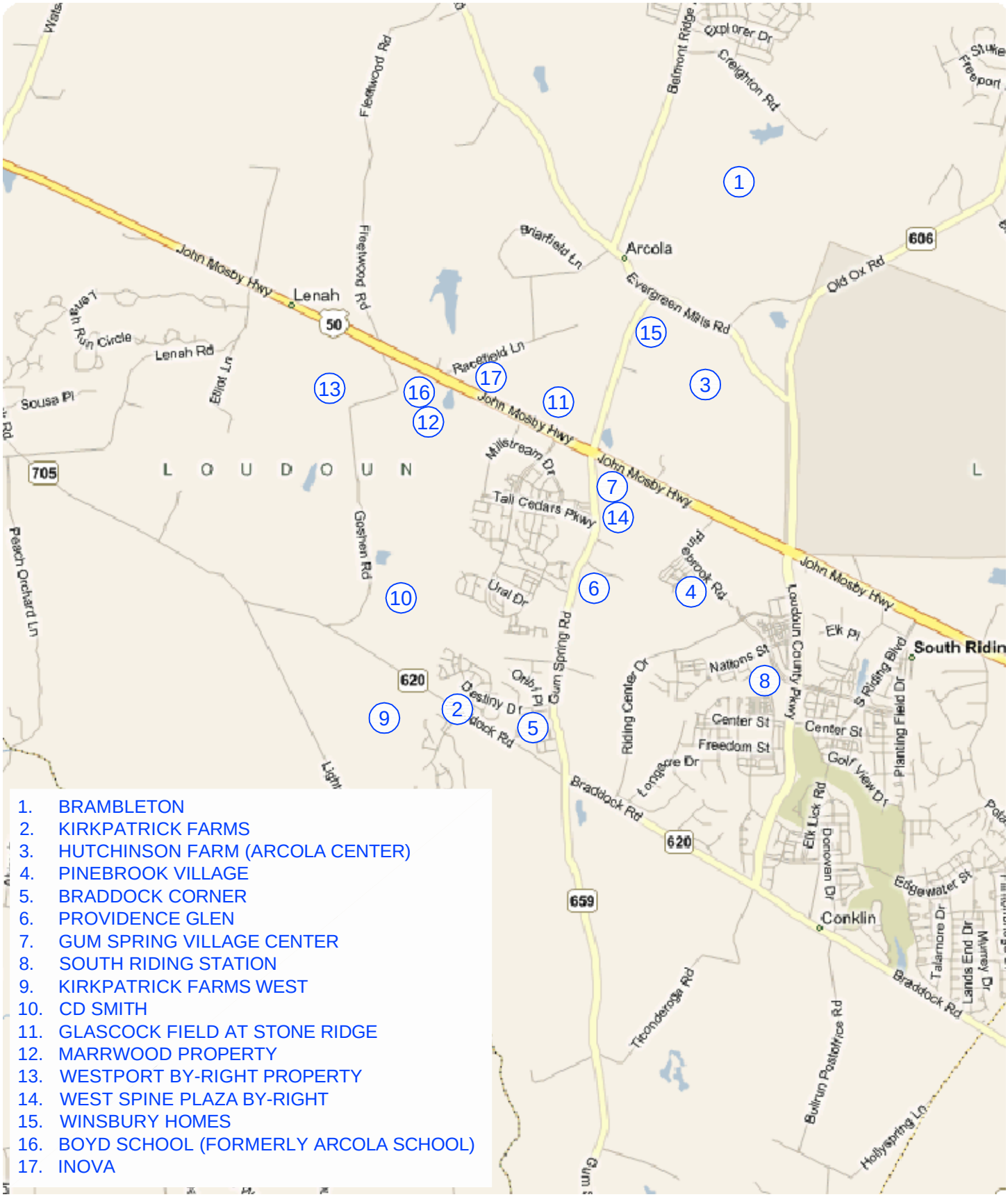

Figure 5
Location of Other Developments

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

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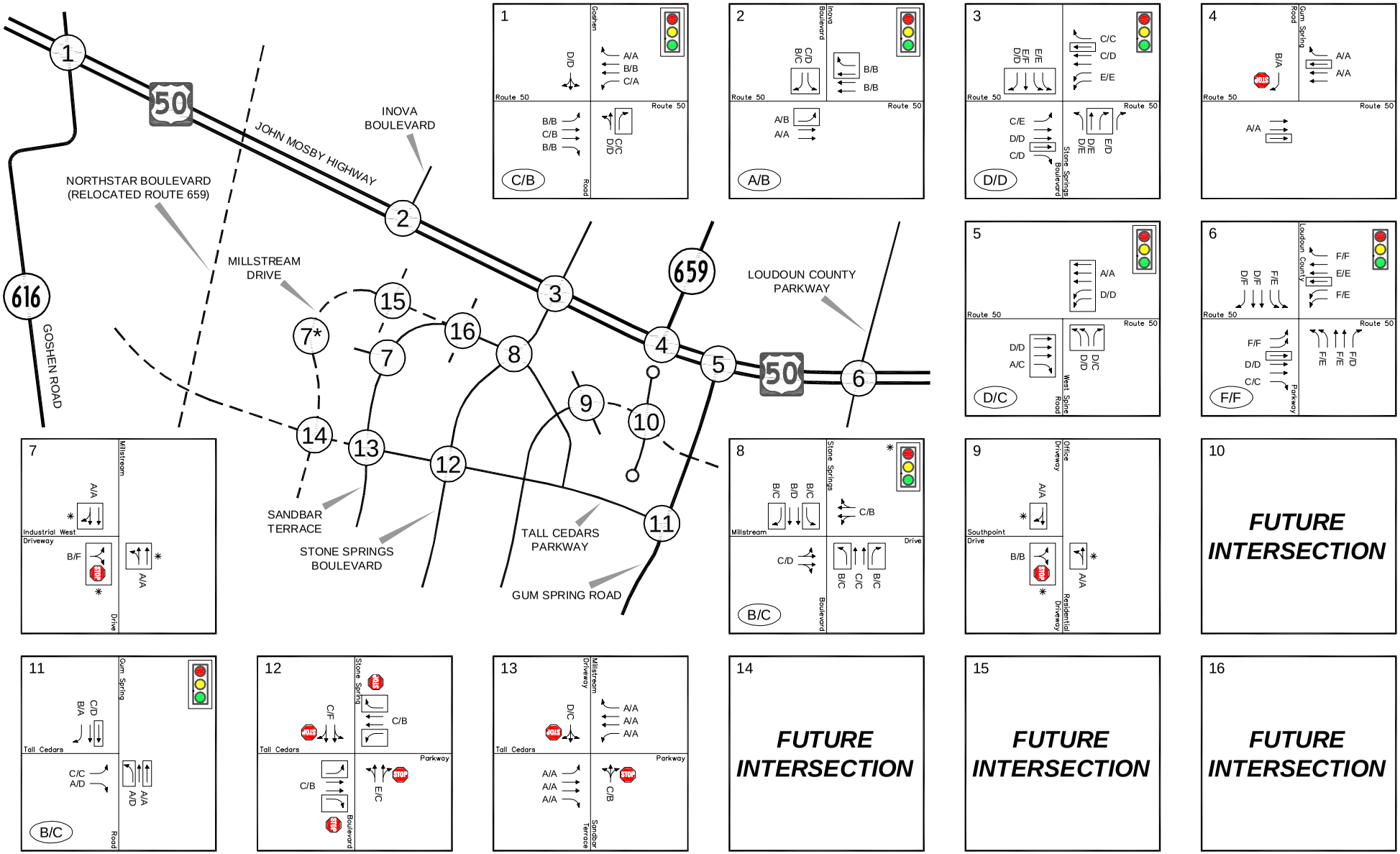


Figure 6
Future Approved Lane Use and Traffic Control and Peak Hour Levels of Service

X/X Levels of Service
(X/X) Overall Levels of Service
Proffered Improvement
Site Improvement
*– Location of Future Intersection
Represents One Travel Lane
Signalized Intersection
Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

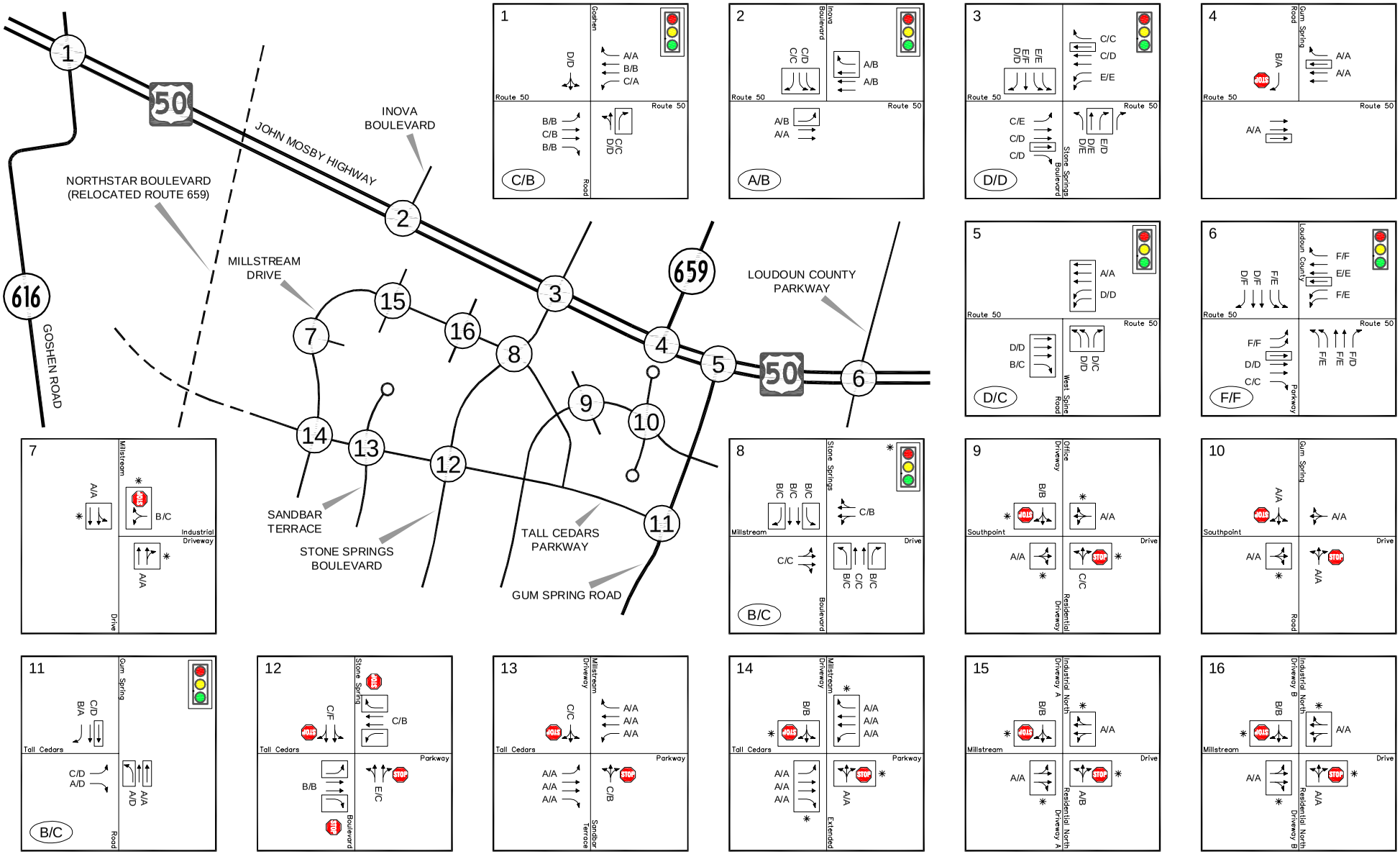


Figure 7
Future Proposed Lane Use and Traffic Control and Peak Hour Levels of Service

X/X Levels of Service
(X/X) Overall Levels of Service
Proffered Improvement
Site Improvement
*– Location of Future Intersection
Represents One Travel Lane
Signalized Intersection
STOP Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

Site Trip Generation Analysis and Comparison

Stone Ridge Commercial would modify, rezone, or expand land parcels within the property that would result in a net nominal increase of 133 S.F. of commercial space. This would be achieved by increasing general office space by 108,309 S.F. and reducing light industrial space by 108,176 S.F. The total number of approved residential units (3,265) would remain as currently approved.

The number of net new vehicle trips that would be generated by the proposed development program changes was calculated by comparing the existing and proposed programs for Stone Ridge using the standard rates and equations published by the Institute of Transportation Engineers (ITE) Seventh Edition Manual.

Adjustments were made for internal trips, transportation demand management measures, and passby trips, based on previously approved studies for Stone Ridge.

As shown in Table 3, the approved development program for Stone Ridge uses would generate 2,598 trips (1,286 in and 1,312 out) during the AM peak hour, 2,957 trips, (1,419 in and 1,538 out) during the PM peak hour, and 39,817 daily (24-trips).

The proposed development program would generate 2,661 trips (1,344 in and 1,317 out) during the AM peak hour, 2,991 trips, (1,422 in and 1,569 out) during the PM peak hour, and 40,092 daily (24-trips), as shown on Table 4. The proposed program has minimal impact on peak hour, peak direction trips since the shift in development density is proposed to be employment uses. The proposed development program would add only four (4) more outbound vehicle trips during the morning peak hour and only three (3) more inbound vehicle trips during the evening peak hour. The largest increase in peak hour vehicles (58 vehicles) would be realized for inbound traffic during the morning peak and outbound vehicles (31 vehicles) during the evening peak that is counter to peak commuter traffic flows.

A comparison of the approved and proposed development programs is summarized on Table 5 and the attached chart, and indicate that the proposed program would generate 63 (or 2.0 percent) *more* trips during the AM peak hour, and 34 (or 1.0 percent) *more* trips during the PM peak hour. A total of 275 (or 1.0 percent) *more* trips would be generated on a 24-hour basis.

Table 3
Stone Ridge Commercial
Stone Ridge Trip Generation Summary-Approved Program **(1, 2)**

Land Use	ITE Land Use Code		Amount	Units	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL	Average Daily Traffic **(3)**
Residential											
Single-Family Detached	210		853	DU	152	455	607	465	273	738	8,530
Townhouse/Condominium	230		1,741	DU	86	422	508	419	207	626	15,147
Multi-Family	220		671	DU	67	266	333	251	135	387	4,183
Residential Subtotal			3,265	DU	305	1,142	1,447	1,135	615	1,750	27,860
Reduction for TDM (AM/PM) **(4)**	10%	10%			-	114	114	114	-	114	228
Internal to Office (AM/PM)	4%	8%			12	46	58	91	49	140	2,229
Internal to Retail (AM/PM)	1%	11%			6	10	16	104	96	201	2,154
Internal to Middle School	12%	3%			81	99	180	22	24	45	486
Internal to Elementary School	9%	0%			58	70	128	-	-	-	452
Internal to Library	0.2%	1%			1	2	2	6	6	12	95
Internal to Rec Center (North)	1%	0%			3	5	8	6	2	8	114
Internal to Rec Center (South)	0%	0%			1	2	3	2	1	3	46
Internal to Church	0%	0%			1	1	2	1	1	2	23
Internal to Day Care	2%	2%			12	14	26	14	12	26	159
Net New Residential Trips					130	781	911	776	424	1,200	21,876
Employment											
General Office	710		282,563	S.F.	379	52	431	67	328	395	2,968
General Industrial (Industrial Park)	130		109,250	S.F.							
General Industrial (Industrial Park)	130		461,000	S.F.							
General Industrial (Industrial Park) Total			570,250	S.F.	323	71	394	101	380	481	3,576
Employment Subtotal			852,813	S.F.	702	123	825	168	708	876	6,544
Reduction for TDM (AM/PM) **(4)**	10%	10%			70	-	70	-	71	71	141
Internal to Residential (AM/PM)	7%	16%			46	12	58	49	91	140	1,046
Internal to Retail (AM/PM)	1%	6%			6	10	16	70	64	134	393
Internal to Day Care (AM/PM)	3%	3%			12	14	26	14	12	26	159
Net New Employment Trips					568	87	655	35	470	505	4,806
Retail											
Retail	820		316,378	G.S.F.	191	122	312	643	696	1,339	14,357
New Trips	80%	75%			143	91	234	386	418	803	8,614
Pass-by (AM/PM) **(5)**	15%	15%			29	18	47	96	104	201	2,154
Internal to Residential (AM/PM) **(6)**	5%	15%			10	6	16	96	104	201	2,154
Internal to Office (AM/PM) **(6)**	5%	10%			10	6	16	64	70	134	1,436
School											
Middle School	522		1,200	Students	396	324	720	94	86	180	1,944
Internal from Residential (AM/PM) **(7)**	25%	25%			99	81	180	24	22	45	486
Net New Middle School Trips					297	243	540	71	65	135	1,458
Elementary School	520		700	Students	140	115	255	-	-	-	903
Internal from Residential (AM/PM)	50%	50%			70	58	128	-	-	-	452
Net New Elementary School Trips					70	58	128	-	-	-	452
Ancellary Uses											
Library	590		40,000	S.F.	34	13	47	115	125	240	1,898
Internal from Residential (AM/PM)	5%	5%			2	1	2	6	6	12	95
Net New Library Trips					32	12	45	109	119	228	1,803
Recreation Center (North)	495		5,000	S.F.	5	3	8	2	6	8	114
Internal from Residential (AM/PM) **(8)**	100%	100%			5	3	8	2	6	8	114
Net New Rec Center Trips					-	-	-	-	-	-	-
Recreation Center (South)	495		2,000	S.F.	2	1	3	1	2	3	46
Internal from Residential (AM/PM) **(8)**	100%	100%			2	1	3	1	2	3	46
Net New Rec Center Trips					-	-	-	-	-	-	-
Church	560		50,000	S.F.	19	17	36	17	16	33	456
Internal from Residential (AM/PM) **(8)**	5%	5%			1	1	2	1	1	2	23
Net New Church Trips					18	16	34	16	15	31	433
Day Care	565		8,000	S.F.	54	48	102	50	56	105	634
Internal from Residential (AM/PM) **(8)**	25%	25%			14	12	26	12	14	26	159
Internal from Office (AM/PM) **(8)**	25%	25%			14	12	26	12	14	26	159
Net New Day Care Trips					27	24	51	25	28	53	317
County Park	412		25	Acres	-	0	0	1	1	2	58
Internal from Residential (AM/PM) **(8)**	0%	0%			-	-	-	-	-	-	-
Net New Rec Center Trips					-	0	0	1	1	2	58
Total Approved Site Trip Generation					**1,286**	**1,312**	**2,598**	**1,419**	**1,538**	**2,957**	**39,817**

Notes: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition, consistent with previous studies.
(2) Development densities based on site plans provided by Urban Engineering.
(3) Average Daily Traffic for SFDU 10/D.U. and SFA of 8.7/D.U. based on County rate.
(4) Transportation Systems Management (TSM) reduction applied to peak hour, peak direction trips as assumed in original 1995 and August 2005 traffic studies.
(5) Pass-by rate utilized by VDOT and assumed in original 1995 and August 2005 traffic studies.
(6) Rate based on original June 1995 traffic study.
(7) Rate based on information provided by Loudoun County Public Schools.
(8) Rate based on information provided by Van Metre Companies.

Table 4
Stone Ridge Commercial
Stone Ridge Trip Generation Summary-Proposed Program **(1, 2)**

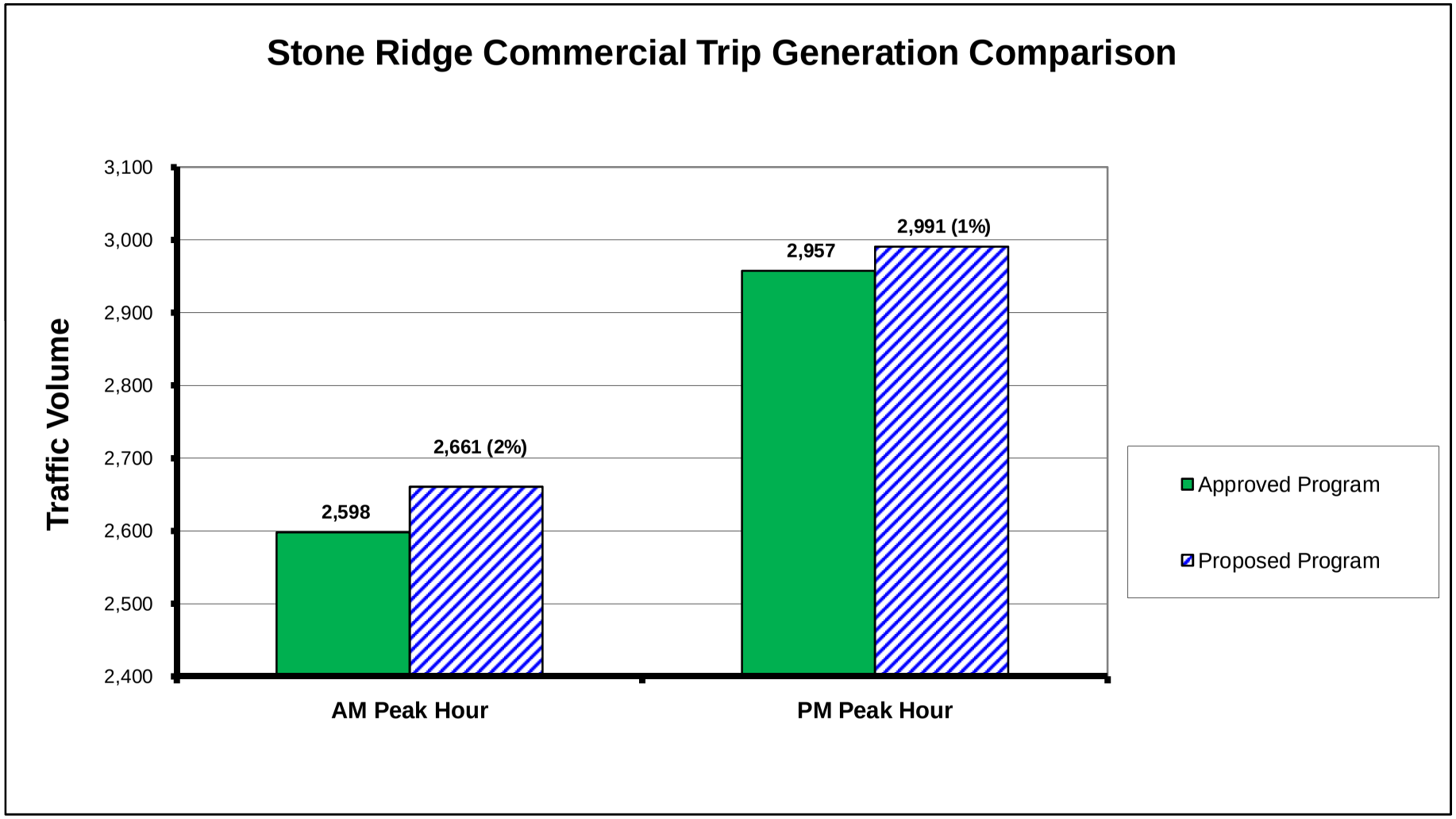
Land Use	ITE Land Use Code		Amount	Units	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL	Average Daily Traffic **(3)**
Residential											
Single-Family Detached	210		853	DU	152	455	607	465	273	738	8,530
Townhouse/Condominium	230		1,741	DU	86	422	508	419	207	626	15,147
Multi-Family	220		671	DU	67	266	333	251	135	387	4,183
Residential Subtotal			3,265	DU	305	1,142	1,447	1,135	615	1,750	27,860
Reduction for TDM (AM/PM) **(4)**	10%	10%			-	114	114	114	-	114	228
Internal to Office (AM/PM)	4%	8%			12	46	58	91	49	140	2,229
Internal to Retail (AM/PM)	1%	11%			6	10	16	104	96	201	2,154
Internal to Middle School	12%	3%			81	99	180	22	24	45	486
Internal to Elementary School	9%	0%			58	70	128	-	-	-	452
Internal to Library	0.2%	1%			1	2	2	6	6	12	95
Internal to Rec Center (North)	1%	0%			3	5	8	6	2	8	114
Internal to Rec Center (South)	0%	0%			1	2	3	2	1	3	46
Internal to Church	0%	0%			1	1	2	1	1	2	23
Internal to Day Care	2%	2%			12	14	26	14	12	26	159
Net New Residential Trips					130	781	911	776	424	1,200	21,876
Employment											
General Office	710		390,872	S.F.	491	67	558	88	429	517	3,811
General Industrial (Industrial Park)	130		142,904	S.F.							
General Industrial (Industrial Park)	130		319,170	S.F.							
General Industrial (Industrial Park) Total			462,074	S.F.	275	60	335	84	314	398	3,040
Employment Subtotal			852,946	S.F.	766	127	893	172	743	914	6,851
Reduction for TDM (AM/PM) **(4)**	10%	10%			77	-	77	-	74	74	151
Internal to Residential (AM/PM)	6%	15%			46	12	58	49	91	140	1,049
Internal to Retail (AM/PM)	1%	6%			6	10	16	70	64	134	411
Internal to Day Care (AM/PM)	3%	3%			12	14	26	14	12	26	159
Net New Employment Trips					626	92	718	39	501	540	5,081
Retail											
Retail	820		316,378	G.S.F.	191	122	312	643	696	1,339	14,357
New Trips	80%	75%			143	91	234	386	418	803	8,614
Pass-by (AM/PM) **(5)**	15%	15%			29	18	47	96	104	201	2,154
Internal to Residential (AM/PM) **(6)**	5%	15%			10	6	16	96	104	201	2,154
Internal to Office (AM/PM) **(6)**	5%	10%			10	6	16	64	70	134	1,436
School											
Middle School	522		1,200	Students	396	324	720	94	86	180	1,944
Internal from Residential (AM/PM) **(7)**	25%	25%			99	81	180	24	22	45	486
Net New Middle School Trips					297	243	540	71	65	135	1,458
Elementary School	520		700	Students	140	115	255	-	-	-	903
Internal from Residential (AM/PM)	50%	50%			70	58	128	-	-	-	452
Net New Elementary School Trips					70	58	128	-	-	-	452
Ancellary Uses											
Library	590		40,000	S.F.	34	13	47	115	125	240	1,898
Internal from Residential (AM/PM)	5%	5%			2	1	2	6	6	12	95
Net New Library Trips					32	12	45	109	119	228	1,803
Recreation Center (North)	495		5,000	S.F.	5	3	8	2	6	8	114
Internal from Residential (AM/PM) **(8)**	100%	100%			5	3	8	2	6	8	114
Net New Rec Center Trips					-	-	-	-	-	-	-
Recreation Center (South)	495		2,000	S.F.	2	1	3	1	2	3	46
Internal from Residential (AM/PM) **(8)**	100%	100%			2	1	3	1	2	3	46
Net New Rec Center Trips					-	-	-	-	-	-	-
Church	560		50,000	S.F.	19	17	36	17	16	33	456
Internal from Residential (AM/PM) **(8)**	5%	5%			1	1	2	1	1	2	23
Net New Church Trips					18	16	34	16	15	31	433
Day Care	565		8,000	S.F.	54	48	102	50	56	105	634
Internal from Residential (AM/PM) **(8)**	25%	25%			14	12	26	12	14	26	159
Internal from Office (AM/PM) **(8)**	25%	25%			14	12	26	12	14	26	159
Net New Day Care Trips					27	24	51	25	28	53	317
County Park	412		25	Acres	-	0	0	1	1	2	58
Internal from Residential (AM/PM) **(8)**	0%	0%			-	-	-	-	-	-	-
Net New Rec Center Trips					-	0	0	1	1	2	58
Total Approved Site Trip Generation					**1,344**	**1,317**	**2,661**	**1,422**	**1,569**	**2,991**	**40,092**

Notes: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.
(2) Development densities based on site plans provided by Urban Engineering.
(3) Average Daily Traffic for SFDU 10/D.U. and SFA of 8.7/D.U. based on County rate.
(4) Transportation Systems Management (TSM) reduction applied to peak hour, peak direction trips as assumed in original 1995 and August 2005 traffic studies.
(5) Pass-by rate utilized by VDOT and assumed in original 1995 and August 2005 traffic studies.
(6) Rate based on original June 1995 traffic study.
(7) Rate based on information provided by Loudoun County Public Schools.
(8) Rate based on information provided by Van Metre Companies.

Table 5
Stone Ridge Commercial
Trip Generation Comparison

Program	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Approved Program	1,286	1,312	2,598	1,419	1,538	2,957	39,817
Proposed Program	1,344	1,317	2,661	1,422	1,569	2,991	40,092
Difference	58	4	63	3	31	34	275
Percentage	**5%**	**0%**	**2%**	**0%**	**2%**	**1%**	**1%**

Notes: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.



Wells + Associates, Inc.
McLean, Virginia

Trip Distribution Analysis

The distribution of external peak hour trips generated by Stone Ridge Commercial was determined based on previous traffic studies. Separate distributions were developed for the residential, employment, retail, and civic uses, consistent with previously approved studies. Further, these distributions were verified through a review of the existing traffic counts at the site driveways and key intersections, and were used to apply the site-generated trips to the planned road network. The external and internal trip assignments between the various land bays within Stone Ridge are contained in Appendices F through I.

Future Traffic Forecasts

Overview. Future forecasts for 2015 were developed to reflect the currently approved and proposed development programs for Stone Ridge. These volumes are based on a composite of existing volumes; traffic generated by the 17 other area developments and regional growth factors. The resultant traffic volume forecasts and daily traffic volume estimates are shown on Figures 8 and 9.

Future Levels of Service

Overview. Future peak hour levels of service with the approved and proposed development programs of Stone Ridge were estimated at the key intersections in the study area for 2015 buildout conditions. The calculations were based on the future lane usage and traffic controls shown on Figures 6 and 7 that include planned improvements and current and proposed proffers and the Highway Capacity Manual methodology, in accordance with the FSM guidelines. The results are summarized on Table 2 and presented in Appendices J and K.

The results indicate the following:

Approved Program

1. Assuming the improvements currently planned by others are installed, the U.S. Route 50 intersections at Goshen Road and Racefield Lane would operate acceptable levels of service in 2015 during both the AM and PM peak hour.

2. Based on the planned improvements, the U.S. Route 50/Stone Springs Boulevard intersection is projected to operate at overall acceptable levels of service (at LOS "D") during both the AM and PM peak hours, with some individual movements operating at LOS "E". This assumes the extension of Stone Springs Boulevard to the north and the modification of the northbound approach.

3. The right turning movements at the converted U.S. Route 50/Route 659 intersection to right-in/right-out only are forecasted to operate at acceptable levels of service during both the AM and PM peak hours.

4. The relocated signalized U.S. Route 50/West Spine Road intersection would operate at acceptable levels of service during the AM and PM peak hours.

5. The U.S. Route 50/Loudoun County Parkway (Route 606) intersection would operate beyond capacity during both peak periods.

6. All of the turning movements at the access to Land Bay 7 on Millstream Drive would operate at acceptable levels of service under stop sign control, with the exception of the exiting movement during the evening peak hour. However, this assumes that all access would be provided from a single driveway. It is anticipated that multiple driveways would ultimately be provided that would better distribute traffic at the driveways and reduce delays.

7. Nearly all movements at the Stone Springs Boulevard/Millstream Drive intersection are expected to operate near (at LOS "E") or beyond (at LOS "F") capacity during the AM and PM peak hours, under the existing all-way stop control. A new traffic signal would be necessary to restore this intersection to acceptable levels of service, assuming warrants for signalization are met.

8. All of the approaches at the currently all-way stop controlled Stone Springs Boulevard/Tall Cedars Parkway intersection are anticipated to operate at acceptable levels of service with the exception of the northbound approach during the AM peak hour and the southbound approach during the PM peak hour. Since these forecasts assume the existing road network and do not include future connections to North Star Boulevard (Relocated Route 659) and the extension of Tall Cedars Parkway that may be fully or partially constructed as the buildout of Stone Ridge is realized, no additional improvements, other than opening up currently striped turn lanes, are recommended.

9. The anticipated traffic signal at the Route 659 (West Spine Road)/Tall Cedars Parkway intersection would operate at acceptable levels of service during both the AM and PM peak hours.

10. All of the turning movements at the Southpoint Drive access to the office and residential Land Bays FF1A and FF2B would operate at acceptable levels of service under stop sign control.

11. All of the turning movements at the Millstream Drive/Sandbar Terrace/Tall Cedars Parkway intersection would operate at acceptable levels of service under stop sign control.

Proposed Program

Future peak hour intersection levels of service with the proposed Stone Ridge Commercial development program were estimated at the key intersections in the study area based on the future lane usage and traffic control shown on Figure 7 and the Highway Capacity Manual methodology. The results are presented in Appendix J and summarized in Table 2.

The results for future conditions, with the Stone Ridge Commercial program, are consistent with those realized under approved conditions since the number of additional peak hour trips that would be added to the road network is minimal. The proposed development program would result in minor decreases in delay at some intersections, primarily due to the extension of Southpoint Drive (formerly Canary Grass Court). Other intersections would realize minimal increases in peak hour delay with the proposed program. It is noted that the fluctuations in delay at these signalized intersections are within approximately three (3.0) seconds that is not perceivable by motorists.

The recommendations at the key internal intersections of Stone Springs Boulevard at Millstream Drive and Tall Cedars Parkway as identified under approved conditions would continue to apply with the Stone Ridge Commercial program. All of the minor intersections would operate adequately under stop sign control.

The proposed internal road network changes within Stone Ridge, including the extension of Southpoint Drive and Millstream Drive would better serve the planned employment uses, reduce commercial and heavy vehicle traffic along Tall Cedars Parkway, provide a future connection to the West Spine Road and allow residents of the community to access commercial uses without traveling on U.S. Route 50.

Stone Ridge has made a number of roadway improvements in order to accommodate the currently approved development program that includes new traffic signals, lane improvements, and Transportation Demand Management (TDM) measures to mitigate the impacts of the development and improve mobility in the Dulles South area. The additional transportation proffers associated with this change in development program would more than adequately offset the minimal increase in peak hour trips associated with the zoning change.

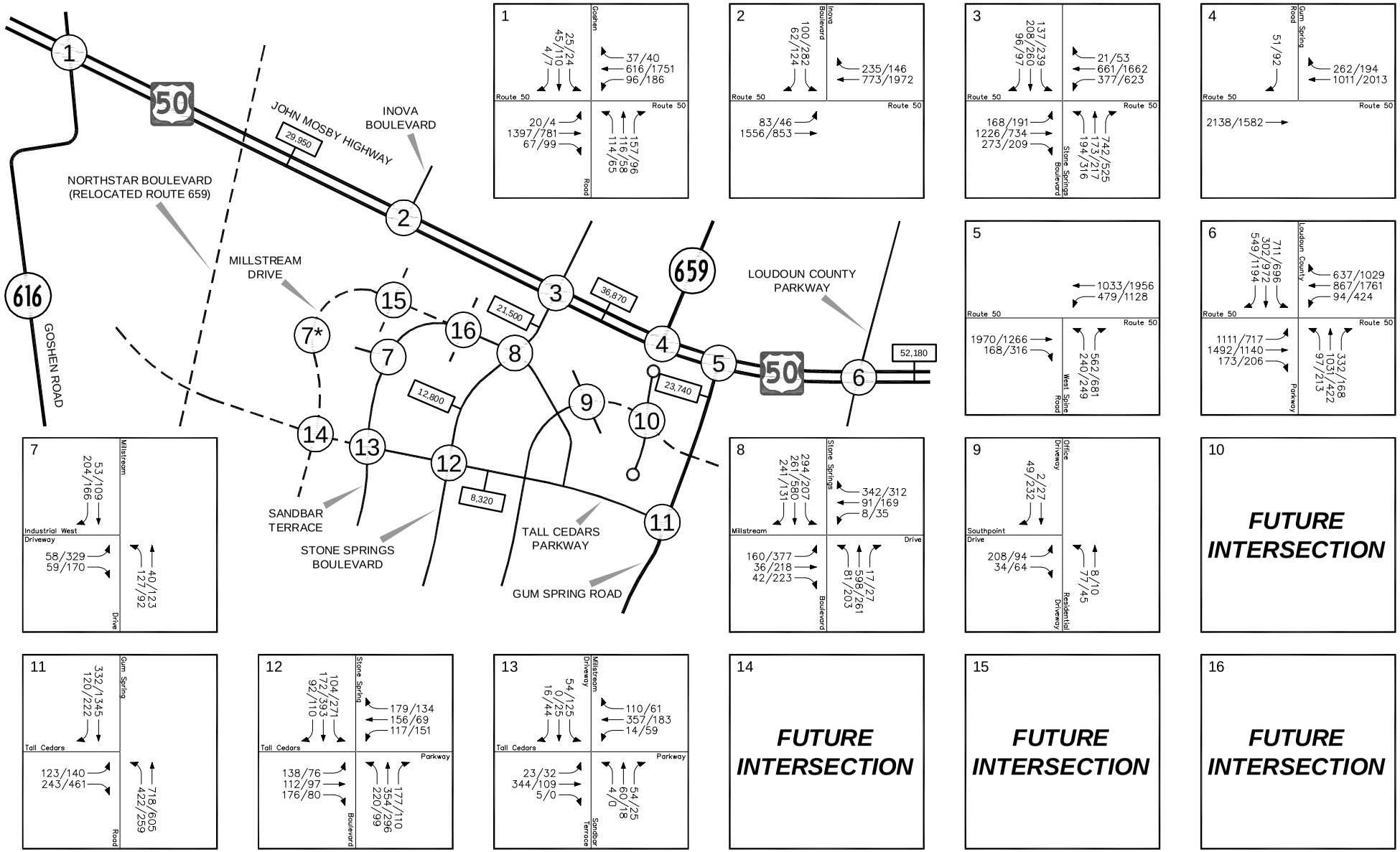


Figure 8
2015 Future Approved Traffic Forecasts

ADT Average Daily Trips

*– Location of Future Intersection

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

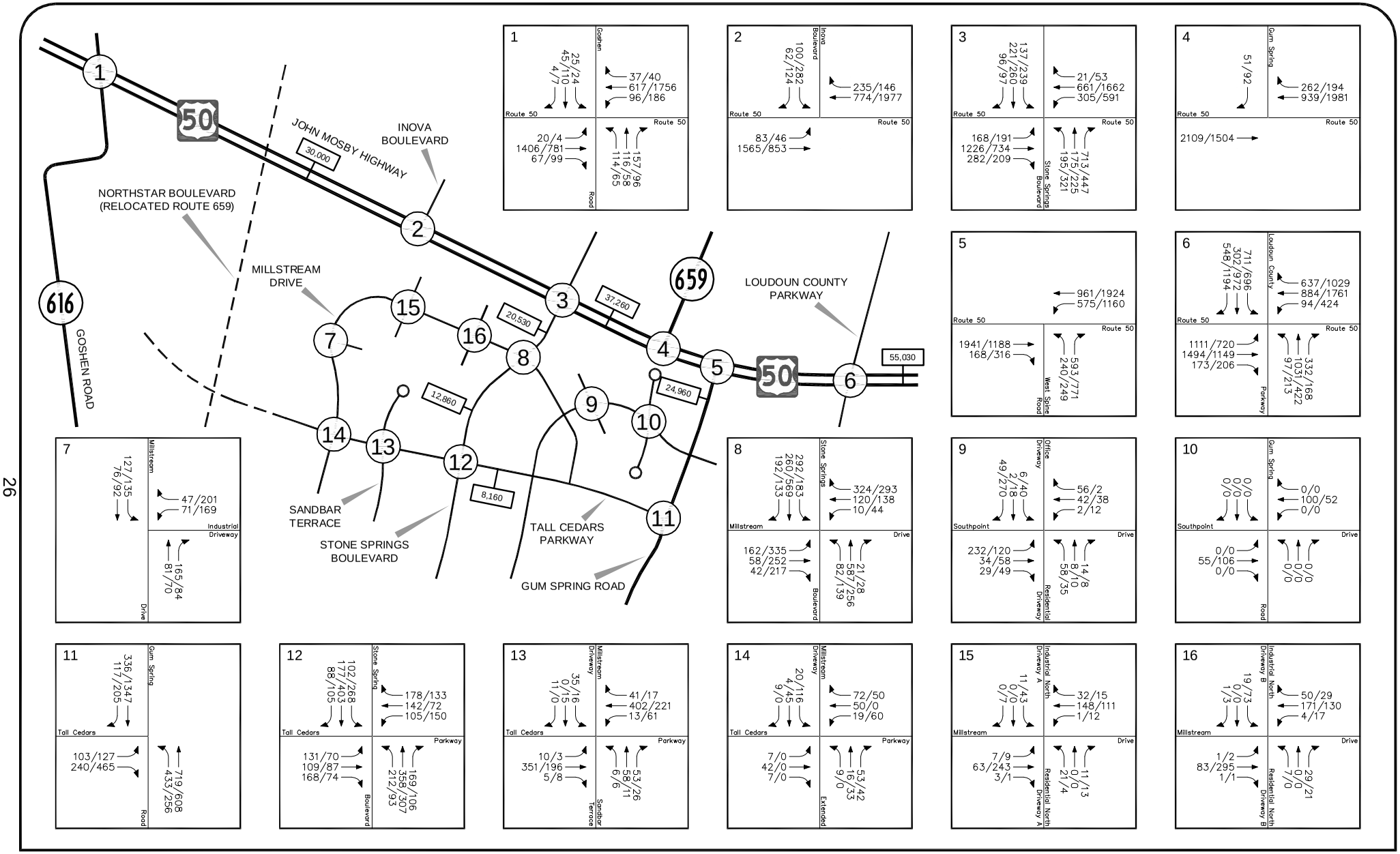


Figure 9
2015 Future Proposed Traffic Forecasts

ADT Average Daily Trips

*– Location of Future Intersection

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

2030 Loudoun County Model Analysis

As recently adopted by Loudoun County, a review of the traffic forecasts contained in the 2030 traffic volume model was prepared as part of the long-range analysis procedure to assess buildout plus 10-year conditions. The Viper model information was provided by OTS staff for the roadway links adjacent to Stone Ridge and reflect the 2030 average daily (24-hour) volume forecasts for these facilities. The model volumes reflect the Round 7.0 Land Use data and the currently adopted Countywide Transportation Plan (CTP). A summary of the volumes is shown on Figure 10.

The traffic model is being used on a macro basis to update and evaluate the current CTP and as a tool to assess development proposals under long-range conditions. The traffic model includes several planned roadway connections, and compares the volume forecasts to general roadway cross sections for capacity purposes. It is noted and recognized that modification and refinement of this model is on-going, and that subsequent changes will likely occur as identified in the VDOT comments. This data is provided for informational purposes only as specified in the original traffic scoping agreement for this project. A buildout plus 10-year analysis of these forecasts was not required since long-range conditions were studied as part of the original approval and the proposed site modifications would result in an increase of fewer than 100 peak hour trips.

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Figure 10
2030 Average Daily Traffic Forecasts
From Loudoun County Model

North

JCP

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

Proffer Comparison

As requested by OTS staff, a comparison of the existing and proposed transportation proffers is outlined below:

Approved Proffers (October 2005)	Proposed Proffers (June 2009)	Difference
ROW Dedication and Construction ROW and easements provided at the request of the County	ROW and easements provided at the request of the County	No Change
Tall Cedars Parkway Design and construct a four-lane divided roadway with turn lanes in two phases from west terminus to Route 659 Relocated within 120-foot ROW in three phases.	No changes proposed	No Change
Route 50 Construct third eastbound lane from 500 feet east of the Route 50/existing 659 intersection to the West Spine Road intersection.	No changes proposed	No Change
Submit plans and profiles for the construction of the third eastbound lane, within the existing median, from the West Spine Road to Loudoun County Parkway prior to the first residential zoning permit for Land Bays 1,2,3,4 or 5.	No changes proposed- Plans and profiles have been submitted and are approved.	No Change
Route 50 Intersections Route 50/West Spine Road. Construct auxiliary turn lanes on all approaches.	No changes proposed	No Change
Route 50/Gum Spring Road.	Pending other road connections, the applicant shall not object to the removal of the existing traffic signal at Route 50/Gum Spring Road and closure of the median break and modification of the existing Gum Spring Road entrance on the south side of Route 50 to a right-in/right-out only entrance by VDOT or others.	New proffer.
Millstream Drive Extended		
Extend Millstream westward to Route 659 Relocated in two phases and provide four-lanes within a 90-foot ROW	Extend Millstream west and south to Tall Cedars Parkway with a ROW from 52' to 64'. The roadway will constructed and open to traffic within 12 months if necessary for access to Public Use Site #3 if requested by the County.	Modified ROW and timing of construction.

Approved Proffers (October 2005)	Proposed Proffers (June 2009)	Difference
Phasing Plan No more than 300 residential zoning permits within combined Land Bays 1.2,3,4 and 5 may be issued within a two-year period following approval of this Application	Designation changed to reflect "Land Bay 5R"	No Change
Western Bypass/Route 659 Relocated Western Transportation Corridor. If requested, reserve ROW for Western Transportation Corridor associated with Land Bays 4, 5 and 7.	Deleted	Deleted proffer
Route 659 Relocated. Dedicate 120' ROW from Tall Cedars Parkway to the southern site boundary. Construct four-lane undivided section in lieu of Route 50 improvements. Provide 120' ROW from Tall Cedars Parkway to northern boundary with no obligation to construct.	**North Star Boulevard (Route 659 Relocated).** Dedicate 120' ROW from Tall Cedars Parkway to the southern site boundary. Construct the eastern two-lanes of North Star Boulevard between TCP and the southern boundary, prior to the issuance of the 301st residential zoning permit in Land Bays 1,2,3,4 or 5R.	Modified for construction of two eastern lanes between TCP and southern boundary.
Signalization Provide new traffic signals at: (1) Route 50/Stone Springs Blvd, (2) Route 50/Existing 659, (3) Tall Cedars Parkway/Route 659, (4) West Spine Road/Greenstone Drive, (5) Future West Spine Road/Route 50. Bonds for these signals are required at the time of record plat. Also, provide signalized of on-site roads with studies required when submitting preliminary subdivision applications.	Submit a traffic signal warrant study for the Stone Springs Boulevard/Millstream Drive intersection during the site plan review process for Land Bay EE2A. If warranted, contribute $250,000 to the County for the design, construction, and installation of the signal.	Modified for signal warrant study and contribution.
Park and Ride Lot Provide bus shelter at existing park and ride lot	Shelter exists.	No Change
Public Use Site #4	Provide 100 commuter parking spaces and convey them to the County upon request.	New Proffer
Cash Contribution for Regional Roads Contribute $0.50 per gross square foot areas zoned for industrial (PD-IP), office (PD-OP), and retail commercial (PD-CC(SC)).	No changes proposed	No Change
Goshen Road Dedicate frontage on Goshen Road, if required. No vehicular access allowed with no obligation to construct improvements.	No changes proposed	No Change
Cash Contribution for Capital Facilities Contribute $37,660 per SFDU, $22,291 per SFA, and $12,611 per MF unit	No changes proposed	No Change

Recommendations

The following recommendations are made based on the revised traffic impact analysis for Stone Ridge Commercial:

1. Since the proposed land use changes for Stone Ridge Commercial have minimal impact on peak hour trips (63 AM/34 PM), no additional improvements at the regional roadway intersections are recommended with this application. The majority of major intersections on U.S. Route 50 would operate at acceptable levels of service with or without the development program changes proposed within Stone Ridge.

2. Construct the following road network improvements in conjunction with the Stone Ridge Commercial development program as outlined in the revised proffers:

    - Extend Southpoint Drive from Millstream Drive to existing Gum Spring Road (VA Route 659). Provide separate turn lanes at the Gum Spring Road intersection if the connection is made prior to the construction and opening of the West spine Road, in accordance with VDOT and Loudoun County standards.

    - Provide intersection improvements to include a new traffic signal and turn lanes at the West Spine Road/U.S. Route 50 intersection and at the Gum Spring Road/Tall Cedars Parkway intersection through existing Stone Ridge proffers.

    - Include provisions for a traffic signal warrant study and potential signalization at the Stone Springs Boulevard/Millstream Drive intersection.

    - Realign Millstream Drive west of Stone Springs Boulevard to access Land Bay 7 and connect to Tall Cedars Parkway west of the residential areas.

    - Construct the two eastern lanes of North Star Boulevard (Relocated Route 659) within the Stone Ridge property from Tall Cedars Parkway to the south site boundary. Reserve adequate right-of-way (120') for the ultimate six-lane section.

    These proposed network changes and proffered improvements will effectively mitigate the additional vehicle trips associated with the Stone Ridge Commercial program

Questions regarding this document should be directed to Wells + Associates.

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APPENDIX A

LOUDOUN COUNTY OTS AND VDOT COMMENTS

County of Loudoun

Office of Transportation Services

MEMORANDUM

RECEIVED
APR 21 2009
PLANNING DEPARTMENT

DATE: April 17, 2009

TO: Stephen Gardner, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Planner LM

SUBJECT: **ZMAP 2006-0011, ZCPA 2006-0003—Stone Ridge Commercial Second Referral**

Background

This referral reviews the revised rezoning (ZMAP) and concept plan amendment (ZCPA) applications for portions of the approved Stone Ridge development. The referral also updates the status of the transportation issues identified in the first OTS referral on the initial applications (dated October 10, 2006).

The subject ZMAP application proposes to rezone approximately 50 acres from the PD-H4, R-24, and PD-IP zoning districts to the PD-H4, R-16, PD-OP, and CLI zoning districts; these changes would result in a net increase of approximately 2,424 sq ft of non-residential (office) uses within Stone Ridge. A summary of these proposed land use changes is provided as *Attachment 1*. Additional residential uses are no longer proposed. With respect to the road network, the subject ZCPA application proposes to realign segments of South Point Drive (formerly Canary Grass Drive) to connect with Gum Spring Road (Existing Route 659), creating a continuous connection for local traffic between Millstream Drive and the West Spine Road without the need to access U.S. Route 50. Additionally, Millstream Drive (west of Stone Springs Boulevard) is proposed to be realigned to serve Landbay 7, connecting to Tall Cedars Parkway west of the proposed residential areas and will eliminate the need for a major floodplain crossing. A vicinity map and reduced version of the concept development plan are provided as *Attachment 2*. Access to the site is largely via the existing Stone Ridge internal road network. It is noted that Landbay 9, located north of the South Fork of Broad Run, would be accessed via U.S. Route 50 opposite a new at grade intersection approved with the INOVA Dulles South Hospital Campus in February 2008.

This referral is based on review of materials received from the Department of Planning on February 12, 2009, including (1) a letter from the Applicant dated January 27, 2009 responding to first referral comments; (2) a revised statement of justification prepared by the Applicant dated January 27, 2009; (3) a draft proffer statement, dated January 27, 2009; (4) a traffic impact study update prepared by Wells & Associates, LLC, dated January 26, 2009; and (5) a rezoning plan set (including a concept development plan (CDP)) prepared by Urban, Ltd., dated April 7, 2006 and revised through January 27, 2009. OTS staff also

reviewed (6) the proffers and letter of clarification, dated October 5, 2005 and November 30, 2005, respectively, for the most-recently approved Stone Ridge rezoning application (ZMAP 2002-0013).

Existing, Planned and Programmed Transportation Facilities

Per the *2001 Revised General Plan*, the portion of the subject property located east of future Route 659 Relocated is located within the Suburban Policy Area (Dulles Community), while the portion of the site to the west of future Route 659 Relocated is located in the Transition Policy Area.

Major transportation facilities serving or planned to serve the site and surrounding area are described below. References to the *2001 Revised Countywide Transportation Plan (2001 Revised CTP)* are taken from CTP Appendix 1 (Design Guidelines for Major Roadways).

John Mosby Highway (U.S. Route 50) (from approximately 1 ¼ miles west of this site to Loudoun County Parkway) is currently a four-lane median divided minor arterial with controlled access. The *2001 Revised CTP* designates the ultimate condition of this segment of Route 50 (east of Route 659 Relocated) as a six-lane divided (R6M) limited access principal arterial. Grade-separated interchanges are planned at Route 659 Relocated (west of this site) and at the West Spine Road and Loudoun County Parkway (both east of this site). All at-grade access is ultimately planned to be terminated. At the present time, a third eastbound lane, constructed by Stone Ridge, is in place from the South Fork of Broad Run east to just prior to the Gum Spring Road intersection; per previous proffered commitments (ZMAP 2002-0013), Stone Ridge is obligated to continue construction of the third Route 50 eastbound lane east to Loudoun County Parkway. Various other rezoning applications approved in 2006 and 2007 (i.e., Dulles Landing, Arcola Center, Glascock Field) have proffered to construct improvements that would ultimately result in a continuous third Route 50 westbound lane between Loudoun County Parkway and Stone Springs Boulevard. INOVA Hospital, as part of its 2008 special exception approval, is obligated to construct a third Route 50 westbound lane across its frontage (west of the South Fork of Broad Run), as well as to construct a full median crossover at its Route 50 entrance (INOVA Boulevard) with signalization when warranted.

Tall Cedars Parkway is the Route 50 South Collector Road. It is classified as a major collector by the *2001 Revised CTP* and is currently constructed to its interim four-lane divided (U4M) condition within Stone Ridge, from Gum Spring Road (Existing Route 659) west to the new Arcola Elementary School. East of future Route 659 Relocated, Tall Cedars Parkway is ultimately planned to be widened to a six-lane divided (U6M) section and continue east through South Riding (incorporating existing segments of the roadway) and connecting with Route 50 at a grade-separated interchange in the vicinity of Willard Road.

Stone Springs Boulevard is a four-lane divided (U4M) local road which functions as the main north-south road through Stone Ridge. Signalization is in place at the Route 50 intersection. As part of the Glascock Field rezoning application approved in 2007, Stone Springs Boulevard will be extended north of Route 50 and tie into existing Gum Spring Road in the vicinity of Dulles South Parkway (the Route 50 North Collector Road). Modifications to

the traffic signal and turn lanes at the Route 50/Stone Springs Boulevard intersection were proffered as part of the approved Glascock Field application. It is noted that at such time as Route 50 becomes limited access with interchanges in operation at Route 659 Relocated (Northstar Boulevard) and the West Spine Road, all other at-grade access, including Stone Springs Boulevard, is planned to be terminated.

Gum Spring Road (Existing Route 659) is currently a two-lane undivided (R2) roadway. Ultimately, the *2001 Revised CTP* envisions the segment of Gum Spring Road between Tall Cedars Parkway and the Route 50 North Collector Road (south of Arcola) to be closed once alternate road connections are in place (e.g., the West Spine Road to the east and Stone Springs Boulevard Extended to the west). As part of the 2007 approval of the Glascock Field rezoning application, the segment of Gum Spring Road north of Route 50 will be realigned to form a T-intersection with Stone Springs Boulevard Extended.

West Spine Road *(also referred to as* ***Route 606 Extended****)* is a planned new roadway corridor which will run between the existing Route 606 corridor (at the future intersection with Loudoun County Parkway) south to Route 50 (at a point approximately 1,000 feet east of the existing Route 50/Gum Spring Road intersection), and continuing south to join the present alignment of Gum Spring Road at Tall Cedars Parkway. South of this point, the West Spine Road will follow the alignment of Gum Spring Road south to Braddock Road and Prince William County. The *2001 Revised CTP* calls for the West Spine Road to ultimately be a six-lane divided (U6M) major collector from existing Route 606 south to Braddock Road, though interim construction as a four-lane divided (U4M) facility will likely be in place for some time. A grade-separated interchange is planned at Route 50. At present, no construction of the West Spine Road has commenced north of Route 50. South of Route 50, a half-section (two lanes) of the West Spine Road have been constructed, but are not yet open to traffic. Construction of the remaining two lanes between Route 50 and Tall Cedars Parkway has been committed to by private sector proffer, though all necessary right-of-way has not been acquired. Between Tall Cedars Parkway and Braddock Road, Existing Route 659/West Spine Road is currently being expanded under a private sector proffer to a four-lane divided (U4M) facility.

Millstream Drive is a four-lane undivided (U4) local road within Stone Ridge, located north of Tall Cedars Parkway and south of Route 50. It currently forms a partial loop, intersecting with Tall Cedars Parkway both east and west of Stone Springs Boulevard. The subject applications propose to realign the western segment of existing Millstream Drive, resulting in the roadway intersecting Tall Cedars Parkway further to the west (west of the power lines). An unbuilt segment of Millstream Drive (proffered as part of a previous Stone Ridge rezoning (ZMAP 2002-0013) approved in 2005) that would have extended the roadway west to Route 659 Relocated is proposed to be eliminated, avoiding the need for a major floodplain crossing of the South Fork of the Broad Run.

South Point Drive is an existing two-lane (U2) local road which provides access to the Gum Spring Village Center development on the east side of Gum Spring Road; South Point Drive is proposed to be extended further to the east (to the future West Spine Road) by the pending West Spine Plaza application (SPEX 2007-0029). The subject Stone Ridge applications propose to extend South Point Drive west of Gum Spring Road and connect with Millstream

Drive, creating a road connection that would provide local access between Stone Ridge, Gum Spring Village Center, and West Spine Plaza without reliance on Route 50.

Route 659 Relocated *(also referred to as* ***Northstar Boulevard****)* is a planned new roadway corridor that would run from Existing Route 659 (Belmont Ridge Road) in the Brambleton development south to Route 50, continuing south to connect with the future Route 234 Bypass in Prince William County. The *2001 Revised CTP* calls for Route 659 Relocated to ultimately be a six-lane divided (U6M) minor arterial with controlled access. A grade-separated interchange is planned at Route 50. The most recent previous Stone Ride application (ZMAP 2002-0013) provided an on-site right-of-way reservation for the reserved ultimate condition of this future roadway, and the current application is proposing to construct a two-lane section of the road from Tall Cedars Parkway to the southern Stone Ridge property line.

Dulles South Park & Ride Lot is a 250-space commuter parking lot located within the Stone Ridge Village Center shopping center, along the north side of Millstream Drive. Loudoun County Transit operates weekday peak hour commuter bus service from this lot to the Dulles North Transit Center, Rosslyn, the Pentagon and numerous points in downtown Washington, DC. This lot, which opened in 2006, was proffered by Stone Ridge as part of a previous rezoning (ZMAP 1994-0017) approved in 1995.

Review of Applicant's Revised Traffic Study

The Applicant's traffic study update (dated January 26, 2009) reflects the overall development program proposed with these applications, including the net increase of 2,424 sq ft of office uses within Stone Ridge. The study assumes site buildout in a single phase by 2015 and includes updated (2008) traffic counts at eight (8) existing intersections. Relevant portions of the revised traffic study are summarized below.

Road Network Analyzed by Revised Study

The Applicant's traffic study update analyzed current and future traffic conditions, focusing on eight (8) existing intersections and adjacent roadway segments in and around Stone Ridge. Future road segments and intersections are shown as dashed lines on the graphic. Existing lane use and traffic control is illustrated on *Attachment 3.*

Existing Traffic Volumes and Intersection Levels of Service (LOS)

Attachment 4 illustrates existing daily and peak hour traffic volumes in the vicinity of the subject site. AM and PM peak hour traffic counts were taken at eight (8) intersections in the study area in 2008. Daily traffic volumes (VPD) shown on *Attachment 4* were estimated based on the assumption that PM peak hour traffic volumes represent 10% of daily traffic volumes.

Attachment 5 (Column 1) summarizes existing intersection LOS in the vicinity of the site. Under existing signalized control, both the Route 50/Stone Springs Boulevard intersection (Intersection 3) and the Route 50/Route 659 intersection (Intersection 4) operate at an overall unacceptable LOS in the AM peak hour, though certain individual movements at each

intersection operate at unacceptable LOS in the PM peak hour. The Route 50/Loudoun County Parkway intersection (Intersection 6) operates at overall unacceptable LOS conditions in both the AM and PM peak hours with existing signalization.

Background Traffic Assumptions

The traffic study update includes background traffic from a total of 19 pending and/or approved developments in the surrounding area. The study assumes a 2% annual growth rate, which was applied to all turning movements for forecast year (2015) conditions. The study states that this rate was determined based on recent conversations with VDOT; OTS staff notes that the same growth rate was used in the December 2008 traffic study for the adjacent West Spine Plaza application (SPEX 2007-0029).

Trip Generation from Proposed Development

The proposed applications would result in approximately 331 additional weekday average daily trips (a 1% increase) beyond those generated by the currently approved Stone Ridge development program. This figure includes 71 additional AM peak hour trips (3% increase) and 38 additional PM peak hour trips (1% increase). These figures are illustrated on the trip generation comparison included as *Attachment 6*, and reflect adjustments in standard trip generation rates for (1) internal capture; (2) transportation demand management (TDM) measures, and (3) pass-by trips for approved retail uses, all based on previous Stone Ridge traffic studies and approvals. The traffic study notes that "the proposed development program would have less impact on the peak hour, peak direction trips since the largest shift in development density is proposed to be to employment uses" (part of Conclusion #3, Page 29). This is evidenced by the figures in *Attachment 6*, which show that a majority of the increased peak hour trips would flow into Stone Ridge in the AM peak and leave Stone Ridge in the PM peak.

Forecasted (2015) Traffic Volumes, Levels of Service (LOS), and Recommended Mitigation Measures

Attachments 7 & 8 illustrate the 2015 total future traffic volumes (i.e., background traffic plus site-generated traffic) for both the approved and proposed Stone Ridge development programs, respectively. Year 2015 total future peak hour intersection LOS for all 16 intersections in the study area is illustrated on *Attachment 5 (Columns 2 & 3)* for both the approved and proposed development programs, respectively. The total future lane use and traffic control necessary to achieve the peak hour LOS categories identified in *Attachments 7 & 8* are depicted in *Attachments 9 & 10*; lane configuration changes proposed by the subject applications are noted by asterisks.

Significant changes to the regional road network assumed by 2015 include (1) the completion of the West Spine Road between Tall Cedars Parkway and Route 50 (the West Spine Road will replace Gum Spring Road as the through traffic connection south of Route 50); (2) the completion of Stone Springs Boulevard extended north of Route 50; and (3) the conversion Gum Spring Road north of Route 50 to a right-in, right-out only configuration. These configurations are depicted on *Attachment 10*.

In 2015, under both the approved and proposed development programs, the updated traffic study indicates that several movements would operate at failing LOS in both the AM and PM peak hours at the Route 50/Stone Springs Boulevard intersection (Intersection 3) and at the the Route 50/West Spine Road intersection (Intersection 5) (both intersections would be signalized). The signalized Route 50/Loudoun County Parkway intersection (Intersection 6) would continue to operate at overall failing LOS in both the AM and PM peak hours. The on-site intersections of Stone Springs Boulevard/Millstream Drive (Intersection 8) and Stone Springs Boulevard/Tall Cedars Parkway (Intersection 12) would experience significant side street delays (LOS F) as a result of removing stop sign controls currently in place on the through street at each intersection.

The study concludes that the proposed development program would result in similar conditions to those that would be realized under the approved development program, while providing a move favorable local connection between Stone Ridge and the West Spine Road via Southpoint Drive, which would not require access to Route 50.

Status of Transportation Issues/Comments

Staff comments from the first OTS referral (October 10, 2006), as well as the Applicant's responses (quoted directly from the January 27, 2009 Applicant response letter) and issue status, are provided below.

1. Initial Staff Comment (1st Referral, October 10, 2006): The application proposes to realign existing Gum Spring Road to create a T-intersection with a local road (Canary Grass Drive) approximately 300 feet south of the existing Gum Spring Road/Route 50 intersection, and proposes to remove the existing traffic signal and median crossover at the intersection of existing Gum Spring Road and Route 50, creating a right-in, right-out scenario to/from eastbound Route 50. This proposed right-in, right-out configuration is not acceptable as it is inconsistent with the adopted Revised Countywide Transportation Plan (Revised CTP), which calls for the ultimate condition of this segment of Route 50 to be limited access with grade separated interchanges at various locations, including the West Spine Road (approximately 1,000 feet to the east of the proposed right-in, right-out movement). The proposed right-in, right-out movement is not only inconsistent with the limited access policy but would also result in weave/merge conflicts with the future Route 50/West Spine Road interchange. A more acceptable configuration would be to extend Canary Grass Drive to tie into the east-west road (Southpoint Boulevard) approved as part of the adjacent Gum Spring Village Center development, with future access to the West Spine Road south of Route 50. The Applicant should coordinate this connection with Gum Spring Village Center.

   Applicant's Response (January 27, 2009): The application provides for the extension of former Canary Grass Drive (now South Point Drive) in the Gum Spring Village Center project. This street configuration is consistent with the eventual closure of the existing Route 659 and Route 50 intersection and median crossover.

   Issue Status: OTS appreciates the revised road layout to connect Southpoint Drive from its existing terminus west to Millstream Drive. This connection will

provide beneficial local access between Stone Ridge and the future West Spine Road without the need to access Route 50.

OTS notes that the Route 50/Existing Route 659 (Gum Spring Road) intersection will ultimately be closed, and north-south through traffic will utilize the future West Spine Road. The decision regarding the timing of modifications or closure to the Route 50/Gum Spring Road intersection rests with VDOT as part of a larger operational review/analysis of the road network; the timing and extent of any modifications to this intersection and the Applicant's role/responsibility for any such modifications should be discussed with VDOT. Additionally, it is not clear if Gum Spring Road between Route 50 and Tall Cedars Parkway needs to be retained at all once the West Spine Road is constructed should all adjacent parcels have alternate access in place; further discussion with VDOT and other adjacent property owners is necessary.

2. Initial Staff Comment (1st Referral, October 10, 2006): Issues with right-of-way acquisition and construction of the proposed West Spine Road between Tall Cedars Parkway and Route 50 add additional complications and uncertainty to the interim and ultimate roadway configuration in this area. Although construction plans for a two-lane (northbound) section of the West Spine Road between Tall Cedars Parkway and Route 50 were approved by the County in 2002 (CPAP 2001-0184), no construction has commenced to date. No plans are currently on file for the remaining two (southbound) lanes of the West Spine Road between Route 50 and Tall Cedars Parkway. (Construction plans (CPAP-2002-0189) were approved by the County in 2004 for a four-lane section of Gum Spring Road from Tall Cedars Parkway south to Braddock Road, but no construction has commenced to date). It has been anticipated that existing Gum Spring Road and the West Spine Road would operate as a one-way pair of roads until all four lanes of the West Spine Road are completed between Tall Cedars and Route 50, but such a configuration has not been approved by VDOT. All approved construction plans show cul-de-sacs at both ends of the segment of existing Gum Spring Road between Tall Cedars Parkway and Route 50 (as envisioned by the currently-approved Stone Ridge development program and the approved Gum Spring Village Center special exception (SPEX 2003-0033, approved in 2004). Based on the anticipated cul-de-sacs at each end of this segment of Gum Spring Road, Gum Spring Village Center (as required by its SPEX condition of approval) has prepared and submitted to the County a traffic signal warrant study for its Southpoint Boulevard entrance onto Gum Spring Road, approximately 600 feet south of Route 50. The study finds that a traffic signal is not warranted at the proposed intersection. Given the situation with the West Spine Road and the likelihood that existing Gum Spring Road will remain open in its current condition for the foreseeable future, OTS strongly disagrees with this conclusion. Additional discussion and coordination on this matter and the overall status of the West Spine Road are necessary.

   Applicant's Response (January 27, 2009): We look forward to a meeting with OTS to discuss these matters.

Issue Status: As stated above, OTS appreciates the revised road layout to connect Southpoint Drive from its existing terminus at Gum Spring Road (Intersection 10) west to Millstream Drive. The timing of this connection is not specified in the subject application materials. Should this connection be made prior to the closure of Gum Spring Road south of Route 50, additional turn lanes and signalization would likely be necessary. Subsequent to the resolution of the larger road network issues identified in Comment #1 above, discussion on the timing of the Southpoint Drive connection is needed. OTS staff is available to meet with VDOT and the Applicant to discuss the timing of this connection and its relationship to the larger road network in the area.

3. Initial Staff Comment (1st Referral, October 10, 2006): While the Applicant's traffic study indicates that the existing Gum Spring Road/Route 50 signalized intersection operates at LOS E during the AM peak hour, other traffic studies recently submitted to the County (e.g., Arcola Center) indicate that the intersection operates at LOS F during both the AM and PM peak hours. An explanation/clarification of this discrepancy needs to be provided.

   Applicant's Response (January 27, 2009): An updated traffic study is included with this submission.

   Issue Status: OTS appreciates the Applicant's traffic study update and has no further comments on this issue. Issue resolved.

4. Initial Staff Comment (1st Referral, October 10, 2006): Proffered improvements to Route 50 committed to as part of the previous Stone Ridge rezoning (ZMAP 2002-0013) should also be included with this proposal as "up front" improvements as the current application is also part of Stone Ridge and would add trips to the Route 50 corridor. These proffers include "up front" construction of the third eastbound lane of Route 50, roughly from Stone Ridge to Loudoun County Parkway (as described in ZMAP 2002-0013, Proffer II.B.3., November 30, 2005 Letter of Clarification), and improvements to the West Spine Road/Route 50 intersection (as described in ZMAP 2002-0013, Proffer II.B.4.(c), October 5, 2005 Proffer Statement).

   Applicant's Response (January 27, 2009): The Route 50 improvements proffered with ZMAP 2002-0013 remain in effect and will not be changed by this Application.

   Issue Status: The Applicant is requested to confirm the approval status of the third Route 50 eastbound lane between the current terminus of the eastbound three-lane section (just west of Gum Spring Road) and the West Spine Road. See also Comment #9 below.

5. Initial Staff Comment (1st Referral, October 10, 2006): Given existing and forecasted traffic volumes, grade-separated interchanges are an integral part to long-term transportation solutions in the Route 50 Corridor. Currently, a diamond interchange is

envisioned at intersection of the West Spine Road and Route 50. The Applicant should provide a fair-share contribution towards this future improvement.

Applicant's Response (January 27, 2009): The existing Stone Ridge proffers, Proffer II.I., include a cash contribution commitment for regional transportation improvements. This Application does not change the existing commitment.

Issue Status: See Comment #9 below.

6. Initial Staff Comment (1st Referral, October 10, 2006): Staff has no issues with proposed re-alignment of Millstream Drive, provided that the future east-west segment intersects with Route 659 Relocated at a point sufficiently south of the planned interchange of Route 659 Relocated and Route 50.

   Applicant's Response (January 27, 2009): Comment acknowledged.

   Issue Status: The revised applications no longer propose this roadway alignment, and therefore this comment is no longer applicable. Issue resolved.

7. Initial Staff Comment (1st Referral, October 10, 2006): The inclusion of 307 additional residential units as part of this application appears to be a reversal of Board action taken with the previous Stone Ridge rezoning (ZMAP 2002-0013), in which 216 residential units were eliminated and approximately 200,000 sq ft of non-residential uses were instead retained.

   Applicant's Response (January 27, 2009): The Application has been revised to relocate previously approved residential units within the Property, but does not request an increase in the number of approved residential units. A modest increase in the amount of non-residential floor area is requested.

   Issue Status: The revised applications no longer propose additional residential units beyond previous approvals, and therefore this comment is no longer applicable. Issue resolved.

8. Initial Staff Comment (1st Referral, October 10, 2006): An appropriate transit contribution should be provided for the 307 residential units proposed on site.

   Applicant's Response (January 27, 2009): As noted above, the revised Application proposes no increase in the number of previously approved residential units.

   Issue Status: The revised applications no longer propose additional residential units beyond previous approvals, and therefore this comment is no longer applicable. Issue resolved.

New Issues

After review of the revised application, OTS staff has identified the following additional issues/comments:

9. The Applicant is requested to provide a comparison of the transportation improvements proposed with the subject applications with those improvements proffered as part of previous Stone Ridge approvals.

10. The Applicant should commit to implement/construct the on-site "proffered" and "site" improvements identified in the updated traffic study for the proposed development program (see *Attachment 10).* The study indicates that these improvements are necessary to realize the forecasted peak hour intersection LOS conditions presented.

11. Future traffic control at the intersections of Stone Springs Boulevard and Millstream Drive (Intersection 8) and Stone Springs Boulevard and Tall Cedars Parkway (Intersection 12) requires further clarification and discussion. Both of these intersections currently operate at acceptable LOS during both the AM and PM peak hours under four-way stop control. The Applicant's updated traffic study indicates that stops signs are proposed to be removed from the side streets at both intersections, resulting in two-way stop control with AM and PM peak hour LOS F conditions on the side streets. The Applicant should provide traffic signal warrant studies for each of these intersections, and agree to install the signals if and when warranted. It is unclear from the draft proffers whether the existing on-site signalization proffer (Proffer II.F.) is proposed to be retained with the subject applications. It is noted that VDOT requested traffic signal warrant studies at both of these intersections during its recent review of the now-approved Healthsouth Rehabilitation Hospital (SPEX 2008-0018) on Millstream Drive, and that the Healthsouth application includes conditions of approval requiring the addition of an eastbound left turn lane on Millstream Drive at Stone Springs Boulevard, as well as a fair-share contribution to a future traffic signal at that location.

12. The Applicant intends to access Landbay 9 via Route 50 at the proposed INOVA Boulevard intersection/median crossover (Intersection 2) to be constructed and signalized as part of the approved INOVA Dulles South Hospital Campus (SPEX 2006-0012). Ultimately, this segment of Route 50 (east of future Route 659 Relocated (Northstar Boulevard)) is planned to be converted to a limited access facility. To this end, the INOVA Hospital SPEX includes a condition of approval requiring that INOVA's direct access to Route 50 be terminated at such time the Route 50 North Collector Road and Route 659 Relocated (Northstar Boulevard) are constructed and open for public use and provide access to Route 50. As part of this application, OTS recommends a similar commitment from Stone Ridge to terminate direct Route 50 access to Landbay 9 at such time as Route 659 Relocated (Northstar Boulevard) is in place and provides access to Route 50. The Applicant should indicate an alternate means of access to Landbay 9.

13. The Applicant is requested to clarify the intent/status of the text on the plan set indicating "Alternate Private Access Road" from Landbay 9 north to Route 50.

14. OTS appreciates the Applicant's proposed commitment to construct/bond for construction the eastern two lanes of Route 659 Relocated (Northstar Boulevard) between Tall Cedars Parkway and the southern Stone Ridge property line. This is a new commitment beyond the proffers approved with ZMAP 2002-0013. However, given that VDOT will not accept a half section of roadway without a guarantee from the County that the remaining half section will be constructed, OTS requests that the Applicant commit to construct a four-lane divided roadway in a configuration that will accommodate future expansion to a six-lane divided section (as called for in the *2001 Revised CTP*).

15. OTS has no objection to the realignment of Millstream Drive as proposed with these applications.

Conclusion

Subject to resolution of the issues identified above, OTS would not object to the approval of these applications. OTS staff is available to meet with the Applicant and VDOT for further discussion.

ATTACHMENTS

1. Stone Ridge Land Use Summary (Existing and Proposed Totals) (Traffic Study Table 1)
2. Vicinity Map (Traffic Study Figure 1) and Concept Development Plan
3. Existing (2008) Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 4)
4. Existing (2008) Traffic Volumes (Traffic Study Figure 3)
5. Intersection LOS Summary (Existing, Currently-Approved Program, and Proposed Program Scenarios) (Traffic Study Table 2)
6. Trip Generation Comparison Table (Traffic Study Table 5) and Chart
7. Future (2015) Approved Program Traffic Forecasts (Traffic Study Figure 8)
8. Future (2015) Proposed Program Traffic Forecasts (Traffic Study Figure 9)
9. Future (2015) Approved Program Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 6)
10. Future (2015) Proposed Program Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 7)

cc: Andrew Beacher, Assistant Director, OTS
John Bassett, Transportation Engineer, VDOT
Tom Walker, Senior Transportation Engineer, VDOT

Table 1
Stone Ridge Commercial
Land Use Summary (1)(2)(3)

Land Use	Existing Totals	Units	Proposed Totals	Units	Total Change	Units
Single-Family Detached	853	D.U.	853	D.U.	-	D.U.
Townhouse/Condominium	1,741	D.U.	1,741	D.U.	-	D.U.
Multi-Family	671	D.U.	671	D.U.	-	D.U.
Total Residential	3,265	D.U.	3,265	D.U.	-	D.U.
Retail	316,378	S.F.	316,378	S.F.	-	S.F.
Office (PD-OP/CLI)	282,557	S.F.	398,065	S.F.	115,508	S.F.
Light Industrial (PD-IP)	570,250	S.F.	457,166	S.F.	(113,084)	S.F.
Total Commercial/Employment	1,169,185	S.F.	1,171,609	S.F.	2,424	S.F

Notes: (1) Total Change based on Concept Development Plan prepared by Urban Engineering, dated December 8, 2008.

(2) Proposed and Exisitng Totals based on the overall Approved Stone Ridge Development

(3) CLI was assumed as office for purpose of comparison and trip generation analysis.

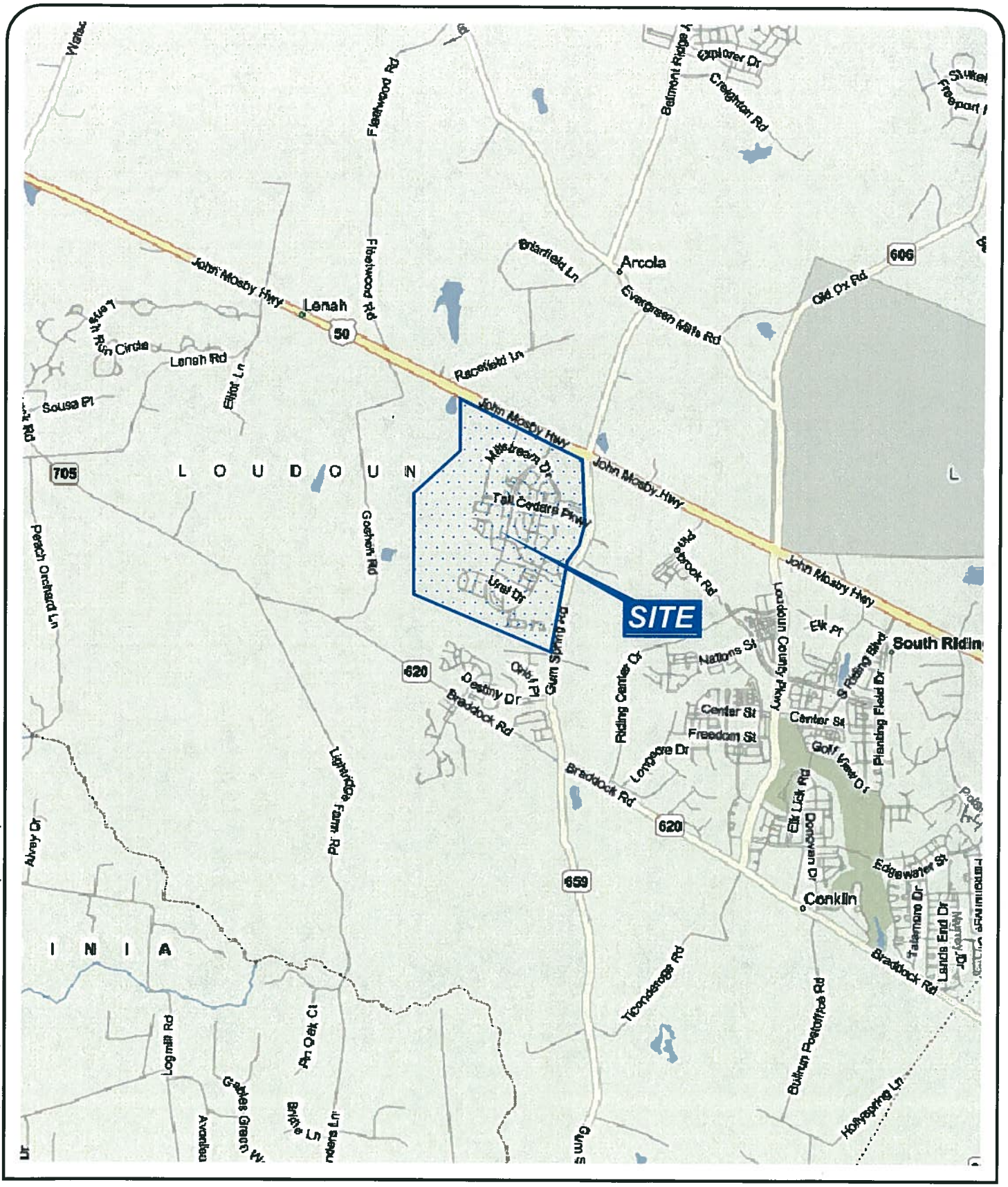


Figure 1
Site Location

North

Stone Ridge Commercial
Loudoun County, Virginia

Wells + Associates, Inc.

O:\PROJECTS\3001-3500\3088 STONE RIDGE COMMERCIAL\GRAPHICS\3088 - RPT GRAPHICS.DWG

JCP

ATTACHMENT 2

ACTIVE RECREATION SPACE : LANDBAY 5R

(R-8 ZONING DISTRICT, PER Z.O. SECTION 7-803(E))

TOTAL UNITS = 63
PROPOSED ADUS @ 12.5% = 8
PROPOSED MARKET UNITS = 55

LANDBAY 5R: 55 SFA UNITS

REQUIRED ACTIVE RECREATION SPACE
12 UNITS @ 5000 SF
55 SFA UNITS @ 200 SF/UNIT = 11000 SF
REQUIRED ACTIVE REC. SPACE = 16000 SF = 0.37 AC ***

*** THE ACTIVE RECREATION SPACE REQUIREMENT WILL BE MET BY PROPOSED HOA ACTIVE RECREATION FACILITY

ACTIVE RECREATION SPACE : LANDBAY 6

(R-16 ZONING DISTRICT, PER Z.O. SECTION 7-1003(C))

TOTAL UNITS = 163
PROPOSED ADUS @ 6.2% = 11
PROPOSED MARKET UNITS = 152

LANDBAY 6: 152 MARKET RATE MF UNITS

REQUIRED ACTIVE RECREATION SPACE
10 UNITS @ 5000 SF
142 MF UNITS @ 200 SF/UNIT = 28400 SF
REQUIRED ACTIVE REC. SPACE = 33400 SF = 0.77 AC ***

*** THE ACTIVE RECREATION SPACE REQUIREMENT WILL BE MET BY THE PROPOSED HOA ACTIVE RECREATION FACILITY IN LANDBAY 5R

MINIMUM LOT REQUIREMENTS (PD-H4 ADMINISTERED AS R-8)

SINGLE FAMILY ATTACHED - LAND BAY 5R
(AS ADD FOR Z.O. SECTION 7-820)

LOT SIZE ..... NO MINIMUM
WIDTH ..... 20 FEET FOR INTERIOR UNITS
..... 22 FEET FOR END UNITS
FRONT YARD ..... 15 FEET
SIDE YARD ..... 8 FEET, 0 FEET FOR INTERIOR UNITS
REAR YARD ..... 20 FEET
LOT COVERAGE ..... 60% MAXIMUM
BUILDING HEIGHT ..... 35 FEET

MINIMUM LOT REQUIREMENTS (R-16) - LAND BAY 6

MUTLI-FAMILY
(AS ADD FOR Z.O. SECTION 7-900)
LOT SIZE ..... NO MINIMUM
WIDTH ..... 80 FEET
FRONT YARD ..... 25 FEET
SIDE YARD ..... 10 FEET
25 FEET ON CORNER LOTS
REAR YARD ..... 25 FEET
LOT COVERAGE ..... 60% MAXIMUM
BUILDING HEIGHT ..... 35 FEET + 2(H) (H) IN FT
SINGLE FAMILY ATTACHED ..... 45 FEET MAXIMUM
TOWNHOMES (AS ADD FOR Z.O. SECTION 7-800)
LOT SIZE ..... NO MINIMUM
WIDTH ..... 14 FEET FOR INTERIOR UNITS
22 FEET FOR END UNITS
FRONT YARD ..... 15 FEET
SIDE YARD ..... 8 FEET,
0 FEET FOR INTERIOR UNITS
REAR YARD ..... 20 FEET
LOT COVERAGE ..... 60% MAXIMUM
BUILDING HEIGHT ..... 35 FEET
LOT WIDTH ..... 80 FEET MINIMUM
LOT WIDTH ..... 80 FEET MINIMUM
MAX. DENSITY ..... 10.7 DWELLING UNITS PER ACRE
LENGTH WIDTH RATIO ..... 7:1 MAXIMUM

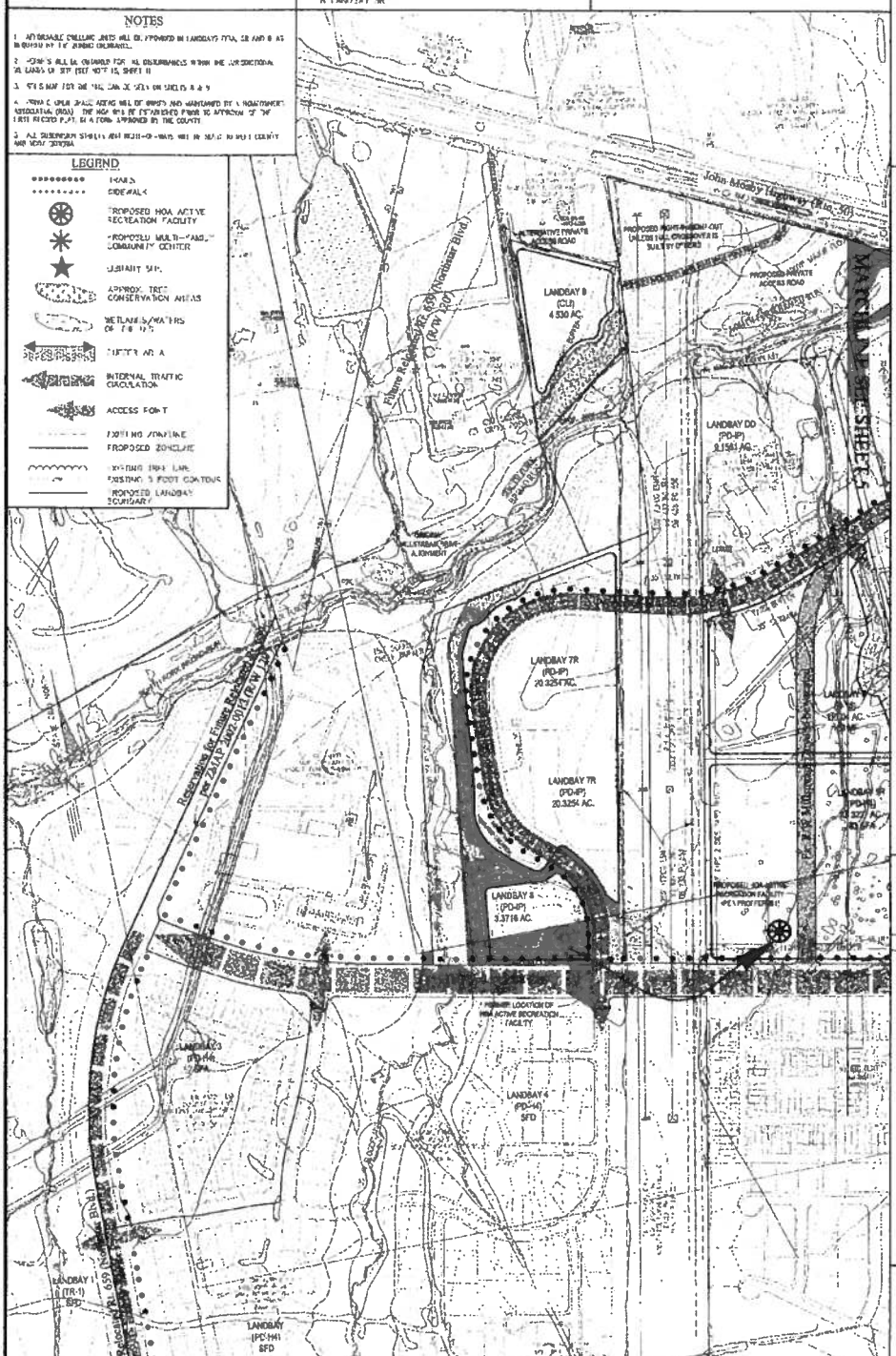
COMPLIANCE WITH ALL APPLICABLE ZONING REGULATIONS WILL BE DEMONSTRATED AT THE TIME OF SITE PLAN REVIEW

NOTES

1. AFFORDABLE DWELLING UNITS WILL BE PROVIDED IN LANDBAYS 7R(A), 5R AND 8 AS REQUIRED BY THE ZONING ORDINANCE.
2. EASEMENTS WILL BE GRANTED FOR ALL EASEMENTS WITHIN THE JURISDICTIONAL LANDS OF SITE (SEE NOTE 15, SHEET 1).
3. SITE IS NOT IN THE CAA OVERLAY DISTRICT.
4. PRIVATE OPEN SPACE AREAS WILL BE OWNED AND MAINTAINED BY A HOMEOWNERS ASSOCIATION (HOA). THE HOA WILL BE ESTABLISHED PRIOR TO APPROVAL OF THE FIRST RECORD PLAT, IN A FORM APPROVED BY THE COUNTY.
5. ALL SUBDIVISION STREETS AND RIGHT-OF-WAYS WILL BE DEDICATED TO THE COUNTY AND VDOT STANDARDS.

LEGEND

- TRAILS
- SIDEWALK
- PROPOSED HOA ACTIVE RECREATION FACILITY
- PROPOSED MULTI-PURPOSE COMMUNITY CENTER
- UTILITY SITE
- APPROX. TREE CONSERVATION AREAS
- WETLANDS/WATERS OF THE U.S.
- WATER AREA
- INTERNAL TRAFFIC CIRCULATION
- ACCESS POINT
- EXISTING CONTOUR
- PROPOSED ZONELINE
- EXISTING TREE LINE
- EXISTING 5 FOOT CONTOUR
- PROPOSED LANDBAY BOUNDARY



MINIMUM LOT REQUIREMENTS FOR PD-IP

(PD-IP PLANNED INDUSTRIAL - INDUSTRIAL PARK SECTION 4-500)

LAND BAYS 7R & 8
LOT REQUIREMENTS (SECTION 4-505)

4-506 Lot Requirements.

(A) Size. One (1) acre minimum, exclusive of major floodplain.

(B) Yards.

(1) Adjacent to roads. Except where a greater setback is required by Section 5-900, no building shall be permitted closer than thirty five (35) feet to the right-of-way from any road and no parking shall be permitted closer than twenty-five (25) feet to the right-of-way from any road. No outdoor storage, areas for collection of refuse, or loading space shall be permitted in such setbacks.

(2) Adjacent to Agricultural and Residential Districts and Land Bays Allowing Residential Uses. No building, outdoor storage, areas for collection of refuse, or loading area shall be permitted closer than seventy five (75) feet to any agricultural district, any existing or zoned residential district, or land bay allowing residential uses. No parking shall be permitted closer than sixty (60) feet to any such districts and uses. No parking, outdoor storage, areas for collection of refuse, or loading space shall be permitted in

areas between buildings and such agricultural districts, existing or planned residential districts, or land bays allowing residential uses where such uses are visible from the said agricultural and residential areas. Where a PD-IP lot, yard and/or loading is developed adjacent to an agricultural district, an existing or zoned residential district, or land bay allowing residential uses, which was zoned for agricultural or residential uses subsequent to the adoption of this zoning ordinance and subsequent to zoning of the subject property to PD-IP, the setback required in (B)(2) below shall apply.

(3) Adjacent to Other Nonresidential Districts. Fifteen (15) feet for buildings, parking, outdoor storage, and loading areas, except where a greater area is required by Section 5-1400. In the event that a single parcel is zoned for more than one non-residential zoning district, the applicable yard requirement shall be applied only at the property line and not at the zoning district line.

(4) Yards Between Buildings.

(a) Where individual lots or building sites are provided, the minimum required yards between buildings on adjacent lots or building sites shall be thirty (30) feet. Driveways, parking, and covered entrances may be within such yards. Covered walkways connecting buildings, or connecting buildings with parking areas, shall be permitted in such yards.

(b) Where there is more than one building on an individual lot or building site, spacing between such buildings shall be as required for fire protection, but if space is left between buildings, it shall be at least 25 feet in minimum dimension. Covered walkways connecting buildings, or connecting buildings with parking areas are permitted in such yards and may traverse such space.

MINIMUM LOT REQUIREMENTS FOR CLI

(CLI COMMERCIAL LIGHT INDUSTRY SECTION 5-600)

LAND BAY 9 & A PORTION OF FF2B
LOT REQUIREMENTS (SECTION 5-605)

5-605 Lot Requirements.

(D) Yards.

(1) Adjacent to Roads. Except where a greater setback is required by Section 5-900, thirty five (35) feet for building; twenty five (25) feet for parking.

(2) Adjacent to Parcel Boundaries.

(a) With Other Nonresidential Districts. 25 feet minimum, buildings; 10 feet minimum, parking lot, loading unloading areas, and areas for the collection or storage of refuse. The Zoning Administrator may waive the parking lot yard requirement when necessary to permit shared parking and access arrangements between uses on individual parcels.

(b) With Residential Districts. 25 feet minimum. No building, parking lots, loading/unloading areas, outdoor storage, or areas for the collection or storage of refuse shall be permitted in any required yard adjacent to a residential zoning district.

LAND USE MIX TABULATIONS (For Suburban Policy Area)

SITE AREA = 913.4 Ac. NET AREA (DR 11 = 773.18 Ac.

TOTAL AREA OF RESIDENTIAL =	126.0 Ac.	(28.0%)
TOTAL AREA OF OFFICE / BUSINESS =	91.3 Ac.	(6.1%)
TOTAL AREA OF RETAIL / SERVICES =	21.8 Ac.	(4.8%)
TOTAL AREA OF PUBLIC / CIVIC =	61.0 Ac.	(7.8%)
TOTAL AREA OF PARKS AND OPEN SPACE * =	272.9 Ac.	(35.0%)
TOTAL =	773.18 Ac.	

* AREA OF PARKS AND OPEN SPACE DOES NOT INCLUDE IN URBAN OPEN SPACE WITHIN THE LAND BAYS

REZONING AREA TABULATIONS

| Existing Development Program | | |

LEGEND

- TRAILS
- SIDEWALK
- PROPOSED HOA ACTIVE RECREATION FACILITY
- PROPOSED MULTI-FAMILY COMMUNITY CENTER
- LIBRARY SITE
- APPROX. TREE CONSERVATION AREAS
- WETLANDS/WATERS OF THE U.S.
- BUFFER AREA
- INTERNAL TRAFFIC CIRCULATION
- ACCESS POIN
- EXISTING ZONELINE
- PROPOSED ZONELINE
- EXISTING TREE LINE
- EXISTING 5 FOOT CONTOUR
- PROPOSED LANDBAY BOUNDARY

ZONING MODIFICATIONS

1. PD-OP Dual Yard Modification, Section 4-305(B)(2): Buildings and parking areas in PD-OP Land Bay FF2B may be located no closer than twenty-five (25) feet to the adjacent R-24 zoning district lines adjacent to Land bay FF1A. A permanent open space buffer twenty-five (25) feet in width with a "type 1 Buffer Yard shall be maintained within Land Bay FF2B adjacent to Land Bay FF1A.

ACTIVE RECREATION SPACE : LANDBAY FF1A

(R-24 ZONING DISTRICT, PER Z.O. SECTION 7-1013(A))

TOTAL UNITS = 148
PROPOSED ADU'S @ 0.75% = 10
PROPOSED MARKET UNITS = 148

LANDBAY FF1A: 148 MARKET RATE MF UNITS

REQUIRED ACTIVE RECREATION SPACE
10 UNITS @ 500 S' = 5000 S'
138 MF UNITS @ 200 S'/UNIT = 27600 S'
REQUIRED ACTIVE REC SPACE = 32600 S' = 0.75 AC***

*** THE ACTIVE RECREATION SPACE REQUIREMENT WILL BE MET BY THE PROPOSED MULTI-FAMILY COMMUNITY CENTER IN LANDBAY FF1A.

MINIMUM LOT REQUIREMENTS (R-24)

MULTI-FAMILY - LAND BAY FF1A
(AS AND PER Z.O. SECTION 7-1000)

LOT SIZE	NO MINIMUM
WIDTH	150 FEET
FRONT YARD	25 FEET
SIDE YARD	10 FEET
	25 FEET ON CORNER LOTS
REAR YARD	25 FEET
LOT COVERAGE	70% MAXIMUM
BUILDING HEIGHT	35 FEET + 2(D) (X) OF 10
	55 FEET MAXIMUM
LOT WIDTH	150 FEET MINIMUM
MAX. DENSITY	23.8 DWELLING UNITS PER ACRE
LENGTH/WIDTH RATIO	4:1 MAXIMUM
MAX. UNITS PER BUILDING	84 DWELLING UNITS

COMPLIANCE WITH ALL APPLICABLE ZONING REGULATIONS WILL BE DEMONSTRATED AT THE TIME OF SDP PLAN REVIEW.

MINIMUM LOT REQUIREMENTS FOR PD-OP

(PD-OP PLANNED DEVELOPMENT - OFFICE PARK SECTION 4-300)

LAND BAY FF2B

4-305 Lot Requirements.

(A) Size. One (1) acre minimum, exclusive of major floodplain.

(B) Yards.

(1) Adjacent to roads. Except where a greater setback is required by Section 5-900, no building shall be permitted closer than (35) feet to the right of-way from any road and no parking shall be permitted closer than twenty-five (25) feet to the right-of-way from any road. No outdoor storage, areas for collection of refuse, or loading space shall be permitted in such setbacks.

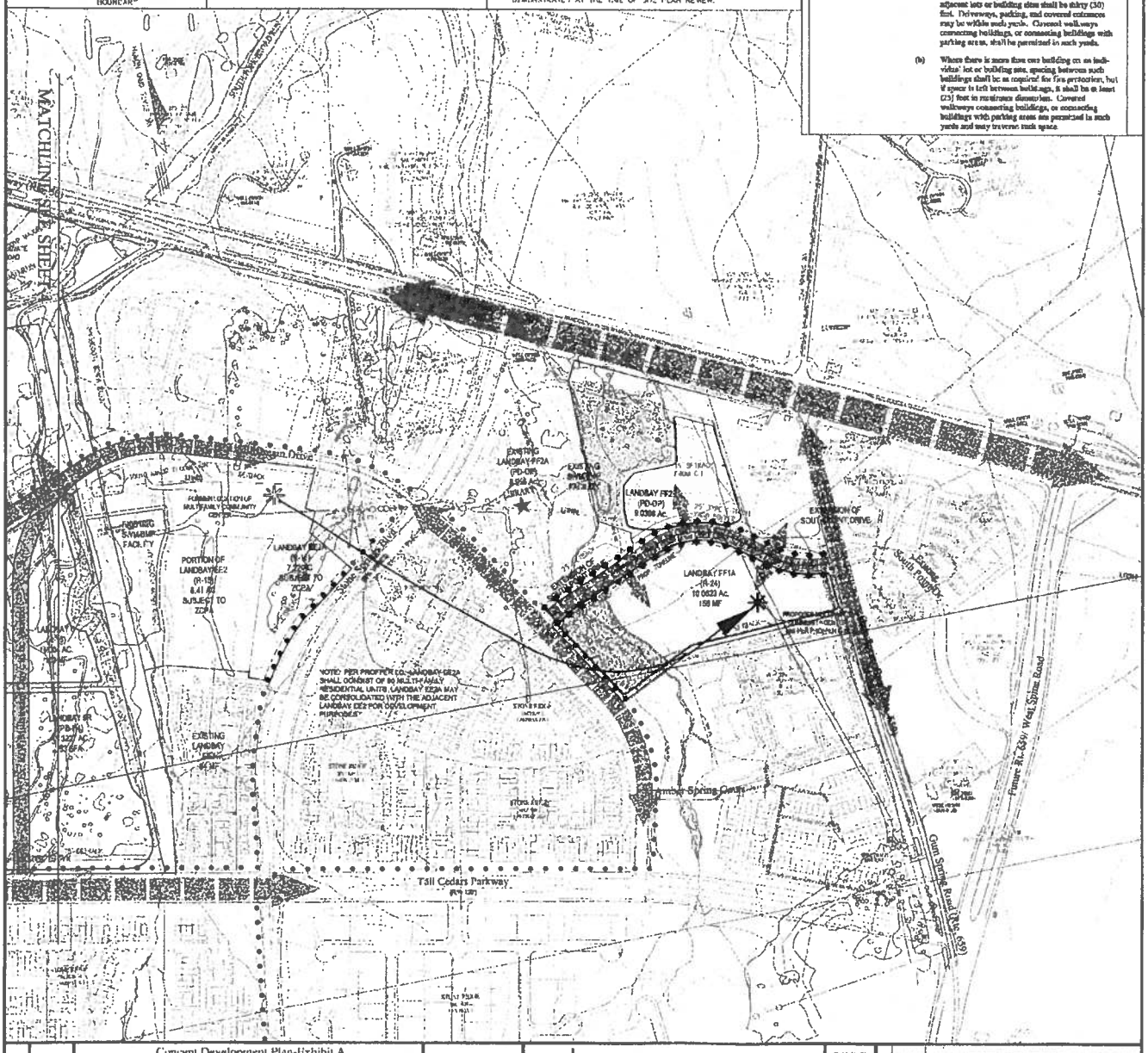
(2) Adjacent to Agricultural and Residential Districts and Land Bays Allowing Residential Uses. No building, outdoor storage, areas for collection of refuse, or loading area shall be permitted closer than (100) feet to any agricultural district, any existing or zoned residential district, or land bay allowing residential uses. No parking shall be permitted closer than fifty (50) feet to any such area. No parking, outdoor storage, areas for collection of refuse, or loading space shall be permitted in areas between buildings and such agricultural districts, existing or planned residential districts, or land bays allowing residential uses where such uses are visible from said agricultural and residential areas. When a PD-OP lot, parcel and/or landbay is developed adjacent to an agricultural district, an existing or zoned residential district, or land bay allowing residential uses, which was zoned for agricultural or residential uses subsequent to the adoption of this zoning ordinance and subsequent to zoning of the subject property as PD-OP, the setback required in (B)(3) below shall apply.

(3) Adjacent to Other Nonresidential Districts. Fifteen (15) feet for buildings, parking, outdoor storage, and loading areas except where a greater area is required by Section 5-1400. In the event that a single parcel is zoned for more than one non-residential zoning district, the applicable yard requirement shall be applied only at the property line and not at the zoning district line.

(4) Yards Between Buildings.

(a) Where individual lots or building sites are provided, the minimum required yards between buildings on adjacent lots or building sites shall be thirty (30) feet. Driveways, parking, and covered colonnades may be within such yards. Covered walkways connecting buildings, or connecting buildings with parking areas, shall be permitted in such yards.

(b) Where there is more than one building on an individual lot or building site, spacing between such buildings shall be as required for fire protection, but if space is left between buildings, it shall be at least (25) feet in minimum dimension. Covered walkways connecting buildings, or connecting buildings with parking areas are permitted in such yards and may traverse such space.



Concept Development Plan-Exhibit A

STONE RIDGE COMMERCIAL
ZCPA 2006-0003/ZMAP 2006-0011
DULLES ELECTION DISTRICT
LOUDOUN COUNTY, VIRGINIA

SCALE: 1"=200' CI =5' DATE: APRIL 2006

FILE No. REZ-12395

urban

PLAN DATE: 1/7/06 19/8/06

Figure 2B
Conceptual Site Plan

Stone Ridge Commercial
Loudoun County, Virginia

Walsh Associates Inc.

A 15

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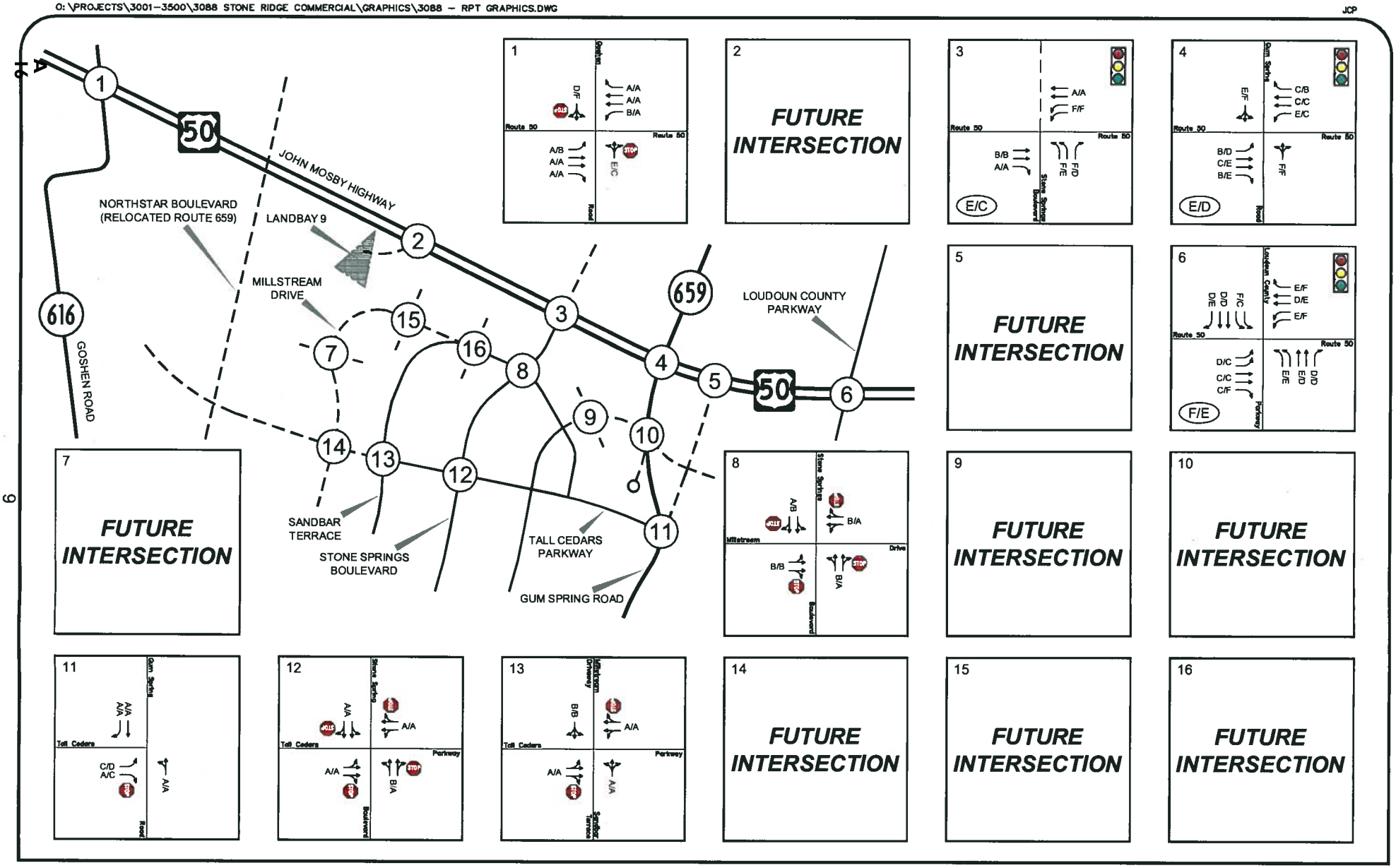

Figure 4
Existing Lane Use and Traffic Control and
Peak Hour Levels of Service

X/X Levels of Service
(X/X) Overall Levels of Service
Represents One Travel Lane
Signalized Intersection
Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 3

Wells + Associates, Inc.

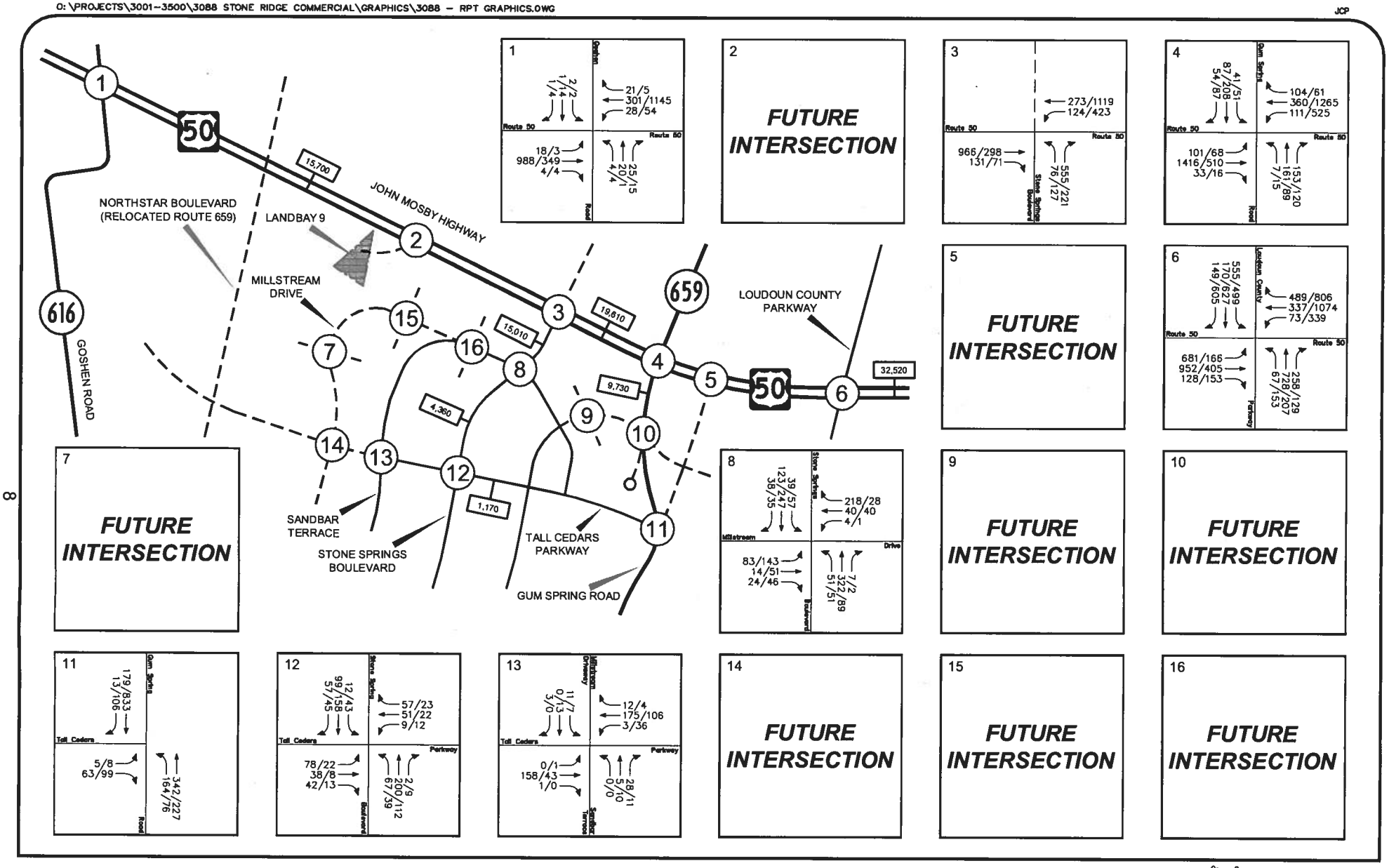

Figure 3
Existing Peak Hour Traffic Volumes

ADT Average Daily Trips

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 4

Wells + Associates, Inc.

Table 2-1
Stone Ridge Commercial
Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008 Existing AM	2008 Existing PM	2015 Currently Approved Program AM	2015 Currently Approved Program PM	2015 Proposed Program AM	2015 Proposed Program PM
(1) U.S. Route 50/ Goshen Road	Stop Sign	EBL	A [8.1]	B [11.7]	N/A		N/A	
		WBL	B]11.0[	A [8.3]				
		NBLTR	E [35.2]	C [17.6[				
		SBLTR	D [27.8]	F]58.9]				
Background Improvement: Install Signal, Add NBR, Optimize Timngs (by others)	Signal	EBL	N/A		B (11.2)	B (16.7)	B (11.3)	B (16.8)
		EBT			C (24.6)	B (14.3)	C (25.0)	B (14.2)
		EBR			B (12.3)	B (11.1)	B (12.4)	B (11.0)
		WBL			C (21.2)	A (7.9)	C (21.7)	A (7.9)
		WBT			B (11.3)	B (19.2)	B (11.4)	B (19.2)
		WBR			A (9.2)	A (6.9)	A (9.3)	A (6.8)
		NBLT			D (50.0)	D (42.9)	D (50.0)	D (43.0)
		NBR			C (30.1)	C (27.3)	C (30.4)	C (27.4)
		SBLTR			D (36.4)	D (39.3)	D (36.6)	D (39.4)
		Overall			C (23.6)	B (19.0)	C (23.9)	B (19.0)
(2) U.S. Route 50/ Racefield Ln/ Land Bay 9/INOVA Driveway	Signal	EBL	N/A		A (6.6)	B (18.9)	A (6.6)	C (22.2)
		EBT			B (17.5)	B (15.1)	B (18.0)	B (17.8)
		EBR			A (7.9)	B (10.9)	A (8.0)	B (12.8)
Background Improvement: Install Signal Add North and South Legs. Close Racefield Lane Median Break (by others)		WBL			B (18.5)	B (12.2)	B (18.4)	B (14.3)
		WBT			A (8.7)	C (23.4)	A (8.8)	C (28.1)
		WBR			A (8.1)	B (12.9)	A (8.2)	B (15.0)
		NBLTR			D (51.0)	D (47.8)	D (51.1)	D (45.6)
		SBL			D (49.5)	D (50.3)	D (49.5)	D (53.4)
		SBLT			D (49.6)	D (50.5)	D (49.6)	D (53.6)
		SBR			D (40.8)	D (36.6)	D (40.6)	D (38.8)
		Overall			B (15.8)	C (24.3)	B (16.1)	C (27.9)
(3) U.S. Route 50/ Stone Spings Blvd	Signal	EBT	B (11.7)	B (10.1)	N/A		N/A	N/A
		EBR	A (8.5)	A (9.4)				
		WBL	F (93.3)	F (92.7)				
		WBT	A (0.2)	A (0.5)				
		NBL	F (80.5)	E (64.7)				
		NBR	F (210.1)	D (42.1)				
		Overall	E (69.1)	C (27.0)				
Background Improvement: Add SB Leg Optimize Timngs, Add NB Lanes Add Through Lanes On Rt. 50.	Signal	EBL	N/A		C (21.9)	E (74.5)	C (20.5)	E (75.4)
		EBT			C (32.5)	D (46.5)	C (30.5)	D (45.7)
		EBR			C (25.4)	D (39.2)	C (24.1)	D (38.6)
		WBL			E (63.2)	E (59.6)	E (62.6)	E (59.2)
		WBT			C (20.6)	D (48.6)	C (20.5)	D (48.6)
		WBR			B (18.8)	C (26.7)	B (18.6)	C (28.7)
		NBL			D (45.4)	E (62.7)	D (47.5)	E (65.9)
		NBT			E (55.2)	E (56.4)	E (55.7)	E (57.1)
		NBR			E (63.7)	D (47.2)	E (61.2)	D (46.8)
		SBL			E (77.3)	E (70.1)	E (77.3)	E (70.1)
		SBT			E (71.0)	E (79.1)	E (77.6)	E (79.8)
		SBR			D (54.3)	D (51.5)	D (54.6)	D (51.5)
		Overall			D (42.6)	D (53.6)	D (41.5)	D (53.7)
(4) U.S. Route 50/ Gum Spring Rd (VA 659)/	Signal	EBL	B (12.0)	D (42.8)	N/A		N/A	
		EBT	C (29.8)	E (74.8)				
		EBR	B (13.3)	E (71.7)				
		WBL	E (57.0)	C (24.5)				
		WBT	C (22.6)	C (31.4)				
		WBR	C (20.8)	B (11.2)				
		NBLTR	F (247.4)	F (130.1)				
		SBLTR	E (78.2)	F (108.5)				
		Overall	E (58.7)	D (54.0)				
Background Improvement: Rmove Signal Remove NB Leg, RIRO Only (by others)	Stop Sign	SBR	N/A		B (10.2)	A]9.8]	B]10.4]	A [9.7]
(5) U.S. Route 50/ West Spine Road	Signal	EBT	N/A		E (56.6)	E (72.0)	E (62.2)	E (59.8)
		EBR			A (9.1)	C (22.8)	A (9.9)	C (22.9)
		WBL			D (52.3)	D (52.3)	E (55.7)	E (57.3)
		WBT			A (8.5)	A (9.6)	A (8.3)	A (9.4)
		NBL			D (54.1)	E (64.9)	D (54.1)	E (64.9)
		NBR			D (38.4)	C (20.9)	D (39.0)	C (26.9)
		Overall			D (40.6)	D (37.1)	D (44.0)	D (35.7)
(6) U.S. Route 50/ Loudoun County Pkwy (Old Ox Road)	Signal	EBL	D (54.4)	C (30.0)	F (181.5)	F (342.9)	F (181.9)	F (346.4)
		EBT	C (32.8)	C (25.8)	D (38.1)	D (41.9)	D (38.2)	D (42.1)
		EBR	C (22.9)	F (103.0)	C (27.0)	C (32.1)	C (27.0)	C (32.1)
		WBL	E (65.8)	F (80.7)	F (85.9)	E (68.5)	F(85.9)	E (68.5)
		WBT	D (46.9)	E (58.7)	E (68.8)	E (61.8)	E (69.6)	E (61.9)
Background Improvement: Add Through Lane on Rt. 50, Opumize Timings (by others)		WBR	F (98.6)	F (87.3)	F (296.8)	F (284.2)	F (296.8)	F (284.2)
		NBL	E (65.8)	E (64.1)	F (87.4)	E (66.2)	F (87.4)	E (66.2)
		NBT	E (62.3)	D (41.7)	F (279.1)	E (78.6)	F (279.1)	E (78.6)
		NBR	D (45.6)	D (40.0)	F (82.9)	D (54.2)	F (82.9)	D (54.2)
		SBL	F (528.2)	C (30.9)	F (342.7)	F (86.4)	F (342.7)	F (86.4)
		SBT	D (41.9)	D (47.6)	D (46.2)	F (209.8)	D (46.2)	F (209.8)
		SBR	D (40.8)	E (74.8)	D (49.9)	F (954.6)	D (50.3)	F (955.8)
		Overall	F (110.7)	E (59.3)	F (152.9)	F (243.3)	F (153.8)	F (243.6)
(7) Millstream Dr/ Land Bay 7 Driveway	Stop Sign	EBLR	N/A		B]10.3]	B]11.5]	N/A	N/A
		WBLR			N/A	N/A	A [9.9]	B]10.4]
		NBLT			A [7.2]	A [4.6[	N/A	N/A
		SBLT			N/A	N/A	A [7.5]	A]6.3]

Notes: (1) Analyses based on Synchro 7.
(2) Numbers in parentheses indicate average delay in seconds per vehicle for signalized intersections.
(3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

Wells + Associates, Inc.
McLean, Virginia

ATTACHMENT 5

Table 2-2
Stone Ridge Commercial
Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008 Existing AM	2008 Existing PM	2015 Currently Approved Program AM	2015 Currently Approved Program PM	2015 Proposed Program AM	2015 Proposed Program PM
(8) Stone Springs Blvd/ Millstream Drive	Stop Sign 4-way	EBTL	B [10.7]	B [11.5]	N/A		N/A	
		EBTR	A [8.3]	A [8.2]				
		WBTL	A [8.7]	A [8.4]				
		WBTR	B [11.9]	A [8.3]				
		NBTL	B [12.2]	A [9.5]				
		NBTR	B [10.6]	A [8.3]				
		SBTL	A [10.0]	B [10.6]				
		SBTR	A [9.3]	A [9.5]				
Background Improvement: Open existing turn lanes on Stone Springs, convert to two-way stop	Stop Sign 2-way	EBTLR	N/A		F [*]	F [*]	F [*]	F [*]
		WBTLR			F [456.6[	F [*]	F [*]	F [*]
		NBL			A [8.9]	B [10.3]	A [8.7]	B [10.3]
		SBL			B [10.8]	A [8.5]	B [10.9]	A [8.4]
(9) South Point Dr/ Site Office/Residential	Stop Sign	EBLTR	N/A		B [10.7]	A [9.7]	A [6.4]	A [3.1]
		WBLTR			N/A	N/A	A [0.2]	A [2.0]
		NBLTR			A [7.9]	A [6.7]	B [15.0]	B [13.9]
		SBTR			A [0.0]	A [0.0]	A [9.8]	B [10.4]
(10) Gum Spring Rd/ South Point Dr.	Stop Sign	EBT	N/A		N/A		A [0.0]	A [0.0]
		WBT					A [0.0]	A [0.0]
(11) Gum Spring Rd/Wesc Spine Road/ Tall Cedars Pkwy	Stop Sign	EBL	C [19.6]	D [31.3]	N/A		N/A	N/A
		EBR	A [9.7]	C [21.6]				
		NBTL	A [3.6]	A [4.1]				
Background Improvement: Install Signal Realign with West Spine Road Add NB/SB Through Lane	Signal	EBL	N/A		C (20.5)	C (26.2)	C (20.8)	C (25.8)
		EBR			B (19.0)	F (92.0)	B (19.7)	F (95.5)
		NBLT			B (14.0)	C (34.1)	B (13.5)	C (34.6)
		SBT			A (4.9)	B (17.9)	A (4.7)	B (18.0)
		SBR			A (1.4)	A (1.4)	A (1.4)	A (1.4)
		Overall			B (12.8)	C (32.9)	B (12.4)	C (33.8)
(12) Stone Springs Blvd/ Tall Cedars Pkwy	Stop Sign 4-way	EBLT	A [9.6]	A [8.2]	N/A		N/A	
		EBTR	A [7.9]	A [7.1]				
		WBLT	A [8.4]	A [8.0]				
		WBTR	A [8.2]	A [7.3]				
		NBLT	B [10.1]	A [8.0]				
		NBTR	A [8.6]	A [7.3]				
		SBLT	A [8.4]	A [8.2]				
		SBTR	A [8.3]	A [7.6]				
Background Improvement: Open existing turn lanes on Tall Cedars, convert to two-way stop	Stop Sign 2-way	EBL	N/A		A [8.4]	A [7.8]	A [8.4]	A [7.8]
		WBL			A [7.9]	A [7.8]	A [7.9]	A [7.8]
		NBLTR			F [421.0]	F [*]	F [370.9]	F [*]
		SBLTR			F [*]	F [*]	F [*]	F [*]
(13) Tall Cedars Pkwy/ Millstream Drive/Sandbar Terrace	Stop Sign	EBL	A [0.0]	A [0.3]	A [0.9]	A [7.7]	A [8.2]	A [7.7]
		WBL	A [0.3]	A [3.1]	A [0.5]	A [7.5]	A [7.9]	A [7.7]
		NBLTR	A [9.4]	A [9.6]	C [16.2]	B [10.7]	C [15.7]	B [10.8]
		SBLTR	B [10.9]	B [10.8]	C [18.7]	C [15.0]	C [17.8]	B [13.8]
(14) Tall Cedars Pkwy/ Millstream Extended	Stop Sign	WBL	N/A		N/A		A [7.6]	A [7.3]
		NBLTR					B [10.1]	A [9.2]
		SBLTR					B [12.1]	B [10.9]
(15) Millstream Extended/ Industrial Drive A	Stop Sign	EBLTR	N/A		N/A		A [0.5]	A [0.4]
		WBLTR					A [0.1]	A [1.4]
		NBLTR					A [8.4]	A [9.0]
		SBLTR					A [9.5]	A [9.8]
(16) Millstream Extended/ Industrial Drive B	Stop Sign	EBLTR	N/A		N/A		A [0.0]	A [0.0]
		WBLTR					A [0.1]	A [1.8]
		NBLTR					A [8.5]	A [8.9]
		SBLTR					A [9.8]	B [10.4]

Notes: (1) Analyses based on Synchro 7.
(2) Numbers in parentheses indicate averaga delay in seconds per vehicle for signalized intersections.
(3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

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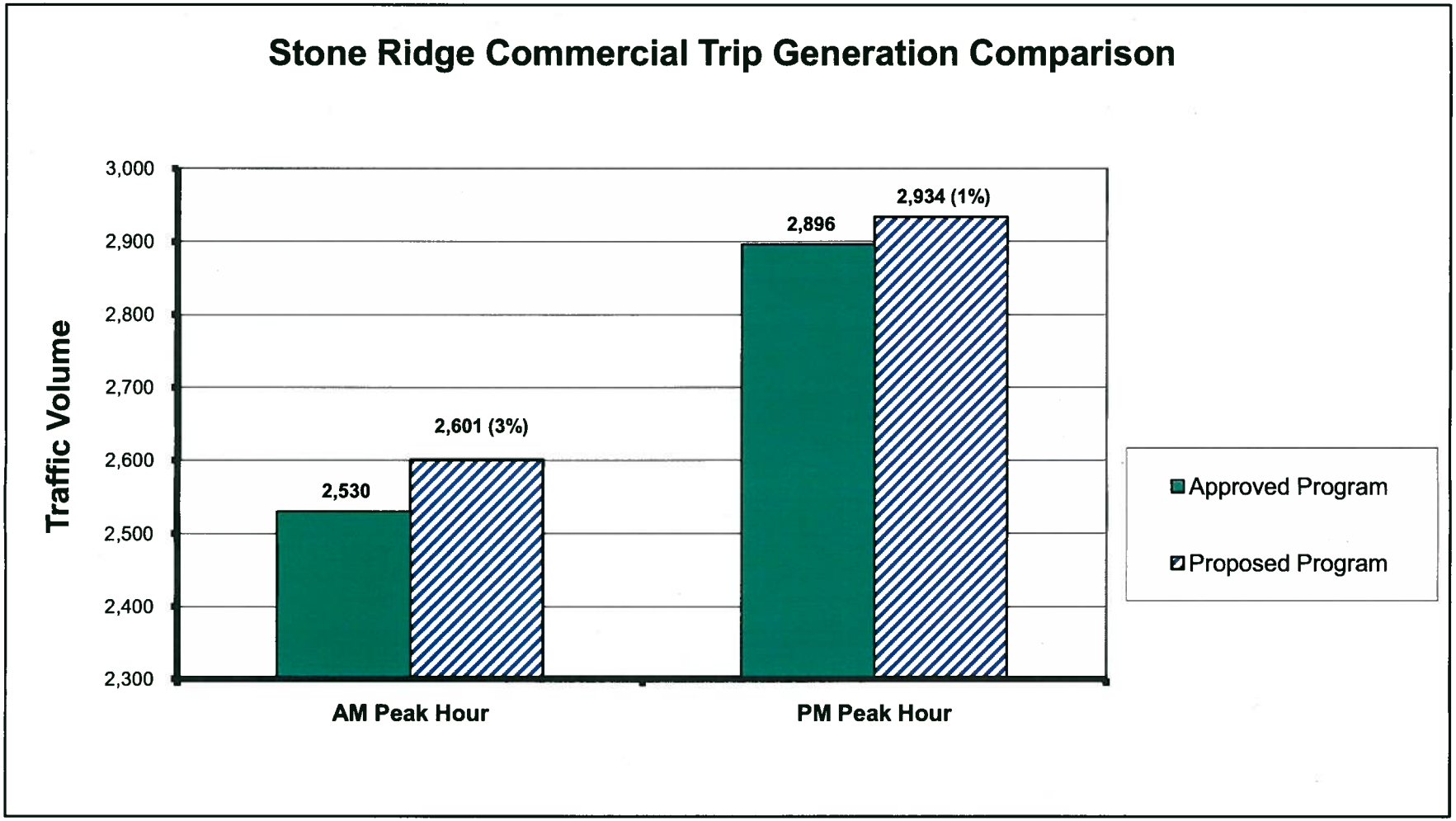
McLean, Virginia

Table 5
Stone Ridge Commercial
Trip Generation Comparison

Program	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic
Approved Program	1,231	1,299	2,530	1,404	1,492	2,896	39,327
Proposed Program	1,296	1,305	2,601	1,408	1,526	2,934	39,658
Difference	66	6	71	4	34	38	331
Percentage	**5%**	**0%**	**3%**	**0%**	**2%**	**1%**	**1%**

Notes: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.



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McLean, Virginia

O:\PROJECTS\3001-3500\3088 STONE RIDGE COMMERCIAL\GRAPHICS\3088 - RPT GRAPHICS.DWG JCP

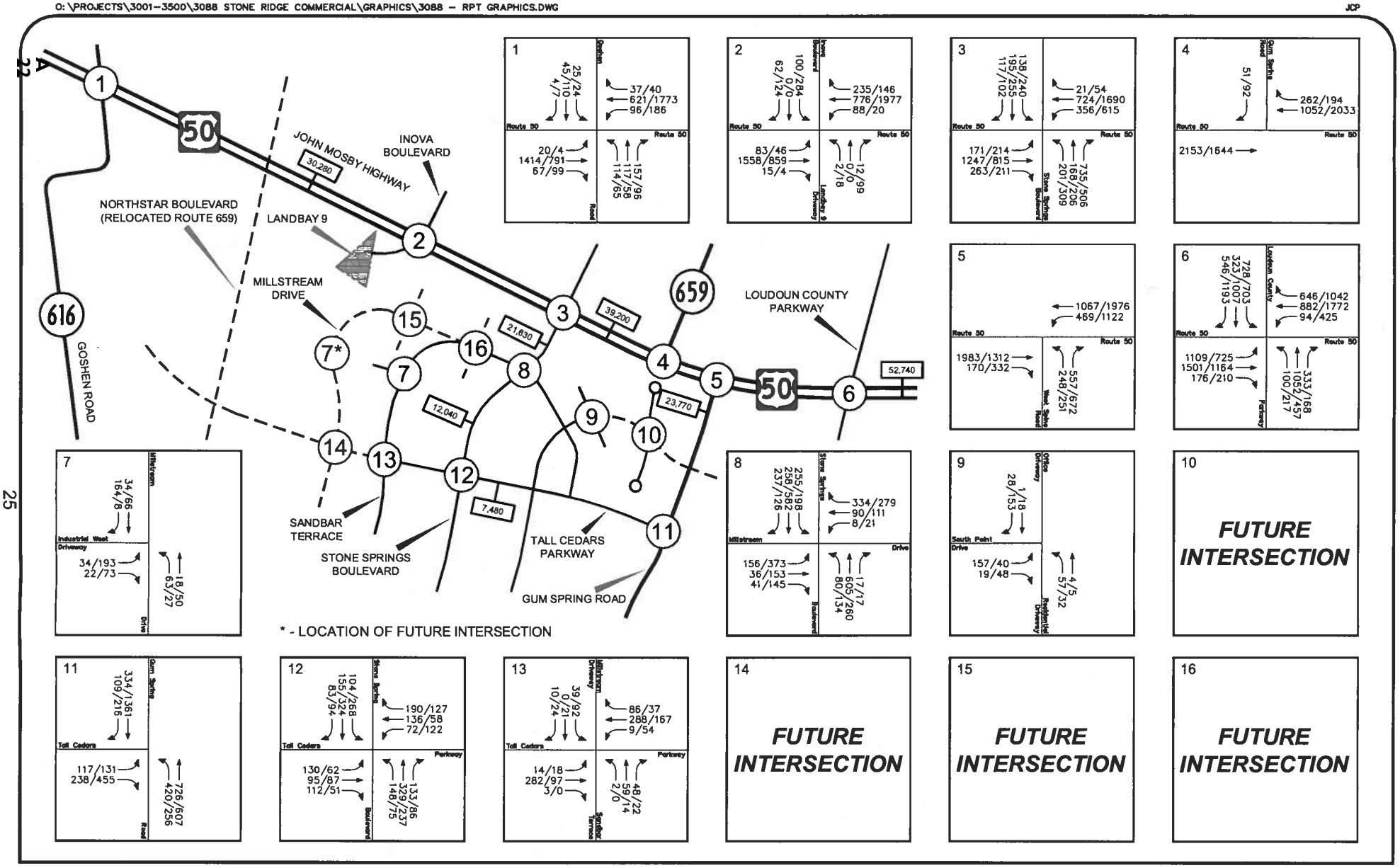

Figure 8
2015 Future Approved Traffic Forecasts

ADT Average Daily Trips

AM PEAK HOUR / PM PEAK HOUR
000/000

North

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 7

Wells + Associates, Inc.

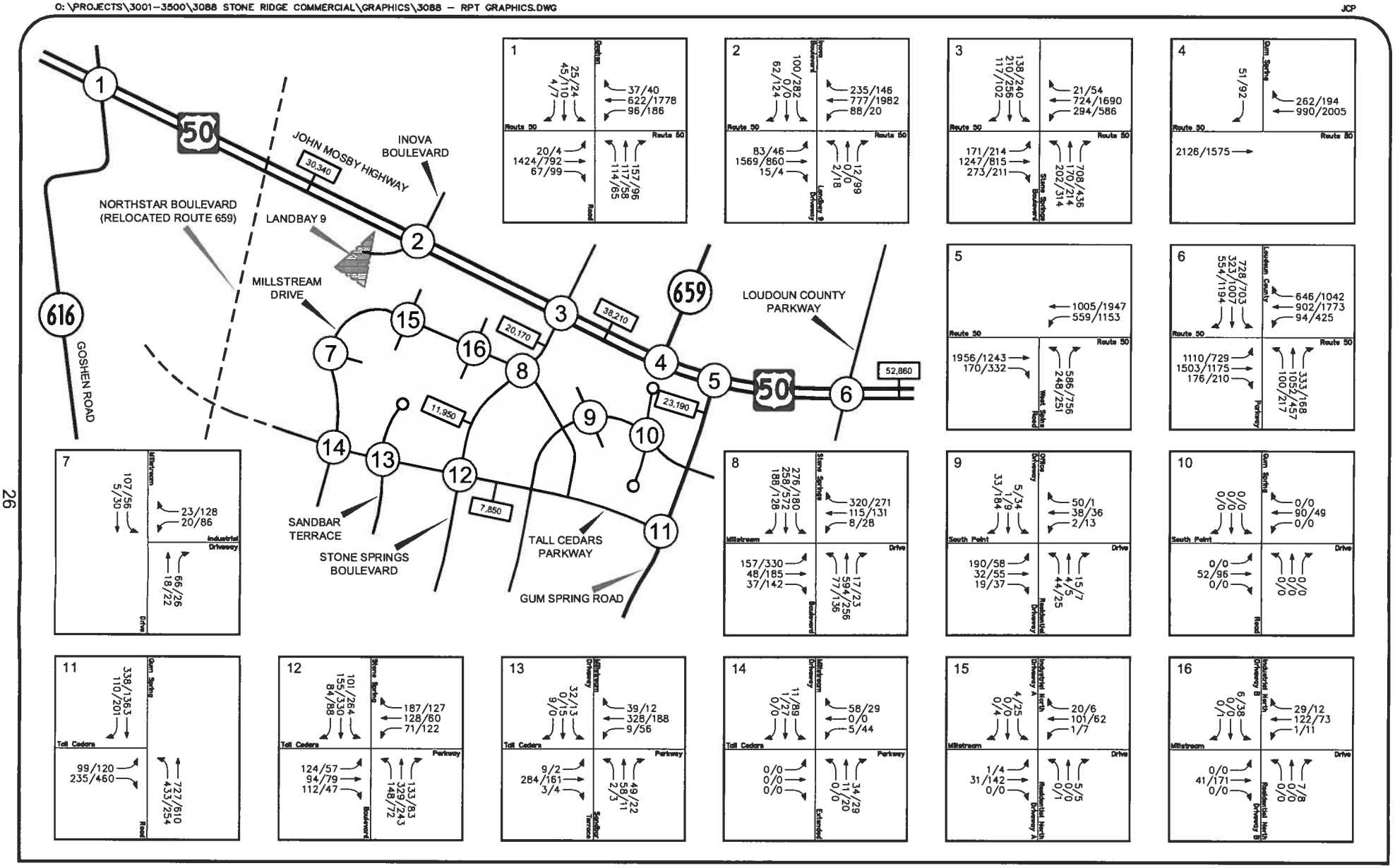

Figure 9
2015 Future Proposed Traffic Forecasts

ADT Average Daily Trips

AM PEAK HOUR
PM PEAK HOUR
000/000

North

A
23

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 8

Wells + Associates, Inc.

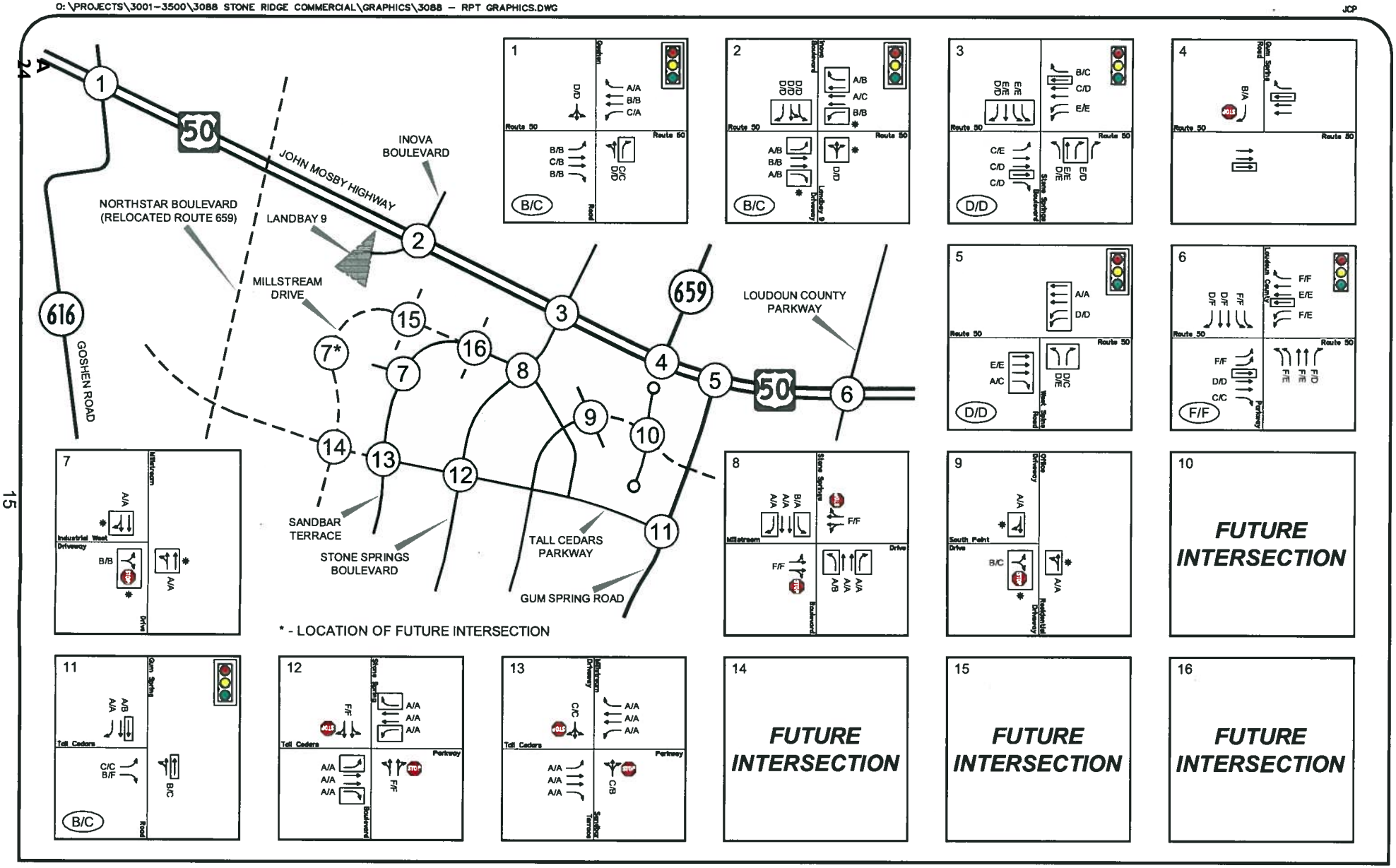

Figure 6
Future Approved Lane Use and Traffic Control and Peak Hour Levels of Service

X/X Levels of Service
(X/X) Overall Levels of Service
Proffered Improvement
Site Improvement
Represents One Travel Lane
Signalized Intersection
Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 9

Wells + Associates, Inc.

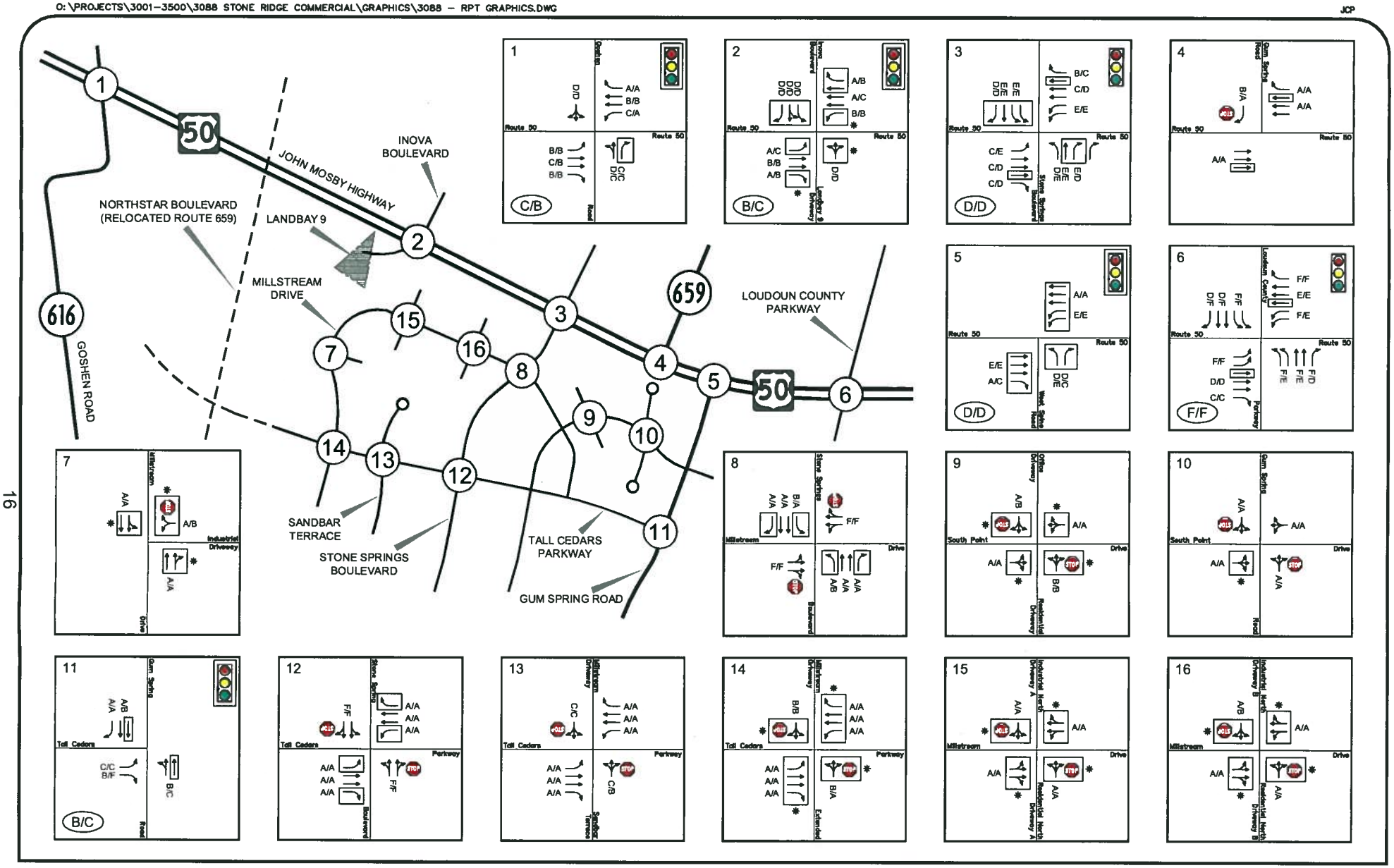

Figure 7
Future Proposed Lane Use and Traffic Control and Peak Hour Levels of Service

x/x Levels of Service
(x/x) Overall Levels of Service
Proffered Improvement
Site Improvement
Represents One Travel Lane
Signalized Intersection
Stop Sign
North

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 10

Wells + Associates, Inc.

RECEIVED
APR 14 2009
PLANNING DEPARTMENT

COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

April 9, 2009

Mr. Stephen Gardner
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Stone Ridge Commercial
(2nd Submission Amended Application)
Loudoun County Application Numbers ZMAP 2006-0011 and ZCPA 2006-0003

Dear Mr. Gardner:

We have reviewed the above noted application as requested in your February 12, 2009 transmittal. We offer the following comments:

1. Eliminate the newly proposed right-in/right-out access point to Route 50.

2. **The Traffic Impact Study (TIS) needs to be revised to include a "Recommendations" Section. A complete and thorough review cannot be conducted until this aspect of the TIS is completed. Receipt of this information may generate additional comments.**

3. All traffic signals and signal modifications costs associated with this application are to be borne by the applicant. Verbiage to this effect should be included in the proffers including the associated warrant analyses. The intersections of particular interest have Level of Service (LOS) "F" on the side streets and are the following:

    1. Stone Springs Boulevard/Tall Cedars Parkway

    2. Stone Springs Boulevard/Millstream Drive.

4. The north-south traffic volume on Gum Springs Road, Route 659 is significant. If the complete Future Route 659 West Spine Road is not open to traffic by the time South Point

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Drive connects to existing Route 659, Gum Springs Road then left and right turn lanes will be required on existing Route 659, Gum Springs Road.

5. Please see the attached memorandum dated 03/19/2009 from Mr. Arsalan (Alex) Faghri of VDOT's Traffic Engineering Section regarding the Traffic Study Impact Update (TIS) dated January 26, 2009. These comments indicate that the TIS needs correction and re-submission.

6. Please see the attached e-mail dated Friday, April 3, 2009 from Mr. Cina Dabestani of VDOT's Transportation Planning Section. These comments indicate that the TIS needs correction and re-submission.

If you have any questions, please call me at (703) 383-2061.

Sincerely,

John Bassett, P.E.
Transportation Engineer

Attachments

cc: Imad Salous, P. E.

Traffic Engineering

VDOT Virginia Department of Transportation
Northern Virginia District

Memorandum

To: John Bassett, P.E.

From: Arsalan (Alex) Faghri

CC: Jim R. Turner, P.E.

Date: 03/19/2009

Re: RUID 10804 – Stone Ridge Commercial – Rt. 50 and Gum Spring Road (Rt. 659) – ZMAP 2006-0011 & ZCPA 2006-0003

We have reviewed first submission Traffic Impact Analysis (TIA) associated with the subject project. The project is located on the southwest corner of Rt. 50 and Gum Spring Road (Rt. 659). A TIA was originally submitted in 2006 which was reviewed and commented by VDOT TES.

The application proposes to rezone and/or modify land parcels within the site to result in an increase of more than 2 KSF of commercial space.

We offer the following comments:

1. All VDOT comments dated September 29, 2006 still applies. Please modify the study to address those comments.
2. Please justify 2% growth rates.

We have stamped the study as ***Rejected, correct and resubmit***. We are retaining the one copy you provided for our records. Please call if you have any questions.

Bassett, John

From: Dabestani, Cina
Sent: Friday, April 03, 2009 11:26 AM
To: Bassett, John
Cc: Llana, Claudia, P.E.
Subject: Stone Ridge Commercial - Revised TIA

John:

In accordance with §15.2-2222.1 of Code of Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, a traffic impact analysis was prepared by Wells & Associates Incorporated for the proposed Stone Ridge Commercial development dated January 26, 2009. This report was submitted as an update to TIS reported originally submitted in July 19, 2006 on behalf of Van Metre Companies.

TP has evaluated this traffic impact analysis for compliance with the above noted code and offer following comments:

1. Page 12 – Other Approved Developments – South Riding and South Village developments are way out of the area to have any impact on this study. These two development should not be included as the background traffic generator impacting roadways that are impacted by this development (Stone Ridge Commercial).

2. Page 22 – Trip Distribution Analysis – Assumption of the distribution will stay the same is FALSE. There is no support provided for such assumption other than stating other previous studies were the base!! It is incomplete without providing what the studies show for distribution patterns.

3. Page 27 – 2030 Loudoun County Model Analysis – this section provides the raw & unadjusted traffic assignment of Loudoun County Model without any analysis. Raw and unadjusted traffic volumes are very misleading as in this case, VA 606 relocated just to the south of US 50 is shown to carry 63,731 ADT when VA 659 (Gum Spring Road) parallel to VA 606 relocated is shown to carry 93,693. A review of these numbers reveals adjustments are needed as part of VA 606 will make up Dulles Airport's future "loop" along with VA 28 and US 50 which is expected to have heavier traffic volume than VA 659 (Gum Spring Road). Loudoun County's model has been updated with round 7.1 land use for the horizon year of 2030 which is close enough for 22 years plus build out year, fulfilling the requirements on study's of this magnitude.

4. This report does not provide any 2030 traffic impact analysis as the original submission did not either. US 50 is a NHS and long range impact analysis are a requirements by FHWA which VDOT oversee.

The comments noted above require correction and resubmission of the supplemental traffic analysis however Loudoun County's approval of no need for future traffic impact analysis is well documented!

Thanks,
Cina Dabestani
Sr. Transportation Engineer
NoVa Transportation Planning Section
Virginia Department Of Transportation
703 . 383 . 2215

APPENDIX B

EXISTING TRAFFIC DATA

Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	3/27/2008	SOUTHBOUND ROAD:	Millstream Drive
W & A JOB NO.:	3088	DAY:	Thursday	NORTHBOUND ROAD:	
INTERSECTION:	Tall Cedar Pkwy.& Millstream Dr.	WEATHER:	Clear	WESTBOUND ROAD:	Toll Cedar Parkway
LOCATION:	Loudoun County,VA	COUNTED BY:	Belmo	EASTBOUND ROAD:	Toll Cedar Parkway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Millstream Drive				Westbound Toll Cedar Parkway				Northbound 0				Eastbound Toll Cedar Parkway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	4	4	9	0	0	9	0	0	0	0	0	0	0	0	4	9	13		6:00-6:15
6:15-6:30	1	0	3	4	14	1	0	15	0	0	0	0	0	1	2	3	4	18	22		6:15-6:30
6:30-6:45	1	0	5	6	36	1	0	37	0	0	0	0	0	2	0	2	6	39	45		6:30-6:45
6:45-7:00	1	0	7	8	50	6	0	56	0	0	0	0	0	4	4	8	8	64	72		6:45-7:00
7:00-7:15	0	0	17	17	37	6	0	43	0	0	0	0	0	3	2	5	17	48	65		7:00-7:15
7:15-7:30	1	0	11	12	29	14	0	43	0	0	0	0	0	5	3	8	12	51	63		7:15-7:30
7:30-7:45	5	0	3	8	28	13	0	41	0	0	0	0	0	7	2	9	8	50	58		7:30-7:45
7:45-8:00	2	0	6	8	24	6	0	30	0	0	0	0	0	12	4	16	8	46	54		7:45-8:00
8:00-8:15	3	0	8	11	16	3	0	19	0	0	0	0	0	7	1	8	11	27	38		8:00-8:15
8:15-8:30	1	0	7	8	18	1	0	19	0	0	0	0	0	5	3	8	8	27	35		8:15-8:30
8:30-8:45	1	0	7	8	28	7	0	35	0	0	0	0	0	9	1	10	8	45	53		8:30-8:45
8:45-9:00	2	0	11	13	14	9	0	23	0	0	0	0	0	6	4	10	13	33	46		8:45-9:00
3 Hour Totals	**18**	**0**	**89**	**107**	**303**	**67**	**0**	**370**	**0**	**0**	**0**	**0**	**0**	**61**	**26**	**87**	**107**	**457**	**564**		
1 Hour Totals																					
6:00-7:00	3	0	19	22	109	8	0	117	0	0	0	0	0	7	6	13	22	130	152	0.53	6:00-7:00
6:15-7:15	3	0	32	35	137	14	0	151	0	0	0	0	0	10	8	18	35	169	204	0.71	6:15-7:15
6:30-7:30	3	0	40	43	152	27	0	179	0	0	0	0	0	14	9	23	43	202	245	0.85	6:30-7:30
6:45-7:45	7	0	38	45	144	39	0	183	0	0	0	0	0	19	11	30	45	213	258	0.90	6:45-7:45
7:00-8:00	8	0	37	45	118	39	0	157	0	0	0	0	0	27	11	38	45	195	240	0.92	7:00-8:00
7:15-8:15	11	0	28	39	97	36	0	133	0	0	0	0	0	31	10	41	39	174	213	0.85	7:15-8:15
7:30-8:30	11	0	24	35	86	23	0	109	0	0	0	0	0	31	10	41	35	150	185	0.80	7:30-8:30
7:45-8:45	7	0	28	35	86	17	0	103	0	0	0	0	0	33	9	42	35	145	180	0.83	7:45-8:45
8:00-9:00	7	0	33	40	76	20	0	96	0	0	0	0	0	27	9	36	40	132	172	0.81	8:00-9:00
AM Peak 6:45-7:45	**7**	**0**	**38**	**45**	**144**	**39**	**0**	**183**	**0**	**0**	**0**	**0**	**0**	**19**	**11**	**30**	**45**	**213**	**258**	**0.90**	**AM Peak 6:45-7:45**
PM																					
4:00-4:15	1	0	13	14	21	8	0	29	0	0	0	0	0	5	1	6	14	35	49		4:00-4:15
4:15-4:30	5	0	17	22	12	9	0	21	0	0	0	0	0	4	1	5	22	26	48		4:15-4:30
4:30-4:45	2	0	13	15	15	22	0	37	0	0	0	0	0	8	2	10	15	47	62		4:30-4:45
4:45-5:00	1	0	15	16	21	15	0	36	0	0	0	0	0	4	0	4	16	40	56		4:45-5:00
5:00-5:15	2	0	9	11	20	20	0	40	0	0	0	0	0	4	1	5	11	45	56		5:00-5:15
5:15-5:30	2	0	16	18	21	20	0	41	0	0	0	0	0	11	1	12	18	53	71		5:15-5:30
5:30-5:45	2	0	16	18	19	13	0	32	0	0	0	0	0	8	1	9	18	41	59		5:30-5:45
5:45-6:00	3	0	16	19	18	17	0	35	0	0	0	0	0	6	4	10	19	45	64		5:45-6:00
6:00-6:15	1	0	20	21	17	22	0	39	0	0	0	0	0	6	2	8	21	47	68		6:00-6:15
6:15-6:30	1	0	19	20	21	27	0	48	0	0	0	0	0	4	2	6	20	54	74		6:15-6:30
6:30-6:45	3	0	19	22	26	15	0	41	0	0	0	0	0	7	1	8	22	49	71		6:30-6:45
6:45-7:00	3	0	17	20	22	13	0	35	0	0	0	0	0	10	0	10	20	45	65		6:45-7:00
3 Hour Totals	**26**	**0**	**190**	**216**	**233**	**201**	**0**	**434**	**0**	**0**	**0**	**0**	**0**	**77**	**16**	**93**	**216**	**527**	**743**		
1 Hour Totals																					
4:00-5:00	9	0	58	67	69	54	0	123	0	0	0	0	0	21	4	25	67	148	215	0.87	4:00-5:00
4:15-5:15	10	0	54	64	68	66	0	134	0	0	0	0	0	20	4	24	64	158	222	0.90	4:15-5:15
4:30-5:30	7	0	53	60	77	77	0	154	0	0	0	0	0	27	4	31	60	185	245	0.86	4:30-5:30
4:45-5:45	7	0	56	63	81	68	0	149	0	0	0	0	0	27	3	30	63	179	242	0.85	4:45-5:45
5:00-6:00	9	0	57	66	78	70	0	148	0	0	0	0	0	29	7	36	66	184	250	0.88	5:00-6:00
5:15-6:15	8	0	68	76	75	72	0	147	0	0	0	0	0	31	8	39	76	186	262	0.92	5:15-6:15
5:30-6:30	7	0	71	78	75	79	0	154	0	0	0	0	0	24	9	33	78	187	265	0.90	5:30-6:30
5:45-6:45	8	0	74	82	82	81	0	163	0	0	0	0	0	23	9	32	82	195	277	0.94	5:45-6:45
6:00-7:00	8	0	75	83	86	77	0	163	0	0	0	0	0	27	5	32	83	195	278	0.94	6:00-7:00
PM Peak 6:00-7:00	**8**	**0**	**75**	**83**	**86**	**77**	**0**	**163**	**0**	**0**	**0**	**0**	**0**	**27**	**5**	**32**	**83**	**195**	**278**	**0.94**	**PM Peak 6:00-7:00**

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Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	3/27/2008	SOUTHBOUND ROAD:	Stone Springs Boulevard
W & A JOB NO.:	3088	DAY:	Thursday	NORTHBOUND ROAD:	Stone Springs Boulevard
INTERSECTION:	Stone Springs Blvd.& Tall Cedar Pkwy.	WEATHER:	Clear	WESTBOUND ROAD:	Tall Cedars Parkway
LOCATION:	Loudoun County,VA	COUNTED BY:	Belmo	EASTBOUND ROAD:	Tall Cedars Parkway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Stone Springs Boulevard				Westbound Tall Cedars Parkway				Northbound Stone Springs Boulevard				Eastbound Tall Cedars Parkway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	1	3	2	6	5	0	0	5	0	12	0	12	0	0	7	7	18	12	30		6:00-6:15
6:15-6:30	1	4	0	5	13	0	1	14	0	25	1	26	0	1	4	5	31	19	50		6:15-6:30
6:30-6:45	0	3	0	3	7	2	0	9	0	32	0	32	1	1	3	5	35	14	49		6:30-6:45
6:45-7:00	4	10	1	15	9	3	3	15	3	33	1	37	0	0	5	5	52	20	72		6:45-7:00
7:00-7:15	3	15	3	21	5	2	1	8	1	36	7	44	0	1	5	6	65	14	79		7:00-7:15
7:15-7:30	20	17	3	40	10	14	1	25	0	47	12	59	4	3	10	17	99	42	141		7:15-7:30
7:30-7:45	32	15	1	48	15	25	4	44	0	51	37	88	14	15	26	55	136	99	235		7:30-7:45
7:45-8:00	5	28	3	36	17	12	0	29	0	47	17	64	22	18	36	76	100	105	205		7:45-8:00
8:00-8:15	0	39	5	44	15	0	4	19	2	55	1	58	2	2	6	10	102	29	131		8:00-8:15
8:15-8:30	5	45	3	53	4	2	1	7	2	60	3	65	0	1	6	7	118	14	132		8:15-8:30
8:30-8:45	0	31	3	34	12	2	5	19	1	85	4	90	3	4	5	12	124	31	155		8:30-8:45
8:45-9:00	1	22	2	25	13	1	3	17	1	42	1	44	2	1	6	9	69	26	95		8:45-9:00
3 Hour Totals	**72**	**232**	**26**	**330**	**125**	**63**	**23**	**211**	**10**	**525**	**84**	**619**	**48**	**47**	**119**	**214**	**949**	**425**	**1,374**		
1 Hour Totals																					
6:00-7:00	6	20	3	29	34	5	4	43	3	102	2	107	1	2	19	22	136	65	201	0.70	6:00-7:00
6:15-7:15	8	32	4	44	34	7	5	46	4	126	9	139	1	3	17	21	183	67	250	0.79	6:15-7:15
6:30-7:30	27	45	7	79	31	21	5	57	4	148	20	172	5	5	23	33	251	90	341	0.60	6:30-7:30
6:45-7:45	59	57	8	124	39	44	9	92	4	167	57	228	18	19	46	83	352	175	527	0.56	6:45-7:45
7:00-8:00	60	75	10	145	47	53	6	106	1	181	73	255	40	37	77	154	400	260	660	0.70	7:00-8:00
7:15-8:15	57	99	12	168	57	51	9	117	2	200	67	269	42	38	78	158	437	275	712	0.76	7:15-8:15
7:30-8:30	42	127	12	181	51	39	9	99	4	213	58	275	38	36	74	148	456	247	703	0.75	7:30-8:30
7:45-8:45	10	143	14	167	48	16	10	74	5	247	25	277	27	25	53	105	444	179	623	0.76	7:45-8:45
8:00-9:00	6	137	13	156	44	5	13	62	6	242	9	257	7	8	23	38	413	100	513	0.83	8:00-9:00
AM Peak 7:15-8:15	**57**	**99**	**12**	**168**	**57**	**51**	**9**	**117**	**2**	**200**	**67**	**269**	**42**	**38**	**78**	**158**	**437**	**275**	**712**	**0.76**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	4	29	2	35	2	6	1	9	0	25	2	27	0	5	7	12	62	21	83		4:00-4:15
4:15-4:30	3	26	4	33	4	1	4	9	0	34	2	36	2	1	5	8	69	17	86		4:15-4:30
4:30-4:45	4	30	6	40	12	3	5	20	2	36	2	40	4	3	6	13	80	33	113		4:30-4:45
4:45-5:00	4	37	4	45	3	3	6	12	1	24	1	26	1	3	5	9	71	21	92		4:45-5:00
5:00-5:15	3	36	4	43	7	3	7	17	2	21	0	23	2	3	5	10	66	27	93		5:00-5:15
5:15-5:30	2	35	16	53	9	5	3	17	2	33	0	35	6	2	5	13	88	30	118		5:15-5:30
5:30-5:45	2	38	6	46	2	6	8	16	4	22	2	28	1	5	6	12	74	28	102		5:30-5:45
5:45-6:00	5	43	10	58	8	5	1	14	2	30	4	36	4	3	7	14	94	28	122		5:45-6:00
6:00-6:15	5	44	13	62	5	4	5	14	3	31	2	36	1	1	3	5	98	19	117		6:00-6:15
6:15-6:30	17	32	3	52	6	9	2	17	3	28	16	47	4	1	5	10	99	27	126		6:15-6:30
6:30-6:45	18	39	17	74	4	4	4	12	1	23	17	41	4	3	7	14	115	26	141		6:30-6:45
6:45-7:00	6	33	11	50	5	7	1	13	1	22	6	29	5	11	4	20	79	33	112		6:45-7:00
3 Hour Totals	**73**	**422**	**96**	**591**	**67**	**56**	**47**	**170**	**21**	**329**	**54**	**404**	**34**	**41**	**65**	**140**	**995**	**310**	**1,305**		
1 Hour Totals																					
4:00-5:00	15	122	16	153	21	13	16	50	3	119	7	129	7	12	23	42	282	92	374	0.83	4:00-5:00
4:15-5:15	14	129	18	161	26	10	22	58	5	115	5	125	9	10	21	40	286	98	384	0.85	4:15-5:15
4:30-5:30	13	138	30	181	31	14	21	66	7	114	3	124	13	11	21	45	305	111	416	0.88	4:30-5:30
4:45-5:45	11	146	30	187	21	17	24	62	9	100	3	112	10	13	21	44	299	106	405	0.86	4:45-5:45
5:00-6:00	12	152	36	200	26	19	19	64	10	106	6	122	13	13	23	49	322	113	435	0.89	5:00-6:00
5:15-6:15	14	160	45	219	24	20	17	61	11	116	8	135	12	11	21	44	354	105	459	0.94	5:15-6:15
5:30-6:30	29	157	32	218	21	24	16	61	12	111	24	147	10	10	21	41	365	102	467	0.93	5:30-6:30
5:45-6:45	45	158	43	246	23	22	12	57	9	112	39	160	13	8	22	43	406	100	506	0.90	5:45-6:45
6:00-7:00	46	148	44	238	20	24	12	56	8	104	41	153	14	16	19	49	391	105	496	0.88	6:00-7:00
PM Peak 5:45-6:45	**45**	**158**	**43**	**246**	**23**	**22**	**12**	**57**	**9**	**112**	**39**	**160**	**13**	**8**	**22**	**43**	**406**	**100**	**506**	**0.90**	**PM Peak 5:45-6:45**

Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	3/27/2008	SOUTHBOUND ROAD:	Stone Springs Boulevard
W & A JOB NO.:	3088	DAY:	Thursday	NORTHBOUND ROAD:	Stone Springs Boulevard
INTERSECTION:	Stone Springs Blvd. & Millstream Dr.	WEATHER:	Clear	WESTBOUND ROAD:	Millstream Drive
LOCATION:	Loudoun County,VA	COUNTED BY:	Belen	EASTBOUND ROAD:	Millstream Drive
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Stone Springs Boulevard				Westbound Millstream Drive				Northbound Stone Springs Boulevard				Eastbound Millstream Drive				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	3	7	5	15	15	6	0	21	0	30	2	32	0	0	4	4	47	25	72		6:00-6:15
6:15-6:30	5	5	3	13	20	7	0	27	0	43	7	50	1	1	14	16	63	43	106		6:15-6:30
6:30-6:45	4	7	6	17	51	12	0	63	0	53	5	58	0	1	14	15	75	78	153		6:30-6:45
6:45-7:00	8	18	7	33	78	13	0	91	1	50	15	66	0	4	18	22	99	113	212		6:45-7:00
7:00-7:15	11	16	12	39	54	11	1	66	1	76	6	83	5	2	15	22	122	88	210		7:00-7:15
7:15-7:30	14	32	19	65	45	14	2	61	1	63	16	80	7	3	13	23	145	84	229		7:15-7:30
7:30-7:45	8	42	3	53	56	5	1	62	1	93	11	105	3	4	28	35	158	97	255		7:30-7:45
7:45-8:00	5	33	5	43	63	10	0	73	4	90	18	112	9	5	27	41	155	114	269		7:45-8:00
8:00-8:15	2	34	6	42	32	9	0	41	0	77	11	88	4	1	23	28	130	69	199		8:00-8:15
8:15-8:30	2	36	15	53	43	13	1	57	1	87	10	98	4	2	18	24	151	81	232		8:15-8:30
8:30-8:45	0	35	16	51	52	10	0	62	0	92	18	110	2	5	16	23	161	85	246		8:30-8:45
8:45-9:00	1	31	15	47	37	7	0	44	0	60	16	76	4	0	18	22	123	66	189		8:45-9:00
3 Hour Totals	**63**	**296**	**112**	**471**	**546**	**117**	**5**	**668**	**9**	**814**	**135**	**958**	**39**	**28**	**208**	**275**	**1,429**	**943**	**2,372**		
1 Hour Totals																					
6:00-7:00	20	37	21	78	164	38	0	202	1	176	29	206	1	6	50	57	284	259	543	0.64	6:00-7:00
6:15-7:15	28	46	28	102	203	43	1	247	2	222	33	257	6	8	61	75	359	322	681	0.80	6:15-7:15
6:30-7:30	37	73	44	154	228	50	3	281	3	242	42	287	12	10	60	82	441	363	804	0.88	6:30-7:30
6:45-7:45	41	108	41	190	233	43	4	280	4	282	48	334	15	13	74	102	524	382	906	0.89	6:45-7:45
7:00-8:00	38	123	39	200	218	40	4	262	7	322	51	380	24	14	83	121	580	383	963	0.89	7:00-8:00
7:15-8:15	29	141	33	203	196	38	3	237	6	323	56	385	23	13	91	127	588	364	952	0.88	7:15-8:15
7:30-8:30	17	145	29	191	194	37	2	233	6	347	50	403	20	12	96	128	594	361	955	0.89	7:30-8:30
7:45-8:45	9	138	42	189	190	42	1	233	5	346	57	408	19	13	84	116	597	349	946	0.88	7:45-8:45
8:00-9:00	5	136	52	193	164	39	1	204	1	316	55	372	14	8	75	97	565	301	866	0.88	8:00-9:00
AM Peak 7:00-8:00	**38**	**123**	**39**	**200**	**218**	**40**	**4**	**262**	**7**	**322**	**51**	**380**	**24**	**14**	**83**	**121**	**580**	**383**	**963**	**0.89**	**AM Peak 7:00-8:00**
PM																					
4:00-4:15	4	31	14	49	22	12	1	35	0	17	9	26	7	7	15	29	75	64	139		4:00-4:15
4:15-4:30	0	44	20	64	9	11	2	22	1	26	11	38	4	7	33	44	102	66	168		4:15-4:30
4:30-4:45	2	46	9	57	9	9	0	18	1	27	16	44	3	12	20	35	101	53	154		4:30-4:45
4:45-5:00	3	42	13	58	10	17	2	29	1	15	9	25	13	16	32	61	83	90	173		4:45-5:00
5:00-5:15	4	30	27	61	8	12	2	22	0	27	13	40	11	7	41	59	101	81	182		5:00-5:15
5:15-5:30	6	43	17	66	12	12	0	24	0	19	18	37	18	19	22	59	103	83	186		5:15-5:30
5:30-5:45	4	38	19	61	5	8	0	13	2	18	5	25	7	11	24	42	86	55	141		5:30-5:45
5:45-6:00	7	61	14	82	6	5	0	11	1	20	15	36	14	13	48	75	118	86	204		5:45-6:00
6:00-6:15	6	51	20	77	4	10	0	14	0	21	15	36	13	13	23	49	113	63	176		6:00-6:15
6:15-6:30	19	60	10	89	10	11	0	21	0	25	12	37	14	16	33	63	126	84	210		6:15-6:30
6:30-6:45	3	75	13	91	8	14	1	23	1	23	9	33	5	9	30	44	124	67	191		6:30-6:45
6:45-7:00	5	56	17	78	9	11	1	21	1	12	14	27	4	7	15	26	105	47	152		6:45-7:00
3 Hour Totals	**63**	**577**	**193**	**833**	**112**	**132**	**9**	**253**	**8**	**250**	**146**	**404**	**113**	**137**	**336**	**586**	**1,237**	**839**	**2,076**		
1 Hour Totals																					
4:00-5:00	9	163	56	228	50	49	5	104	3	85	45	133	27	42	100	169	361	273	634	0.92	4:00-5:00
4:15-5:15	9	162	69	240	36	49	6	91	3	95	49	147	31	42	126	199	387	290	677	0.93	4:15-5:15
4:30-5:30	15	161	66	242	39	50	4	93	2	88	56	146	45	54	115	214	388	307	695	0.93	4:30-5:30
4:45-5:45	17	153	76	246	35	49	4	88	3	79	45	127	49	53	119	221	373	309	682	0.92	4:45-5:45
5:00-6:00	21	172	77	270	31	37	2	70	3	84	51	138	50	50	135	235	408	305	713	0.87	5:00-6:00
5:15-6:15	23	193	70	286	27	35	0	62	3	78	53	134	52	56	117	225	420	287	707	0.87	5:15-6:15
5:30-6:30	36	210	63	309	25	34	0	59	3	84	47	134	48	53	128	229	443	288	731	0.87	5:30-6:30
5:45-6:45	35	247	57	339	28	40	1	69	2	89	51	142	46	51	134	231	481	300	781	0.93	5:45-6:45
6:00-7:00	33	242	60	335	31	46	2	79	2	81	50	133	36	45	101	182	468	261	729	0.87	6:00-7:00
PM Peak 5:45-6:45	**35**	**247**	**57**	**339**	**28**	**40**	**1**	**69**	**2**	**89**	**51**	**142**	**46**	**51**	**134**	**231**	**481**	**300**	**781**	**0.93**	**PM Peak 5:45-6:45**

Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	3/11/2008	SOUTHBOUND ROAD:	Gum Spring Road
W & A JOB NO.:	3088	DAY:	Tuesday	NORTHBOUND ROAD:	Gum Spring Road
INTERSECTION:	Route 659 & Tall Cedars Pkwy.	WEATHER:	Clear	WESTBOUND ROAD:	x
LOCATION:	Loudoun County,VA	COUNTED BY:	Belen & Kike	EASTBOUND ROAD:	Tall Cedars Parkway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Gum Spring Road				Westbound x				Northbound Gum Spring Road				Eastbound Tall Cedars Parkway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	18	0	18	0	0	0	0	0	98	9	107	2	0	0	2	125	2	127		6:00-6:15
6:15-6:30	2	21	0	23	0	0	0	0	0	113	19	132	4	0	0	4	155	4	159		6:15-6:30
6:30-6:45	1	32	0	33	0	0	0	0	0	95	36	131	2	0	3	5	164	5	169		6:30-6:45
6:45-7:00	3	40	0	43	0	0	0	0	0	111	38	149	4	0	0	4	192	4	196		6:45-7:00
7:00-7:15	1	44	0	45	0	0	0	0	0	74	37	111	22	0	0	22	156	22	178		7:00-7:15
7:15-7:30	7	44	0	51	0	0	0	0	0	87	53	140	21	0	4	25	191	25	216		7:15-7:30
7:30-7:45	2	51	0	53	0	0	0	0	0	70	36	106	16	0	1	17	159	17	176		7:30-7:45
7:45-8:00	6	42	0	48	0	0	0	0	0	84	38	122	14	0	2	16	170	16	186		7:45-8:00
8:00-8:15	5	50	0	55	0	0	0	0	0	64	31	95	10	0	1	11	150	11	161		8:00-8:15
8:15-8:30	2	47	0	49	0	0	0	0	0	68	20	88	17	0	3	20	137	20	157		8:15-8:30
8:30-8:45	2	56	0	58	0	0	0	0	0	115	22	137	14	0	1	15	195	15	210		8:30-8:45
8:45-9:00	9	42	0	51	0	0	0	0	0	127	14	141	15	0	0	15	192	15	207		8:45-9:00
3 Hour Totals	**40**	**487**	**0**	**527**	**0**	**0**	**0**	**0**	**0**	**1,106**	**353**	**1,459**	**141**	**0**	**15**	**156**	**1,986**	**156**	**2,142**		
1 Hour Totals																					
6:00-7:00	6	111	0	117	0	0	0	0	0	417	102	519	12	0	3	15	636	15	651	0.83	6:00-7:00
6:15-7:15	7	137	0	144	0	0	0	0	0	393	130	523	32	0	3	35	667	35	702	0.90	6:15-7:15
6:30-7:30	12	160	0	172	0	0	0	0	0	367	164	531	49	0	7	56	703	56	759	0.88	6:30-7:30
6:45-7:45	13	179	0	192	0	0	0	0	0	342	164	506	63	0	5	68	698	68	766	0.89	6:45-7:45
7:00-8:00	16	181	0	197	0	0	0	0	0	315	164	479	73	0	7	80	676	80	756	0.88	7:00-8:00
7:15-8:15	20	187	0	207	0	0	0	0	0	305	158	463	61	0	8	69	670	69	739	0.86	7:15-8:15
7:30-8:30	15	190	0	205	0	0	0	0	0	286	125	411	57	0	7	64	616	64	680	0.91	7:30-8:30
7:45-8:45	15	195	0	210	0	0	0	0	0	331	111	442	55	0	7	62	652	62	714	0.85	7:45-8:45
8:00-9:00	18	195	0	213	0	0	0	0	0	374	87	461	56	0	5	61	674	61	735	0.88	8:00-9:00
AM Peak 6:45-7:45	**13**	**179**	**0**	**192**	**0**	**0**	**0**	**0**	**0**	**342**	**164**	**506**	**63**	**0**	**5**	**68**	**698**	**68**	**766**	**0.89**	**AM Peak 6:45-7:45**
PM																					
4:00-4:15	15	113	0	128	0	0	0	0	0	54	16	70	25	0	2	27	198	27	225		4:00-4:15
4:15-4:30	12	137	0	149	0	0	0	0	0	62	28	90	16	0	2	18	239	18	257		4:15-4:30
4:30-4:45	17	217	0	234	0	0	0	0	0	65	11	76	18	0	1	19	310	19	329		4:30-4:45
4:45-5:00	15	177	0	192	0	0	0	0	0	51	15	66	26	0	3	29	258	29	287		4:45-5:00
5:00-5:15	29	180	0	209	0	0	0	0	0	46	13	59	26	0	0	26	268	26	294		5:00-5:15
5:15-5:30	30	197	0	227	0	0	0	0	0	51	16	67	26	0	0	26	294	26	320		5:15-5:30
5:30-5:45	26	176	0	202	0	0	0	0	0	47	18	65	16	0	5	21	267	21	288		5:30-5:45
5:45-6:00	28	233	0	261	0	0	0	0	0	67	13	80	27	0	2	29	341	29	370		5:45-6:00
6:00-6:15	26	194	0	220	0	0	0	0	0	42	24	66	30	0	2	32	286	32	318		6:00-6:15
6:15-6:30	30	217	0	247	0	0	0	0	0	49	8	57	22	0	2	24	304	24	328		6:15-6:30
6:30-6:45	22	189	0	211	0	0	0	0	0	69	31	100	20	0	2	22	311	22	333		6:30-6:45
6:45-7:00	16	93	0	109	0	0	0	0	0	38	25	63	23	0	6	29	172	29	201		6:45-7:00
3 Hour Totals	**266**	**2,123**	**0**	**2,389**	**0**	**0**	**0**	**0**	**0**	**641**	**218**	**859**	**275**	**0**	**27**	**302**	**3,248**	**302**	**3,550**		
1 Hour Totals																					
4:00-5:00	59	644	0	703	0	0	0	0	0	232	70	302	85	0	8	93	1,005	93	1,098	0.83	4:00-5:00
4:15-5:15	73	711	0	784	0	0	0	0	0	224	67	291	86	0	6	92	1,075	92	1,167	0.89	4:15-5:15
4:30-5:30	91	771	0	862	0	0	0	0	0	213	55	268	96	0	4	100	1,130	100	1,230	0.93	4:30-5:30
4:45-5:45	100	730	0	830	0	0	0	0	0	195	62	257	94	0	8	102	1,087	102	1,189	0.93	4:45-5:45
5:00-6:00	113	786	0	899	0	0	0	0	0	211	60	271	95	0	7	102	1,170	102	1,272	0.86	5:00-6:00
5:15-6:15	110	800	0	910	0	0	0	0	0	207	71	278	99	0	9	108	1,188	108	1,296	0.88	5:15-6:15
5:30-6:30	110	820	0	930	0	0	0	0	0	205	63	268	95	0	11	106	1,198	106	1,304	0.88	5:30-6:30
5:45-6:45	106	833	0	939	0	0	0	0	0	227	76	303	99	0	8	107	1,242	107	1,349	0.91	5:45-6:45
6:00-7:00	94	693	0	787	0	0	0	0	0	198	88	286	95	0	12	107	1,073	107	1,180	0.89	6:00-7:00
PM Peak 5:45-6:45	**106**	**833**	**0**	**939**	**0**	**0**	**0**	**0**	**0**	**227**	**76**	**303**	**99**	**0**	**8**	**107**	**1,242**	**107**	**1,349**	**0.91**	**PM Peak 5:45-6:45**

Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	3/11/2008	SOUTHBOUND ROAD:	
W & A JOB NO.:	3088	DAY:	Tuesday	NORTHBOUND ROAD:	Stone Springs Boulevard
INTERSECTION:	Route 50 & Stone Ridge Blvd.	WEATHER:	Clear	WESTBOUND ROAD:	John Mosby Highway
LOCATION:	Loudoun County,VA	COUNTED BY:	Di & Admir	EASTBOUND ROAD:	John Mosby Highway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound John Mosby Highway				Northbound Stone Springs Boulevard				Eastbound John Mosby Highway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	37	12	49	63	0	5	68	10	214	0	224	68	273	341		6:00-6:15
6:15-6:30	0	0	0	0	0	66	8	74	80	0	5	85	15	273	0	288	85	362	447		6:15-6:30
6:30-6:45	0	0	0	0	0	54	12	66	112	0	7	119	17	270	0	287	119	353	472		6:30-6:45
6:45-7:00	0	0	0	0	0	80	27	107	83	0	11	94	23	260	0	283	94	390	484		6:45-7:00
7:00-7:15	0	0	0	0	0	57	26	83	130	0	8	138	30	225	0	255	138	338	476		7:00-7:15
7:15-7:30	0	0	0	0	0	55	33	88	134	0	11	145	36	264	0	300	145	388	533		7:15-7:30
7:30-7:45	0	0	0	0	0	78	38	116	156	0	22	178	40	246	0	286	178	402	580		7:30-7:45
7:45-8:00	0	0	0	0	0	80	28	108	142	0	23	165	26	225	0	251	165	359	524		7:45-8:00
8:00-8:15	0	0	0	0	0	60	25	85	123	0	20	143	29	231	0	260	143	345	488		8:00-8:15
8:15-8:30	0	0	0	0	0	81	36	117	139	0	20	159	33	216	0	249	159	366	525		8:15-8:30
8:30-8:45	0	0	0	0	0	71	37	108	129	0	22	151	20	226	0	246	151	354	505		8:30-8:45
8:45-9:00	0	0	0	0	0	103	30	133	81	0	20	101	12	217	0	229	101	362	463		8:45-9:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**822**	**312**	**1,134**	**1,372**	**0**	**174**	**1,546**	**291**	**2,867**	**0**	**3,158**	**1,546**	**4,292**	**5,838**		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	237	59	296	338	0	28	366	65	1,017	0	1,082	366	1,378	1,744	0.90	6:00-7:00
6:15-7:15	0	0	0	0	0	257	73	330	405	0	31	436	85	1,028	0	1,113	436	1,443	1,879	0.97	6:15-7:15
6:30-7:30	0	0	0	0	0	246	98	344	459	0	37	496	106	1,019	0	1,125	496	1,469	1,965	0.92	6:30-7:30
6:45-7:45	0	0	0	0	0	270	124	394	503	0	52	555	129	995	0	1,124	555	1,518	2,073	0.89	6:45-7:45
7:00-8:00	0	0	0	0	0	270	125	395	562	0	64	626	132	960	0	1,092	626	1,487	2,113	0.91	7:00-8:00
7:15-8:15	0	0	0	0	0	273	124	397	555	0	76	631	131	966	0	1,097	631	1,494	2,125	0.92	7:15-8:15
7:30-8:30	0	0	0	0	0	299	127	426	560	0	85	645	128	918	0	1,046	645	1,472	2,117	0.91	7:30-8:30
7:45-8:45	0	0	0	0	0	292	126	418	533	0	85	618	108	898	0	1,006	618	1,424	2,042	0.97	7:45-8:45
8:00-9:00	0	0	0	0	0	315	128	443	472	0	82	554	94	890	0	984	554	1,427	1,981	0.94	8:00-9:00
AM Peak 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**273**	**124**	**397**	**555**	**0**	**76**	**631**	**131**	**966**	**0**	**1,097**	**631**	**1,494**	**2,125**	**0.92**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	0	0	0	0	0	269	62	331	49	0	31	80	11	80	0	91	80	422	502		4:00-4:15
4:15-4:30	0	0	0	0	0	289	77	366	45	0	33	78	13	76	0	89	78	455	533		4:15-4:30
4:30-4:45	0	0	0	0	0	272	89	361	54	0	29	83	15	78	0	93	83	454	537		4:30-4:45
4:45-5:00	0	0	0	0	0	271	91	362	48	0	33	81	14	62	0	76	81	438	519		4:45-5:00
5:00-5:15	0	0	0	0	0	289	100	389	64	0	28	92	17	71	0	88	92	477	569		5:00-5:15
5:15-5:30	0	0	0	0	0	287	143	430	55	0	37	92	25	87	0	112	92	542	634		5:15-5:30
5:30-5:45	0	0	0	0	0	261	103	364	57	0	28	85	12	75	0	87	85	451	536		5:30-5:45
5:45-6:00	0	0	0	0	0	208	111	319	46	0	29	75	17	82	0	99	75	418	493		5:45-6:00
6:00-6:15	0	0	0	0	0	218	97	315	51	0	33	84	18	85	0	103	84	418	502		6:00-6:15
6:15-6:30	0	0	0	0	0	230	110	340	39	0	27	66	18	70	0	88	66	428	494		6:15-6:30
6:30-6:45	0	0	0	0	0	209	81	290	58	0	27	85	14	71	0	85	85	375	460		6:30-6:45
6:45-7:00	0	0	0	0	0	189	98	287	40	0	23	63	16	72	0	88	63	375	438		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**2,992**	**1,162**	**4,154**	**606**	**0**	**358**	**964**	**190**	**909**	**0**	**1,099**	**964**	**5,253**	**6,217**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	1,101	319	1,420	196	0	126	322	53	296	0	349	322	1,769	2,091	0.97	4:00-5:00
4:15-5:15	0	0	0	0	0	1,121	357	1,478	211	0	123	334	59	287	0	346	334	1,824	2,158	0.95	4:15-5:15
4:30-5:30	0	0	0	0	0	1,119	423	1,542	221	0	127	348	71	298	0	369	348	1,911	2,259	0.89	4:30-5:30
4:45-5:45	0	0	0	0	0	1,108	437	1,545	224	0	126	350	68	295	0	363	350	1,908	2,258	0.89	4:45-5:45
5:00-6:00	0	0	0	0	0	1,045	457	1,502	222	0	122	344	71	315	0	386	344	1,888	2,232	0.88	5:00-6:00
5:15-6:15	0	0	0	0	0	974	454	1,428	209	0	127	336	72	329	0	401	336	1,829	2,165	0.85	5:15-6:15
5:30-6:30	0	0	0	0	0	917	421	1,338	193	0	117	310	65	312	0	377	310	1,715	2,025	0.94	5:30-6:30
5:45-6:45	0	0	0	0	0	865	399	1,264	194	0	116	310	67	308	0	375	310	1,639	1,949	0.97	5:45-6:45
6:00-7:00	0	0	0	0	0	846	386	1,232	188	0	110	298	66	298	0	364	298	1,596	1,894	0.94	6:00-7:00
PM Peak 4:30-5:30	**0**	**0**	**0**	**0**	**0**	**1,119**	**423**	**1,542**	**221**	**0**	**127**	**348**	**71**	**298**	**0**	**369**	**348**	**1,911**	**2,259**	**0.89**	**PM Peak 4:30-5:30**

Wells & Associates, INC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	4/29/2008	SOUTHBOUND ROAD:	Loudoun County Parkway
W & A JOB NO.:	3088	DAY:	Tuesday	NORTHBOUND ROAD:	Loudoun County Parkway
INTERSECTION:	US Route 50 & Route 606	WEATHER:	Clear	WESTBOUND ROAD:	John S. Mosby Highway
LOCATION:	Loudoun County,VA	COUNTED BY:	Jim,James & Salih	EASTBOUND ROAD:	John S. Mosby Highway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Loudoun County Parkway				Westbound John S. Mosby Highway				Northbound Loudoun County Parkway				Eastbound John S. Mosby Highway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	31	11	80	122	73	62	27	162	34	76	8	118	8	184	125	317	240	479	719		6:00-6:15
6:15-6:30	36	21	120	177	73	63	22	158	61	94	6	161	11	189	141	341	338	499	837		6:15-6:30
6:30-6:45	61	28	121	210	106	70	15	191	69	99	8	176	11	243	174	428	386	619	1,005		6:30-6:45
6:45-7:00	39	33	133	205	127	88	15	230	65	81	17	163	14	250	141	405	368	635	1,003		6:45-7:00
7:00-7:15	31	32	120	183	127	68	13	208	65	79	8	152	11	221	178	410	335	618	953		7:00-7:15
7:15-7:30	42	45	104	191	123	93	19	235	56	178	16	250	32	273	157	462	441	697	1,138		7:15-7:30
7:30-7:45	35	38	141	214	126	99	22	247	66	188	13	267	21	244	197	462	481	709	1,190		7:30-7:45
7:45-8:00	34	43	154	231	135	77	19	231	59	194	13	266	36	215	170	421	497	652	1,149		7:45-8:00
8:00-8:15	38	44	156	238	105	68	13	186	77	168	25	270	39	220	157	416	508	602	1,110		8:00-8:15
8:15-8:30	22	40	133	195	117	83	23	223	73	154	30	257	40	197	142	379	452	602	1,054		8:15-8:30
8:30-8:45	23	42	144	209	98	85	24	207	57	148	25	230	66	228	129	423	439	630	1,069		8:30-8:45
8:45-9:00	32	31	122	185	118	87	31	236	74	144	31	249	35	198	112	345	434	581	1,015		8:45-9:00
3 Hour Totals	**424**	**408**	**1,528**	**2,360**	**1,328**	**943**	**243**	**2,514**	**756**	**1,603**	**200**	**2,559**	**324**	**2,662**	**1,823**	**4,809**	**4,919**	**7,323**	**12,242**		
1 Hour Totals																					
6:00-7:00	167	93	454	714	379	283	79	741	229	350	39	618	44	866	581	1,491	1,332	2,232	3,564	0.89	6:00-7:00
6:15-7:15	167	114	494	775	433	289	65	787	260	353	39	652	47	903	634	1,584	1,427	2,371	3,798	0.94	6:15-7:15
6:30-7:30	173	138	478	789	483	319	62	864	255	437	49	741	68	987	650	1,705	1,530	2,569	4,099	0.90	6:30-7:30
6:45-7:45	147	148	498	793	503	348	69	920	252	526	54	832	78	988	673	1,739	1,625	2,659	4,284	0.90	6:45-7:45
7:00-8:00	142	158	519	819	511	337	73	921	246	639	50	935	100	953	702	1,755	1,754	2,676	4,430	0.93	7:00-8:00
7:15-8:15	149	170	555	874	489	337	73	899	258	728	67	1,053	128	952	681	1,761	1,927	2,660	4,587	0.96	7:15-8:15
7:30-8:30	129	165	584	878	483	327	77	887	275	704	81	1,060	136	876	666	1,678	1,938	2,565	4,503	0.95	7:30-8:30
7:45-8:45	117	169	587	873	455	313	79	847	266	664	93	1,023	181	860	598	1,639	1,896	2,486	4,382	0.95	7:45-8:45
8:00-9:00	115	157	555	827	438	323	91	852	281	614	111	1,006	180	843	540	1,563	1,833	2,415	4,248	0.96	8:00-9:00
AM Peak 7:15-8:15	**149**	**170**	**555**	**874**	**489**	**337**	**73**	**899**	**258**	**728**	**67**	**1,053**	**128**	**952**	**681**	**1,761**	**1,927**	**2,660**	**4,587**	**0.96**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	126	108	126	360	144	251	61	456	47	63	30	140	32	89	37	158	500	614	1,114		4:00-4:15
4:15-4:30	160	120	110	390	167	258	74	499	37	63	31	131	23	120	42	185	521	684	1,205		4:15-4:30
4:30-4:45	138	121	129	388	185	289	71	545	35	64	28	127	29	99	54	182	515	727	1,242		4:30-4:45
4:45-5:00	163	128	107	398	179	263	84	526	35	61	38	134	32	87	39	158	532	684	1,216		4:45-5:00
5:00-5:15	160	150	134	444	222	287	75	584	38	64	42	144	49	106	45	200	588	784	1,372		5:00-5:15
5:15-5:30	123	163	142	428	215	270	93	578	33	33	43	109	28	97	41	166	537	744	1,281		5:15-5:30
5:30-5:45	159	186	116	461	190	254	87	531	23	49	30	102	44	115	41	200	563	731	1,294		5:30-5:45
5:45-6:00	164	180	98	442	178	187	88	453	15	50	29	94	44	62	34	140	536	593	1,129		5:45-6:00
6:00-6:15	155	179	102	436	136	186	97	419	27	56	38	121	30	98	28	156	557	575	1,132		6:00-6:15
6:15-6:30	149	162	105	416	121	183	107	411	21	37	43	101	34	73	30	137	517	548	1,065		6:15-6:30
6:30-6:45	151	130	85	366	125	219	100	444	29	49	36	114	37	79	26	142	480	586	1,066		6:30-6:45
6:45-7:00	130	121	74	325	141	184	86	411	40	38	33	111	32	96	43	171	436	582	1,018		6:45-7:00
3 Hour Totals	**1,778**	**1,748**	**1,328**	**4,854**	**2,003**	**2,831**	**1,023**	**5,857**	**380**	**627**	**421**	**1,428**	**414**	**1,121**	**460**	**1,995**	**6,282**	**7,852**	**14,134**		
1 Hour Totals																					
4:00-5:00	587	477	472	1,536	675	1,061	290	2,026	154	251	127	532	116	395	172	683	2,068	2,709	4,777	0.96	4:00-5:00
4:15-5:15	621	519	480	1,620	753	1,097	304	2,154	145	252	139	536	133	412	180	725	2,156	2,879	5,035	0.92	4:15-5:15
4:30-5:30	584	562	512	1,658	801	1,109	323	2,233	141	222	151	514	138	389	179	706	2,172	2,939	5,111	0.93	4:30-5:30
4:45-5:45	605	627	499	1,731	806	1,074	339	2,219	129	207	153	489	153	405	166	724	2,220	2,943	5,163	0.94	4:45-5:45
5:00-6:00	606	679	490	1,775	805	998	343	2,146	109	196	144	449	165	380	161	706	2,224	2,852	5,076	0.92	5:00-6:00
5:15-6:15	601	708	458	1,767	719	897	365	1,981	98	188	140	426	146	372	144	662	2,193	2,643	4,836	0.93	5:15-6:15
5:30-6:30	627	707	421	1,755	625	810	379	1,814	86	192	140	418	152	348	133	633	2,173	2,447	4,620	0.89	5:30-6:30
5:45-6:45	619	651	390	1,660	560	775	392	1,727	92	192	146	430	145	312	118	575	2,090	2,302	4,392	0.97	5:45-6:45
6:00-7:00	585	592	366	1,543	523	772	390	1,685	117	180	150	447	133	346	127	606	1,990	2,291	4,281	0.95	6:00-7:00
PM Peak 4:45-5:45	**605**	**627**	**499**	**1,731**	**806**	**1,074**	**339**	**2,219**	**129**	**207**	**153**	**489**	**153**	**405**	**166**	**724**	**2,220**	**2,943**	**5,163**	**0.94**	**PM Peak 4:45-5:45**

Wells + Associates, Inc.

McLean, Virginia

Existing Traffic Count

PROJECT:	Holly Brook Montessori School	DATE:	12/4/2008	SOUTHBOUND ROAD:	Gum Spring Road
W & A JOB NO.:	4432	DAY:	Thursday	NORTHBOUND ROAD:	Gum Spring Road
INTERSECTION:	Route 50 & Gum Spring Rd.	WEATHER:	Clear	WESTBOUND ROAD:	John S. Mosby School
LOCATION:	Loudoun County,VA	COUNTED BY:	Admir & Di	EASTBOUND ROAD:	John S. Mosby School
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Gum Spring Road				Westbound John S. Mosby School				Northbound Gum Spring Road				Eastbound John S. Mosby School				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	7	11	9	27	4	36	13	53	60	16	4	80	4	243	10	257	107	310	417		6:00-6:15
6:15-6:30	5	6	3	14	11	40	12	63	67	36	4	107	2	312	14	328	121	391	512		6:15-6:30
6:30-6:45	6	20	9	35	20	61	21	102	47	33	4	84	3	279	12	294	119	396	515		6:30-6:45
6:45-7:00	7	23	12	42	20	67	29	116	40	46	0	86	6	354	25	385	128	501	629		6:45-7:00
7:00-7:15	16	28	11	55	8	74	13	95	38	37	1	76	10	301	24	335	131	430	561		7:00-7:15
7:15-7:30	15	14	16	45	30	79	28	137	34	47	2	83	5	389	18	412	128	549	677		7:15-7:30
7:30-7:45	14	23	9	46	29	91	28	148	40	40	2	82	9	385	27	421	128	569	697		7:30-7:45
7:45-8:00	18	27	9	54	26	92	32	150	41	37	1	79	10	328	30	368	133	518	651		7:45-8:00
8:00-8:15	7	23	7	37	19	98	23	140	38	37	2	77	9	314	26	349	114	489	603		8:00-8:15
8:15-8:30	12	31	10	53	20	107	35	162	45	31	2	78	5	317	24	346	131	508	639		8:15-8:30
8:30-8:45	14	18	9	41	23	74	27	124	45	50	7	102	7	311	21	339	143	463	606		8:30-8:45
8:45-9:00	10	16	9	35	20	79	27	126	60	50	4	114	3	258	28	289	149	415	564		8:45-9:00
3 Hour Totals	**131**	**240**	**113**	**484**	**230**	**898**	**288**	**1,416**	**555**	**460**	**33**	**1,048**	**73**	**3,791**	**259**	**4,123**	**1,532**	**5,539**	**7,071**		
1 Hour Totals																					
6:00-7:00	25	60	33	118	55	204	75	334	214	131	12	357	15	1,188	61	1,264	475	1,598	2,073	0.82	6:00-7:00
6:15-7:15	34	77	35	146	59	242	75	376	192	152	9	353	21	1,246	75	1,342	499	1,718	2,217	0.88	6:15-7:15
6:30-7:30	44	85	48	177	78	281	91	450	159	163	7	329	24	1,323	79	1,426	506	1,876	2,382	0.88	6:30-7:30
6:45-7:45	52	88	48	188	87	311	98	496	152	170	5	327	30	1,429	94	1,553	515	2,049	2,564	0.92	6:45-7:45
7:00-8:00	63	92	45	200	93	336	101	530	153	161	6	320	34	1,403	99	1,536	520	2,066	2,586	0.93	7:00-8:00
7:15-8:15	54	87	41	182	104	360	111	575	153	161	7	321	33	1,416	101	1,550	503	2,125	2,628	0.94	7:15-8:15
7:30-8:30	51	104	35	190	94	388	118	600	164	145	7	316	33	1,344	107	1,484	506	2,084	2,590	0.93	7:30-8:30
7:45-8:45	51	99	35	185	88	371	117	576	169	155	12	336	31	1,270	101	1,402	521	1,978	2,499	0.96	7:45-8:45
8:00-9:00	43	88	35	166	82	358	112	552	188	168	15	371	24	1,200	99	1,323	537	1,875	2,412	0.94	8:00-9:00
AM Peak 7:15-8:15	**54**	**87**	**41**	**182**	**104**	**360**	**111**	**575**	**153**	**161**	**7**	**321**	**33**	**1,416**	**101**	**1,550**	**503**	**2,125**	**2,628**	**0.94**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	22	49	7	78	11	303	82	396	30	18	7	55	9	90	16	115	133	511	644		4:00-4:15
4:15-4:30	21	45	17	83	20	329	97	446	34	22	7	63	1	108	18	127	146	573	719		4:15-4:30
4:30-4:45	19	50	11	80	17	304	107	428	43	22	1	66	9	113	16	138	146	566	712		4:30-4:45
4:45-5:00	23	45	12	80	12	350	144	506	25	25	4	54	7	120	14	141	134	647	781		4:45-5:00
5:00-5:15	18	50	9	77	20	333	113	466	25	22	3	50	4	127	16	147	127	613	740		5:00-5:15
5:15-5:30	17	59	18	94	14	302	135	451	39	23	5	67	2	132	18	152	161	603	764		5:15-5:30
5:30-5:45	31	54	12	97	15	280	133	428	31	19	3	53	3	131	20	154	150	582	732		5:30-5:45
5:45-6:00	26	66	5	97	12	276	126	414	38	26	6	70	5	127	26	158	167	572	739		5:45-6:00
6:00-6:15	26	42	10	78	14	295	122	431	28	22	9	59	7	119	16	142	137	573	710		6:00-6:15
6:15-6:30	20	32	2	54	8	295	143	446	31	17	7	55	6	102	20	128	109	574	683		6:15-6:30
6:30-6:45	11	28	1	40	8	292	128	428	27	17	5	49	9	77	9	95	89	523	612		6:30-6:45
6:45-7:00	15	29	3	47	10	225	104	339	25	12	3	40	4	76	7	87	87	426	513		6:45-7:00
3 Hour Totals	**249**	**549**	**107**	**905**	**161**	**3,584**	**1,434**	**5,179**	**376**	**245**	**60**	**681**	**66**	**1,322**	**196**	**1,584**	**1,586**	**6,763**	**8,349**		
1 Hour Totals																					
4:00-5:00	85	189	47	321	60	1,286	430	1,776	132	87	19	238	26	431	64	521	559	2,297	2,856	0.91	4:00-5:00
4:15-5:15	81	190	49	320	69	1,316	461	1,846	127	91	15	233	21	468	64	553	553	2,399	2,952	0.94	4:15-5:15
4:30-5:30	77	204	50	331	63	1,289	499	1,851	132	92	13	237	22	492	64	578	568	2,429	2,997	0.96	4:30-5:30
4:45-5:45	89	208	51	348	61	1,265	525	1,851	120	89	15	224	16	510	68	594	572	2,445	3,017	0.97	4:45-5:45
5:00-6:00	92	229	44	365	61	1,191	507	1,759	133	90	17	240	14	517	80	611	605	2,370	2,975	0.97	5:00-6:00
5:15-6:15	100	221	45	366	55	1,153	516	1,724	136	90	23	249	17	509	80	606	615	2,330	2,945	0.96	5:15-6:15
5:30-6:30	103	194	29	326	49	1,146	524	1,719	128	84	25	237	21	479	82	582	563	2,301	2,864	0.97	5:30-6:30
5:45-6:45	83	168	18	269	42	1,158	519	1,719	124	82	27	233	27	425	71	523	502	2,242	2,744	0.93	5:45-6:45
6:00-7:00	72	131	16	219	40	1,107	497	1,644	111	68	24	203	26	374	52	452	422	2,096	2,518	0.89	6:00-7:00
PM Peak 4:45-5:45	**89**	**208**	**51**	**348**	**61**	**1,265**	**525**	**1,851**	**120**	**89**	**15**	**224**	**16**	**510**	**68**	**594**	**572**	**2,445**	**3,017**	**0.97**	**PM Peak 4:45-5:45**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Arcola School	DATE:	2/29/2008	SOUTHBOUND ROAD:	Fleetwood Road	
W & A JOB NO.:	4052	DAY:	Thursday	NORTHBOUND ROAD:	Goshen Road	
INTERSECTION:	Route 50 & Goshen Rd.	WEATHER:	Clear	WESTBOUND ROAD:	John Mosby Highway	
LOCATION:	Loudoun County,VA	COUNTED BY:	Jim & James	EASTBOUND ROAD:	John Mosby Highway	
		INPUTED BY:	agan			

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Fleetwood Road				Westbound John Mosby Highway				Northbound Goshen Road				Eastbound John Mosby Highway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	14	1	15	1	1	0	2	0	231	0	231	2	246	248		6:00-6:15
6:15-6:30	0	0	1	1	1	32	2	35	1	2	0	3	1	234	1	236	4	271	275		6:15-6:30
6:30-6:45	0	0	1	1	1	32	4	37	0	3	0	3	1	278	1	280	4	317	321		6:30-6:45
6:45-7:00	0	1	0	1	0	51	3	54	10	4	1	15	2	298	1	301	16	355	371		6:45-7:00
7:00-7:15	1	0	3	4	3	65	1	69	10	10	0	20	0	207	5	212	24	281	305		7:00-7:15
7:15-7:30	0	0	1	1	3	61	5	69	3	4	0	7	1	257	6	264	8	333	341		7:15-7:30
7:30-7:45	0	1	0	1	3	67	4	74	5	10	0	15	0	260	5	265	16	339	355		7:30-7:45
7:45-8:00	0	0	1	1	5	89	9	103	7	5	2	14	1	271	3	275	15	378	393		7:45-8:00
8:00-8:15	1	0	0	1	10	84	10	104	10	1	2	13	2	200	4	206	14	310	324		8:00-8:15
8:15-8:30	1	0	3	4	9	59	8	76	3	3	1	7	3	241	3	247	11	323	334		8:15-8:30
8:30-8:45	0	1	2	3	11	65	20	96	9	6	4	19	2	211	2	215	22	311	333		8:30-8:45
8:45-9:00	0	1	1	2	3	95	30	128	7	0	1	8	4	177	3	184	10	312	322		8:45-9:00
3 Hour Totals	**3**	**4**	**13**	**20**	**49**	**714**	**97**	**860**	**66**	**49**	**11**	**126**	**17**	**2,865**	**34**	**2,916**	**146**	**3,776**	**3,922**		
1 Hour Totals																					
6:00-7:00	0	1	2	3	2	129	10	141	12	10	1	23	4	1,041	3	1,048	26	1,189	1,215	0.82	6:00-7:00
6:15-7:15	1	1	5	7	5	180	10	195	21	19	1	41	4	1,017	8	1,029	48	1,224	1,272	0.86	6:15-7:15
6:30-7:30	1	1	5	7	7	209	13	229	23	21	1	45	4	1,040	13	1,057	52	1,286	1,338	0.90	6:30-7:30
6:45-7:45	1	2	4	7	9	244	13	266	28	28	1	57	3	1,022	17	1,042	64	1,308	1,372	0.92	6:45-7:45
7:00-8:00	1	1	5	7	14	282	19	315	25	29	2	56	2	995	19	1,016	63	1,331	1,394	0.89	7:00-8:00
7:15-8:15	1	1	2	4	21	301	28	350	25	20	4	49	4	988	18	1,010	53	1,360	1,413	0.90	7:15-8:15
7:30-8:30	2	1	4	7	27	299	31	357	25	19	5	49	6	972	15	993	56	1,350	1,406	0.89	7:30-8:30
7:45-8:45	2	1	6	9	35	297	47	379	29	15	9	53	8	923	12	943	62	1,322	1,384	0.88	7:45-8:45
8:00-9:00	2	2	6	10	33	303	68	404	29	10	8	47	11	829	12	852	57	1,256	1,313	0.98	8:00-9:00
AM Peak 7:15-8:15	**1**	**1**	**2**	**4**	**21**	**301**	**28**	**350**	**25**	**20**	**4**	**49**	**4**	**988**	**18**	**1,010**	**53**	**1,360**	**1,413**	**0.90**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	1	1	0	2	5	274	11	290	4	1	1	6	0	75	1	76	8	366	374		4:00-4:15
4:15-4:30	1	3	0	4	1	301	8	310	5	0	1	6	0	81	0	81	10	391	401		4:15-4:30
4:30-4:45	1	5	0	6	1	262	15	278	7	0	1	8	0	93	0	93	14	371	385		4:30-4:45
4:45-5:00	0	3	2	5	0	284	18	302	0	1	2	3	0	81	2	83	8	385	393		4:45-5:00
5:00-5:15	2	2	0	4	4	280	10	294	1	0	0	1	1	72	0	73	5	367	372		5:00-5:15
5:15-5:30	1	4	0	5	0	319	11	330	7	0	1	8	3	103	1	107	13	437	450		5:15-5:30
5:30-5:45	0	4	2	6	0	260	15	275	6	0	2	8	2	88	3	93	14	368	382		5:30-5:45
5:45-6:00	1	1	0	2	4	269	14	287	7	2	0	9	1	93	0	94	11	381	392		5:45-6:00
6:00-6:15	0	2	1	3	1	237	11	249	4	0	0	4	0	74	0	74	7	323	330		6:00-6:15
6:15-6:30	5	1	0	6	1	250	4	255	2	1	0	3	0	77	0	77	9	332	341		6:15-6:30
6:30-6:45	6	2	1	9	2	216	6	224	3	2	1	6	0	72	0	72	15	296	311		6:30-6:45
6:45-7:00	4	2	1	7	0	199	15	214	2	1	2	5	1	75	1	77	12	291	303		6:45-7:00
3 Hour Totals	**22**	**30**	**7**	**59**	**19**	**3,151**	**138**	**3,308**	**48**	**8**	**11**	**67**	**8**	**984**	**8**	**1,000**	**126**	**4,308**	**4,434**		
1 Hour Totals																					
4:00-5:00	3	12	2	17	7	1,121	52	1,180	16	2	5	23	0	330	3	333	40	1,513	1,553	0.97	4:00-5:00
4:15-5:15	4	13	2	19	6	1,127	51	1,184	13	1	4	18	1	327	2	330	37	1,514	1,551	0.97	4:15-5:15
4:30-5:30	4	14	2	20	5	1,145	54	1,204	15	1	4	20	4	349	3	356	40	1,560	1,600	0.89	4:30-5:30
4:45-5:45	3	13	4	20	4	1,143	54	1,201	14	1	5	20	6	344	6	356	40	1,557	1,597	0.89	4:45-5:45
5:00-6:00	4	11	2	17	8	1,128	50	1,186	21	2	3	26	7	356	4	367	43	1,553	1,596	0.89	5:00-6:00
5:15-6:15	2	11	3	16	5	1,085	51	1,141	24	2	3	29	6	358	4	368	45	1,509	1,554	0.86	5:15-6:15
5:30-6:30	6	8	3	17	6	1,016	44	1,066	19	3	2	24	3	332	3	338	41	1,404	1,445	0.92	5:30-6:30
5:45-6:45	12	6	2	20	8	972	35	1,015	16	5	1	22	1	316	0	317	42	1,332	1,374	0.88	5:45-6:45
6:00-7:00	15	7	3	25	4	902	36	942	11	4	3	18	1	298	1	300	43	1,242	1,285	0.94	6:00-7:00
PM Peak 4:30-5:30	**4**	**14**	**2**	**20**	**5**	**1,145**	**54**	**1,204**	**15**	**1**	**4**	**20**	**4**	**349**	**3**	**356**	**40**	**1,560**	**1,600**	**0.89**	**PM Peak 4:30-5:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Stone Ridge Commercial	DATE:	6/28/2006	SOUTHBOUND ROAD:	Millstream Drive
W & A JOB NO.:	3088	DAY:	Wednesday	NORTHBOUND ROAD:	Sandbar Terrace
INTERSECTION:	Millstream Drive/Tall Cedars Parkway	WEATHER:	Clear	WESTBOUND ROAD:	Tall Cedars Parkway
LOCATION:	Loudoun County,VA	COUNTED BY:	Admir	EASTBOUND ROAD:	Construction Driveway
		INPUTED BY:	JAW		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Millstream Drive				Westbound Tall Cedars Parkway				Northbound Sandbar Terrace				Eastbound Construction Driveway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	1	0	0	1	7	0	0	7	0	0	0	0	7	1	8		6:00-6:15
6:15-6:30	0	0	0	0	3	0	0	3	7	2	0	9	0	0	0	0	9	3	12		6:15-6:30
6:30-6:45	0	0	1	1	2	0	1	3	7	0	0	7	0	0	0	0	8	3	11		6:30-6:45
6:45-7:00	0	0	2	2	2	1	0	3	8	0	0	8	0	1	0	1	10	4	14		6:45-7:00
7:00-7:15	0	1	2	3	1	0	0	1	5	1	0	6	0	1	0	1	9	2	11		7:00-7:15
7:15-7:30	0	0	2	2	3	2	1	6	9	1	0	10	0	1	0	1	12	7	19		7:15-7:30
7:30-7:45	2	0	1	3	3	2	0	5	8	1	0	9	1	0	0	1	12	6	18		7:30-7:45
7:45-8:00	1	0	6	7	4	2	1	7	5	1	0	6	0	7	0	7	13	14	27		7:45-8:00
8:00-8:15	0	0	2	2	2	2	1	5	6	2	0	8	0	0	0	0	10	5	15		8:00-8:15
8:15-8:30	1	0	2	3	2	2	1	5	5	1	0	6	0	3	0	3	9	8	17		8:15-8:30
8:30-8:45	0	0	2	2	2	3	1	6	7	0	0	7	0	3	1	4	9	10	19		8:30-8:45
8:45-9:00	0	0	4	4	1	3	1	5	4	0	0	4	0	2	0	2	8	7	15		8:45-9:00
3 Hour Totals	**4**	**1**	**24**	**29**	**26**	**17**	**7**	**50**	**78**	**9**	**0**	**87**	**1**	**18**	**1**	**20**	**116**	**70**	**186**		
1 Hour Totals																					
6:00-7:00	0	0	3	3	8	1	1	10	29	2	0	31	0	1	0	1	34	11	45	0.80	6:00-7:00
6:15-7:15	0	1	5	6	8	1	1	10	27	3	0	30	0	2	0	2	36	12	48	0.86	6:15-7:15
6:30-7:30	0	1	7	8	8	3	2	13	29	2	0	31	0	3	0	3	39	16	55	0.72	6:30-7:30
6:45-7:45	2	1	7	10	9	5	1	15	30	3	0	33	1	3	0	4	43	19	62	0.82	6:45-7:45
7:00-8:00	3	1	11	15	11	6	2	19	27	4	0	31	1	9	0	10	46	29	75	0.69	7:00-8:00
7:15-8:15	3	0	11	14	12	8	3	23	28	5	0	33	1	8	0	9	47	32	79	0.73	7:15-8:15
7:30-8:30	4	0	11	15	11	8	3	22	24	5	0	29	1	10	0	11	44	33	77	0.71	7:30-8:30
7:45-8:45	2	0	12	14	10	9	4	23	23	4	0	27	0	13	1	14	41	37	78	0.72	7:45-8:45
8:00-9:00	1	0	10	11	7	10	4	21	22	3	0	25	0	8	1	9	36	30	66	0.87	8:00-9:00
AM Peak 7:15-8:15	**3**	**0**	**11**	**14**	**12**	**8**	**3**	**23**	**28**	**5**	**0**	**33**	**1**	**8**	**0**	**9**	**47**	**32**	**79**	**0.73**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	0	1	1	2	2	0	1	3	1	1	0	2	0	0	0	0	4	3	7		4:00-4:15
4:15-4:30	1	1	5	7	1	1	2	4	2	1	0	3	0	0	0	0	10	4	14		4:15-4:30
4:30-4:45	1	2	1	4	2	0	5	7	1	0	0	1	0	2	0	2	5	9	14		4:30-4:45
4:45-5:00	0	1	1	2	1	0	2	3	1	2	0	3	0	0	0	0	5	3	8		4:45-5:00
5:00-5:15	0	4	2	6	2	0	8	10	2	2	0	4	0	0	0	0	10	10	20		5:00-5:15
5:15-5:30	0	2	2	4	0	0	3	3	0	0	0	0	0	0	0	0	4	3	7		5:15-5:30
5:30-5:45	0	0	2	2	1	0	9	10	3	0	0	3	0	0	0	0	5	10	15		5:30-5:45
5:45-6:00	0	2	0	2	1	0	13	14	2	0	0	2	0	0	0	0	4	14	18		5:45-6:00
6:00-6:15	0	3	3	6	1	0	7	8	2	4	0	6	0	0	0	0	12	8	20		6:00-6:15
6:15-6:30	0	3	3	6	2	0	10	12	3	1	0	4	0	0	0	0	10	12	22		6:15-6:30
6:30-6:45	0	5	1	6	0	0	6	6	4	5	0	9	0	0	1	1	15	7	22		6:30-6:45
6:45-7:00	0	3	0	3	0	0	7	7	5	0	0	5	0	0	0	0	8	7	15		6:45-7:00
3 Hour Totals	**2**	**27**	**21**	**50**	**13**	**1**	**73**	**87**	**26**	**16**	**0**	**42**	**0**	**2**	**1**	**3**	**92**	**90**	**182**		
1 Hour Totals																					
4:00-5:00	2	5	8	15	6	1	10	17	5	4	0	9	0	2	0	2	24	19	43	0.77	4:00-5:00
4:15-5:15	2	8	9	19	6	1	17	24	6	5	0	11	0	2	0	2	30	26	56	0.70	4:15-5:15
4:30-5:30	1	9	6	16	5	0	18	23	4	4	0	8	0	2	0	2	24	25	49	0.61	4:30-5:30
4:45-5:45	0	7	7	14	4	0	22	26	6	4	0	10	0	0	0	0	24	26	50	0.63	4:45-5:45
5:00-6:00	0	8	6	14	4	0	33	37	7	2	0	9	0	0	0	0	23	37	60	0.75	5:00-6:00
5:15-6:15	0	7	7	14	3	0	32	35	7	4	0	11	0	0	0	0	25	35	60	0.75	5:15-6:15
5:30-6:30	0	8	8	16	5	0	39	44	10	5	0	15	0	0	0	0	31	44	75	0.85	5:30-6:30
5:45-6:45	0	13	7	20	4	0	36	40	11	10	0	21	0	0	1	1	41	41	82	0.93	5:45-6:45
6:00-7:00	0	14	7	21	3	0	30	33	14	10	0	24	0	0	1	1	45	34	79	0.90	6:00-7:00
PM Peak 5:45-6:45	**0**	**13**	**7**	**20**	**4**	**0**	**36**	**40**	**11**	**10**	**0**	**21**	**0**	**0**	**1**	**1**	**41**	**41**	**82**	**0.93**	**PM Peak 5:45-6:45**

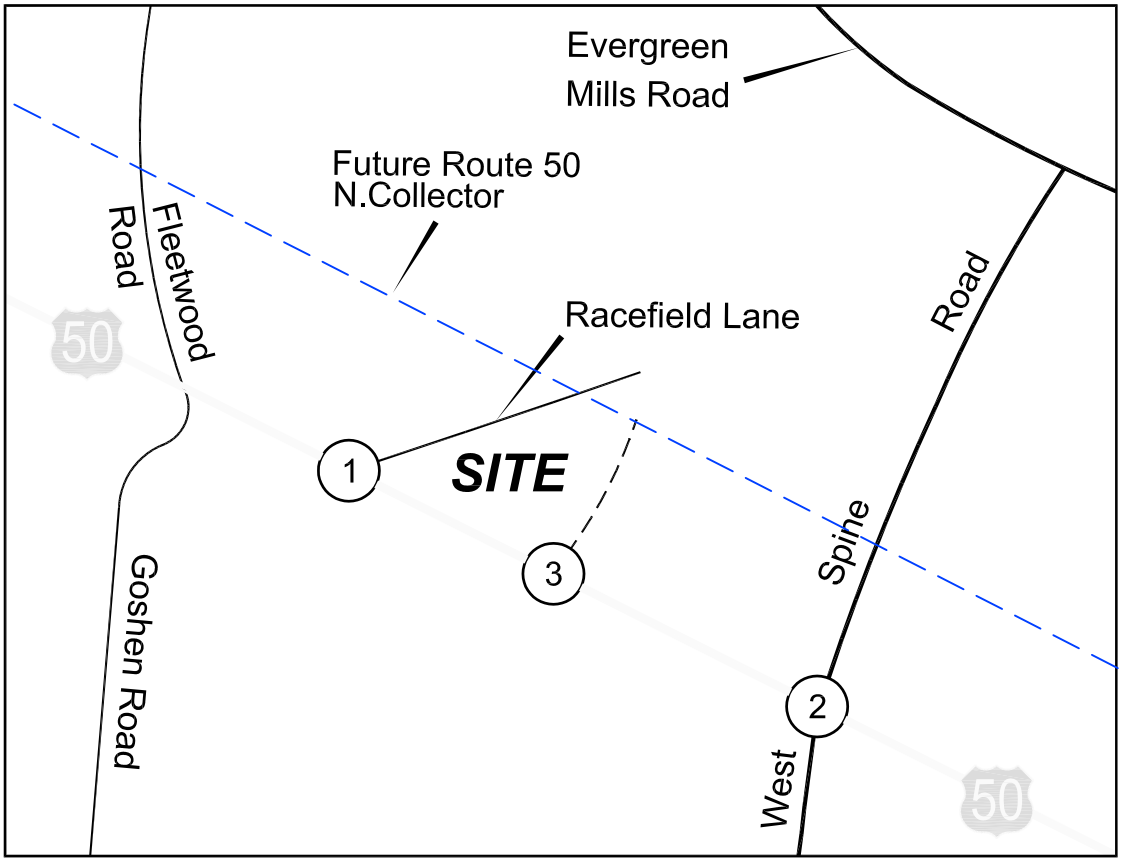
Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Westport	DATE:	4/29/2008	SOUTHBOUND ROAD:	Racefield Lane
W & A JOB NO.:	2579	DAY:	Tuesday	NORTHBOUND ROAD:	
INTERSECTION:	Route 50 & Racefield La.	WEATHER:	Rain	WESTBOUND ROAD:	John Mosby Highway
LOCATION:	Loudoun County,VA	COUNTED BY:	Jim & James	EASTBOUND ROAD:	John Mosby Highway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Racefield Lane				Westbound John Mosby Highway				Northbound 0				Eastbound John Mosby Highway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	4	37	9	50	0	0	0	0	0	273	0	273	0	323	323		6:00-6:15
6:15-6:30	3	0	0	3	3	56	4	63	0	0	0	0	0	267	0	267	3	330	333		6:15-6:30
6:30-6:45	1	0	0	1	3	63	6	72	0	0	0	0	0	291	0	291	1	363	364		6:30-6:45
6:45-7:00	3	0	0	3	8	91	3	102	0	0	0	0	0	283	0	283	3	385	388		6:45-7:00
7:00-7:15	2	0	0	2	5	75	1	81	0	0	0	0	0	274	0	274	2	355	357		7:00-7:15
7:15-7:30	5	0	0	5	1	75	6	82	0	0	0	0	0	287	0	287	5	369	374		7:15-7:30
7:30-7:45	14	0	0	14	3	112	13	128	0	0	0	0	0	249	0	249	14	377	391		7:30-7:45
7:45-8:00	3	0	0	3	5	118	2	125	0	0	0	0	0	275	0	275	3	400	403		7:45-8:00
8:00-8:15	2	0	0	2	1	105	2	108	0	0	0	0	0	258	0	258	2	366	368		8:00-8:15
8:15-8:30	5	0	0	5	3	101	6	110	0	0	0	0	0	232	0	232	5	342	347		8:15-8:30
8:30-8:45	2	0	0	2	0	97	4	101	0	0	0	0	0	245	0	245	2	346	348		8:30-8:45
8:45-9:00	3	0	0	3	0	146	1	147	0	0	0	0	0	207	0	207	3	354	357		8:45-9:00
3 Hour Totals	**43**	**0**	**0**	**43**	**36**	**1,076**	**57**	**1,169**	**0**	**0**	**0**	**0**	**0**	**3,141**	**0**	**3,141**	**43**	**4,310**	**4,353**		
1 Hour Totals																					
6:00-7:00	7	0	0	7	18	247	22	287	0	0	0	0	0	1,114	0	1,114	7	1,401	1,408	0.91	6:00-7:00
6:15-7:15	9	0	0	9	19	285	14	318	0	0	0	0	0	1,115	0	1,115	9	1,433	1,442	0.93	6:15-7:15
6:30-7:30	11	0	0	11	17	304	16	337	0	0	0	0	0	1,135	0	1,135	11	1,472	1,483	0.96	6:30-7:30
6:45-7:45	24	0	0	24	17	353	23	393	0	0	0	0	0	1,093	0	1,093	24	1,486	1,510	0.97	6:45-7:45
7:00-8:00	24	0	0	24	14	380	22	416	0	0	0	0	0	1,085	0	1,085	24	1,501	1,525	0.95	7:00-8:00
7:15-8:15	24	0	0	24	10	410	23	443	0	0	0	0	0	1,069	0	1,069	24	1,512	1,536	0.95	7:15-8:15
7:30-8:30	24	0	0	24	12	436	23	471	0	0	0	0	0	1,014	0	1,014	24	1,485	1,509	0.94	7:30-8:30
7:45-8:45	12	0	0	12	9	421	14	444	0	0	0	0	0	1,010	0	1,010	12	1,454	1,466	0.91	7:45-8:45
8:00-9:00	12	0	0	12	4	449	13	466	0	0	0	0	0	942	0	942	12	1,408	1,420	0.96	8:00-9:00
AM Peak 7:15-8:15	**24**	**0**	**0**	**24**	**10**	**410**	**23**	**443**	**0**	**0**	**0**	**0**	**0**	**1,069**	**0**	**1,069**	**24**	**1,512**	**1,536**	**0.95**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	3	0	0	3	10	312	0	322	0	0	0	0	0	94	0	94	3	416	419		4:00-4:15
4:15-4:30	9	0	0	9	3	339	0	342	0	0	0	0	0	88	0	88	9	430	439		4:15-4:30
4:30-4:45	3	0	0	3	4	334	0	338	0	0	0	0	0	82	0	82	3	420	423		4:30-4:45
4:45-5:00	1	0	0	1	1	315	0	316	0	0	0	0	0	100	0	100	1	416	417		4:45-5:00
5:00-5:15	2	0	0	2	3	298	0	301	0	0	0	0	0	102	0	102	2	403	405		5:00-5:15
5:15-5:30	2	0	0	2	3	308	0	311	0	0	0	0	0	79	0	79	2	390	392		5:15-5:30
5:30-5:45	6	0	0	6	1	272	0	273	0	0	0	0	0	102	0	102	6	375	381		5:30-5:45
5:45-6:00	2	0	0	2	0	256	0	256	0	0	0	0	0	74	0	74	2	330	332		5:45-6:00
6:00-6:15	3	0	0	3	1	256	0	257	0	0	0	0	0	86	0	86	3	343	346		6:00-6:15
6:15-6:30	1	0	0	1	2	271	0	273	0	0	0	0	0	97	0	97	1	370	371		6:15-6:30
6:30-6:45	4	0	0	4	2	249	0	251	0	0	0	0	0	86	0	86	4	337	341		6:30-6:45
6:45-7:00	2	0	0	2	4	205	0	209	0	0	0	0	0	69	0	69	2	278	280		6:45-7:00
3 Hour Totals	**38**	**0**	**0**	**38**	**34**	**3,415**	**0**	**3,449**	**0**	**0**	**0**	**0**	**0**	**1,059**	**0**	**1,059**	**38**	**4,508**	**4,546**		
1 Hour Totals																					
4:00-5:00	16	0	0	16	18	1,300	0	1,318	0	0	0	0	0	364	0	364	16	1,682	1,698	0.97	4:00-5:00
4:15-5:15	15	0	0	15	11	1,286	0	1,297	0	0	0	0	0	372	0	372	15	1,669	1,684	0.96	4:15-5:15
4:30-5:30	8	0	0	8	11	1,255	0	1,266	0	0	0	0	0	363	0	363	8	1,629	1,637	0.97	4:30-5:30
4:45-5:45	11	0	0	11	8	1,193	0	1,201	0	0	0	0	0	383	0	383	11	1,584	1,595	0.96	4:45-5:45
5:00-6:00	12	0	0	12	7	1,134	0	1,141	0	0	0	0	0	357	0	357	12	1,498	1,510	0.93	5:00-6:00
5:15-6:15	13	0	0	13	5	1,092	0	1,097	0	0	0	0	0	341	0	341	13	1,438	1,451	0.93	5:15-6:15
5:30-6:30	12	0	0	12	4	1,055	0	1,059	0	0	0	0	0	359	0	359	12	1,418	1,430	0.94	5:30-6:30
5:45-6:45	10	0	0	10	5	1,032	0	1,037	0	0	0	0	0	343	0	343	10	1,380	1,390	0.94	5:45-6:45
6:00-7:00	10	0	0	10	9	981	0	990	0	0	0	0	0	338	0	338	10	1,328	1,338	0.90	6:00-7:00
PM Peak 4:00-5:00	**16**	**0**	**0**	**16**	**18**	**1,300**	**0**	**1,318**	**0**	**0**	**0**	**0**	**0**	**364**	**0**	**364**	**16**	**1,682**	**1,698**	**0.97**	**PM Peak 4:00-5:00**



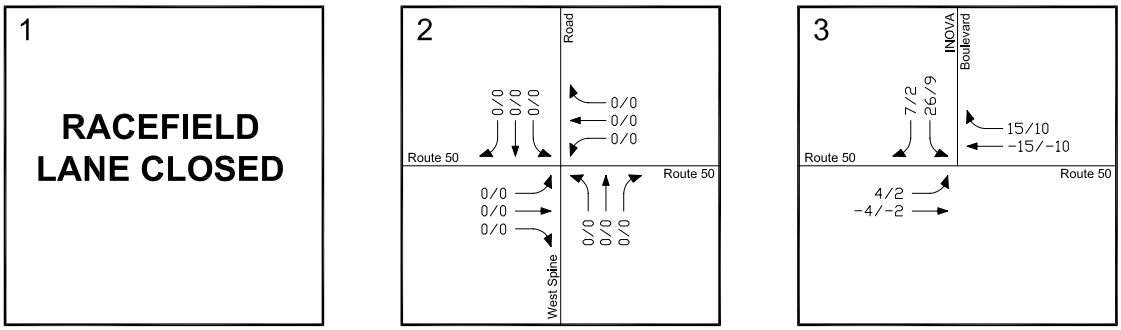


Figure 12
Racefield Lane Redistributions (2013)

— XXXX Average Daily Traffic AM PEAK HOUR PM PEAK HOUR 000/000

North

INOVA/Dulles South Hospital Campus
Loudoun County, Virginia

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

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11

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APPENDIX C

EXISTING CAPACITY ANALYSES

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	83	14	24	4	40	218	51	322	7	39	123	38
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	92	16	27	4	44	242	57	358	8	43	137	42

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	100	34	27	264	236	187	112	111
Volume Left (vph)	92	0	4	0	57	0	43	0
Volume Right (vph)	0	27	0	242	0	8	0	42
Hadj (s)	0.50	-0.51	0.12	-0.61	0.15	0.00	0.23	-0.23
Departure Headway (s)	7.1	6.1	6.5	5.8	6.2	6.1	6.6	6.1
Degree Utilization, x	0.20	0.06	0.05	0.43	0.41	0.31	0.20	0.19
Capacity (veh/h)	469	539	515	586	547	569	516	553
Control Delay (s)	10.7	8.3	8.7	11.9	12.2	10.6	10.0	9.3
Approach Delay (s)	10.1		11.6		11.5		9.7	
Approach LOS	B		B		B		A	

Intersection Summary			
Delay	11.0		
HCM Level of Service	B		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	158	1	3	175	12	0	5	28	11	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	176	1	3	194	13	0	6	31	12	0	3
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	208			177			283	391	88	329	384	104
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	208			177			283	391	88	329	384	104
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			100			100	99	97	98	100	100
cM capacity (veh/h)	1361			1397			643	542	952	575	547	931

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	88	89	101	111	37	16
Volume Left	0	0	3	0	0	12
Volume Right	0	1	0	13	31	3
cSH	1361	1700	1397	1700	854	626
Volume to Capacity	0.00	0.05	0.00	0.07	0.04	0.02
Queue Length 95th (ft)	0	0	0	0	3	2
Control Delay (s)	0.0	0.0	0.3	0.0	9.4	10.9
Lane LOS			A		A	B
Approach Delay (s)	0.0		0.1		9.4	10.9
Approach LOS					A	B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	988	4	28	301	21	4	20	25	2	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	1098	4	31	334	23	4	22	28	2	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	358			1102			1369	1558	549	1024	1539	167
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	358			1102			1369	1558	549	1024	1539	167
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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			95			96	79	94	98	99	100
cM capacity (veh/h)	1198			629			99	104	480	142	107	848

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	20	549	549	4	31	167	167	23	54	4
Volume Left	20	0	0	0	31	0	0	0	4	2
Volume Right	0	0	0	4	0	0	0	23	28	1
cSH	1198	1700	1700	1700	629	1700	1700	1700	172	163
Volume to Capacity	0.02	0.32	0.32	0.00	0.05	0.10	0.10	0.01	0.32	0.03
Queue Length 95th (ft)	1	0	0	0	4	0	0	0	32	2
Control Delay (s)	8.1	0.0	0.0	0.0	11.0	0.0	0.0	0.0	35.2	27.8
Lane LOS	A				B				E	D
Approach Delay (s)	0.1				0.9				35.2	27.8
Approach LOS									E	D

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	681	952	128	73	337	489	67	728	258	555	170	149
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	757	1058	142	81	374	543	74	809	287	617	189	166
RTOR Reduction (vph)	0	0	71	0	0	128	0	0	140	0	0	121
Lane Group Flow (vph)	757	1058	71	81	374	415	74	809	147	617	189	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	38.9	65.0	65.0	8.8	34.9	34.9	8.6	36.2	36.2	10.5	38.1	38.1
Effective Green, g (s)	41.9	69.5	69.5	11.8	39.4	39.4	11.6	39.2	39.2	13.5	41.1	41.1
Actuated g/C Ratio	0.28	0.46	0.46	0.08	0.26	0.26	0.08	0.26	0.26	0.09	0.27	0.27
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	959	1640	733	270	930	416	265	925	414	309	970	434
v/s Ratio Prot	c0.22	0.30		0.02	0.11		0.02	c0.23		c0.18	0.05	
v/s Ratio Perm			0.04			c0.26			0.09			0.03
v/c Ratio	0.79	0.65	0.10	0.30	0.40	1.00	0.28	0.87	0.36	2.00	0.19	0.10
Uniform Delay, d1	50.0	30.8	22.6	65.2	45.6	55.2	65.3	53.0	45.1	68.2	41.8	40.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	2.0	0.3	0.6	1.3	43.4	0.6	9.2	0.5	459.9	0.1	0.1
Delay (s)	54.4	32.8	22.9	65.8	46.9	98.6	65.8	62.3	45.6	528.2	41.9	40.8
Level of Service	D	C	C	E	D	F	E	E	D	F	D	D
Approach Delay (s)		40.4			76.6			58.4			350.4	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM Average Control Delay	110.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	63	164	342	179	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	70	182	380	199	14
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	943	199	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	943	199	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	92	87			
cM capacity (veh/h)	252	842	1357			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total	6	70	562	199	14
Volume Left	6	0	182	0	0
Volume Right	0	70	0	0	14
cSH	252	842	1357	1700	1700
Volume to Capacity	0.02	0.08	0.13	0.12	0.01
Queue Length 95th (ft)	2	7	12	0	0
Control Delay (s)	19.6	9.7	3.6	0.0	0.0
Lane LOS	C	A	A		
Approach Delay (s)	10.4		3.6	0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	966	131	124	273	76	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1073	146	138	303	84	617
RTOR Reduction (vph)	0	43	0	0	0	114
Lane Group Flow (vph)	1073	103	138	303	84	503
Turn Type		Perm	Prot			pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2				4
Actuated Green, G (s)	124.0	124.0	25.2	156.2	9.8	35.0
Effective Green, g (s)	127.0	127.0	28.2	159.2	12.8	41.0
Actuated g/C Ratio	0.71	0.71	0.16	0.88	0.07	0.23
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2497	1117	538	3130	244	396
v/s Ratio Prot	c0.30		0.04	0.09	0.02	c0.20
v/s Ratio Perm		0.07				0.12
v/c Ratio	0.43	0.09	0.26	0.10	0.34	1.27
Uniform Delay, d1	11.2	8.3	66.7	1.3	79.6	69.5
Progression Factor	1.00	1.00	1.39	0.14	1.00	1.00
Incremental Delay, d2	0.5	0.2	0.2	0.1	0.8	140.6
Delay (s)	11.7	8.5	93.3	0.2	80.5	210.1
Level of Service	B	A	F	A	F	F
Approach Delay (s)	11.4			29.3	194.6	
Approach LOS	B			C	F	

Intersection Summary			
HCM Average Control Delay	69.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	78	38	42	9	51	57	67	200	2	12	99	57
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	87	42	47	10	57	63	74	222	2	13	110	63

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	108	68	38	92	186	113	68	118
Volume Left (vph)	87	0	10	0	74	0	13	0
Volume Right (vph)	0	47	0	63	0	2	0	63
Hadj (s)	0.44	-0.45	0.16	-0.45	0.23	0.02	0.13	-0.34
Departure Headway (s)	6.3	5.5	6.1	5.5	5.8	5.6	5.8	5.4
Degree Utilization, x	0.19	0.10	0.07	0.14	0.30	0.18	0.11	0.18
Capacity (veh/h)	534	617	546	605	597	616	583	636
Control Delay (s)	9.6	7.9	8.4	8.2	10.1	8.6	8.4	8.3
Approach Delay (s)	9.0		8.3		9.5		8.3	
Approach LOS	A		A		A		A	

Intersection Summary			
Delay	8.9		
HCM Level of Service	A		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	1416	33	111	360	104	7	161	153	41	87	54
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	4.0		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1741			1768	
Flt Permitted	0.49	1.00	1.00	0.04	1.00	1.00		1.00			0.99	
Satd. Flow (perm)	910	3539	1583	78	3539	1583		1741			1768	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	112	1573	37	123	400	116	8	179	170	46	97	60
RTOR Reduction (vph)	0	0	7	0	0	54	0	18	0	0	9	0
Lane Group Flow (vph)	112	1573	30	123	400	62	0	339	0	0	194	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2						
Actuated Green, G (s)	100.1	89.9	89.9	104.5	92.1	92.1		23.5			25.7	
Effective Green, g (s)	106.1	93.4	93.4	110.5	95.6	95.6		26.5			28.7	
Actuated g/C Ratio	0.59	0.52	0.52	0.61	0.53	0.53		0.15			0.16	
Clearance Time (s)	7.0	7.5	7.5	7.0	7.5	7.5		7.0			7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	599	1836	821	193	1880	841		256			282	
v/s Ratio Prot	0.01	c0.44		c0.05	0.11			c0.19			c0.11	
v/s Ratio Perm	0.10		0.02	0.34		0.04						
v/c Ratio	0.19	0.86	0.04	0.64	0.21	0.07		1.32			0.69	
Uniform Delay, d1	16.3	37.5	21.2	50.2	22.3	20.6		76.8			71.4	
Progression Factor	0.73	0.69	0.62	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	3.9	0.1	6.7	0.3	0.2		170.6			6.8	
Delay (s)	12.0	29.8	13.3	57.0	22.6	20.8		247.4			78.2	
Level of Service	B	C	B	E	C	C		F			E	
Approach Delay (s)		28.3			28.9			247.4			78.2	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM Average Control Delay	58.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1065	395	25	0	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1183	439	28	0	34
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	467				1044	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	467				1044	233
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	96
cM capacity (veh/h)	1091				224	769

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	592	592	293	174	34
Volume Left	0	0	0	0	0
Volume Right	0	0	0	28	34
cSH	1700	1700	1700	1700	769
Volume to Capacity	0.35	0.35	0.17	0.10	0.04
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	9.9
Lane LOS					A
Approach Delay (s)	0.0		0.0		9.9
Approach LOS					A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	143	51	46	1	40	28	51	89	2	57	247	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	159	57	51	1	44	31	57	99	2	63	274	39

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	187	79	23	53	106	52	201	176
Volume Left (vph)	159	0	1	0	57	0	63	0
Volume Right (vph)	0	51	0	31	0	2	0	39
Hadj (s)	0.46	-0.42	0.06	-0.37	0.30	0.00	0.19	-0.12
Departure Headway (s)	6.5	5.6	6.3	5.9	6.3	6.0	5.9	5.6
Degree Utilization, x	0.34	0.12	0.04	0.09	0.18	0.09	0.33	0.27
Capacity (veh/h)	531	609	524	562	546	570	586	619
Control Delay (s)	11.5	8.2	8.4	8.3	9.5	8.3	10.6	9.5
Approach Delay (s)	10.5		8.3		9.1		10.0	
Approach LOS	B		A		A		B	

Intersection Summary			
Delay	9.9		
HCM Level of Service	A		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	43	0	36	106	4	0	10	11	7	13	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	48	0	40	118	4	0	11	12	8	14	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	122			48			196	252	24	244	250	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			48			196	252	24	244	250	61
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			97			100	98	99	99	98	100
cM capacity (veh/h)	1463			1558			718	633	1047	659	634	991

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	25	24	99	63	23	22
Volume Left	1	0	40	0	0	8
Volume Right	0	0	0	4	12	0
cSH	1463	1700	1558	1700	798	643
Volume to Capacity	0.00	0.01	0.03	0.04	0.03	0.03
Queue Length 95th (ft)	0	0	2	0	2	3
Control Delay (s)	0.3	0.0	3.1	0.0	9.6	10.8
Lane LOS	A		A		A	B
Approach Delay (s)	0.2		1.9		9.6	10.8
Approach LOS					A	B

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	349	4	54	1145	5	4	1	15	2	14	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	388	4	60	1272	6	4	1	17	2	16	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	1278			392			1163	1792	194	1610	1791	636
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1278			392			1163	1792	194	1610	1791	636
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			96	99	98	97	79	99
cM capacity (veh/h)	539			1163			119	75	815	65	75	421

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	3	194	194	4	60	636	636	6	22	22
Volume Left	3	0	0	0	60	0	0	0	4	2
Volume Right	0	0	0	4	0	0	0	6	17	4
cSH	539	1700	1700	1700	1163	1700	1700	1700	307	88
Volume to Capacity	0.01	0.11	0.11	0.00	0.05	0.37	0.37	0.00	0.07	0.25
Queue Length 95th (ft)	0	0	0	0	4	0	0	0	6	23
Control Delay (s)	11.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	17.6	58.9
Lane LOS	B				A				C	F
Approach Delay (s)	0.1				0.4				17.6	58.9
Approach LOS									C	F

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	405	153	339	1074	806	153	207	129	499	627	605
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	1879	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	184	450	170	377	1193	896	170	230	143	554	697	672
RTOR Reduction (vph)	0	0	108	0	0	316	0	0	103	0	0	236
Lane Group Flow (vph)	184	450	62	377	1193	580	170	230	40	554	697	436
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8	4		4
Actuated Green, G (s)	16.0	50.0	50.0	16.0	50.0	50.0	12.8	39.0	39.0	57.2	41.7	41.7
Effective Green, g (s)	19.0	54.5	54.5	19.0	54.5	54.5	15.8	42.0	42.0	63.2	44.7	44.7
Actuated g/C Ratio	0.13	0.36	0.36	0.13	0.36	0.36	0.11	0.28	0.28	0.42	0.30	0.30
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	435	1286	575	435	1286	575	362	991	443	983	1055	472
v/s Ratio Prot	0.05	0.13		c0.11	0.34		0.05	0.06		c0.07	0.20	
v/s Ratio Perm			0.04			c0.37			0.03	0.17		c0.28
v/c Ratio	0.42	0.35	0.11	0.87	0.93	1.01	0.47	0.23	0.09	0.56	0.66	0.92
Uniform Delay, d1	60.4	34.8	31.6	64.3	45.9	47.8	63.2	41.6	39.9	30.1	46.0	51.0
Progression Factor	0.49	0.73	3.25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5	0.2	16.4	12.9	39.5	1.0	0.1	0.1	0.7	1.6	23.8
Delay (s)	30.0	25.8	103.0	80.7	58.7	87.3	64.1	41.7	40.0	30.9	47.6	74.8
Level of Service	C	C	F	F	E	F	E	D	D	C	D	E
Approach Delay (s)		43.1			72.4			48.3			52.3	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	59.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	99	76	227	833	106
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	110	84	252	926	118
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	1347	926	1043			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1347	926	1043			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	66	87			
cM capacity (veh/h)	146	326	667			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total	9	110	337	926	118
Volume Left	9	0	84	0	0
Volume Right	0	110	0	0	118
cSH	146	326	667	1700	1700
Volume to Capacity	0.06	0.34	0.13	0.54	0.07
Queue Length 95th (ft)	5	36	11	0	0
Control Delay (s)	31.3	21.6	4.1	0.0	0.0
Lane LOS	D	C	A		
Approach Delay (s)	22.3		4.1	0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	298	71	423	1119	127	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	331	79	470	1243	141	246
RTOR Reduction (vph)	0	27	0	0	0	180
Lane Group Flow (vph)	331	52	470	1243	141	66
Turn Type		Perm	Prot			pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases		2				8
Actuated Green, G (s)	95.0	95.0	22.5	124.5	11.5	34.0
Effective Green, g (s)	98.0	98.0	25.5	127.5	14.5	40.0
Actuated g/C Ratio	0.65	0.65	0.17	0.85	0.10	0.27
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2312	1034	584	3008	332	464
v/s Ratio Prot	0.09		c0.14	c0.35	c0.04	0.02
v/s Ratio Perm		0.03				0.02
v/c Ratio	0.14	0.05	0.80	0.41	0.42	0.14
Uniform Delay, d1	9.9	9.3	59.9	2.6	63.8	41.9
Progression Factor	1.00	1.00	1.46	0.08	1.00	1.00
Incremental Delay, d2	0.1	0.1	5.4	0.3	0.9	0.1
Delay (s)	10.1	9.4	92.7	0.5	64.7	42.1
Level of Service	B	A	F	A	E	D
Approach Delay (s)	9.9			25.8	50.3	
Approach LOS	A			C	D	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	8	13	12	22	23	39	112	9	43	158	45
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	24	9	14	13	24	26	43	124	10	48	176	50

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	29	19	26	38	106	72	136	138
Volume Left (vph)	24	0	13	0	43	0	48	0
Volume Right (vph)	0	14	0	26	0	10	0	50
Hadj (s)	0.46	-0.50	0.29	-0.44	0.24	-0.06	0.21	-0.22
Departure Headway (s)	6.1	5.1	5.9	5.2	5.3	5.0	5.2	4.7
Degree Utilization, x	0.05	0.03	0.04	0.05	0.15	0.10	0.19	0.18
Capacity (veh/h)	552	651	569	648	660	698	673	736
Control Delay (s)	8.2	7.1	8.0	7.3	8.0	7.3	8.2	7.6
Approach Delay (s)	7.7		7.5		7.8		7.9	
Approach LOS	A		A		A		A	

Intersection Summary			
Delay	7.8		
HCM Level of Service	A		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	510	16	525	1265	61	15	89	120	51	208	89
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	4.0		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.93			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1723			1785	
Flt Permitted	0.12	1.00	1.00	0.17	1.00	1.00		1.00			0.99	
Satd. Flow (perm)	231	3539	1583	321	3539	1583		1723			1785	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	76	567	18	583	1406	68	17	99	133	57	231	99
RTOR Reduction (vph)	0	0	12	0	0	19	0	28	0	0	8	0
Lane Group Flow (vph)	76	567	6	583	1406	49	0	221	0	0	379	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Split			Split		
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6		6	2		2						
Actuated Green, G (s)	39.5	31.1	31.1	85.0	69.6	69.6		16.0			28.5	
Effective Green, g (s)	45.5	33.6	33.6	88.0	72.1	72.1		19.0			31.5	
Actuated g/C Ratio	0.30	0.22	0.22	0.59	0.48	0.48		0.13			0.21	
Clearance Time (s)	7.0	6.5	6.5	7.0	6.5	6.5		7.0			7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	187	793	355	670	1701	761		218			375	
v/s Ratio Prot	0.03	0.16		c0.29	0.40			c0.13			c0.21	
v/s Ratio Perm	0.09		0.00	c0.22		0.03						
v/c Ratio	0.41	0.72	0.02	0.87	0.83	0.06		1.01			1.01	
Uniform Delay, d1	38.6	53.8	45.3	33.9	33.6	20.9		65.5			59.2	
Progression Factor	1.07	1.29	1.58	0.57	0.87	0.53		1.00			1.00	
Incremental Delay, d2	1.4	5.4	0.1	6.1	2.3	0.1		64.6			49.3	
Delay (s)	42.8	74.8	71.7	25.4	31.4	11.2		130.1			108.5	
Level of Service	D	E	E	C	C	B		F			F	
Approach Delay (s)		71.0			29.1			130.1			108.5	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM Average Control Delay	54.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	362	1290	28	0	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	402	1433	31	0	20
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	1464				1650	732
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1464				1650	732
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	94
cM capacity (veh/h)	457				90	364

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	201	201	956	509	20
Volume Left	0	0	0	0	0
Volume Right	0	0	0	31	20
cSH	1700	1700	1700	1700	364
Volume to Capacity	0.12	0.12	0.56	0.30	0.06
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	15.5
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.5
Approach LOS					C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX D

BACKGROUND DEVELOPMENT
TRIP GENERATION

Table D1
Stone Ridge Commercial - Loudoun
Trip Generation of Other Developments, Year 2015

Development	Land Use	Land Use Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic Weekday
Brambleton	Single Family	210	1,125	DU	197	591	788	531	299	830	11,250
(See Attachment)	Townhouse	230	825	DU	37	181	218	183	89	272	7,178
	Apartment	220	-	DU	-	-	-	-	-	-	-
	Elderly Apartments	252	-	DU	-	-	-	-	-	-	-
	Residential subtotal		1,950		234	772	1,006	714	388	1,102	18,428
	Conference Center	714	-	S.F.							
	Shopping Center	820	75,000	S.F.	35	22	58	125	136	261	2,775
	General Office	710	100,000	S.F.	165	23	188	32	158	191	1,334
	Industrial	130	100,000	S.F.	84	19	103	25	94	119	1,244
	15% Res. Reduction				35	116	151	107	58	165	2,764
	15% Employee Reduction				37	6	44	9	38	46	387
	50% Retail Reduction				18	11	29	63	68	131	1,387
Subtotal of trips for Brambleton					**428**	**703**	**1,131**	**718**	**612**	**1,331**	**19,242**
Kirkpatrick Farms	Single Family	210	648	DU	113	341	454	335	188	523	6,480
(See Attachment)	Townhouse	230	-	DU	-	-	-	-	-	-	-
	Apartment	220	164	DU	17	67	84	70	38	108	1,136
	Total		812		130	408	538	405	226	631	7,616
Subtotal of trips for Kirkpatrick Farms					**130**	**408**	**538**	**405**	**226**	**631**	**7,616**
Arcola Center (Hutchenson Farm)	Townhouse	230	-	DU	-	-	-	-	-	-	-
	Office	710	-	S.F.	-	-	-	-	-	-	-
	Retail	820	100,000	S.F.	95	61	157	300	326	626	6,791
	Hotel	140	-	Rooms	-	-	-	-	-	-	-
Subtotal of trips for Arcola Center					**95**	**61**	**157**	**300**	**326**	**626**	**6,791**
Pinebrook	Existing Single Family	210	11	DU	4	13	17	9	6	15	110
	Existing Townhouse	230	69	DU	7	31	38	30	14	44	600
	Exisitng Subtotal		80		11	45	56	39	20	59	710
	Single Family	210	54	DU	12	35	47	39	23	62	540
	Townhouse	230	274	DU	20	96	116	92	45	137	2,384
	Net New				32	131	163	131	68	199	2,924
Subtotal of trips for Pinebrook			328		**21**	**86**	**107**	**92**	**48**	**140**	**2,214**
Braddock Corner	Existing Single Family	210	20	DU	6	17	23	16	9	25	200
	Existing Townhouse	230	17	DU	2	11	13	9	5	14	148
	Exisitng Subtotal		37		8	28	36	25	14	39	348
	Single Family	210	49	DU	11	33	44	36	20	56	490
	Townhouse	230	73	DU	7	33	40	31	15	46	635
	Net New				18	66	84	67	36	103	1,125
Subtotal of trips for Braddock Corner			122		**10**	**38**	**48**	**42**	**22**	**64**	**777**
Providence Glen	Single Family	210	20	DU	6	17	23	16	9	25	200
	Townhouse	230	59	DU	6	28	34	26	13	39	513
Subtotal of trips for Providence Glen			79		**12**	**45**	**57**	**42**	**22**	**64**	**713**
Gum Spring Village Center	Bank	912	5,000	S.F.	35	27	62	114	114	229	1,169
	Convenience Market w/gasoline pumps	946	12	FP	65	63	128	80	80	160	1,834
	Shopping Center	820	35,000	S.F.	51	33	83	150	163	313	3,432
	Restaurant	932	6,000	S.F.	36	33	69	40	26	66	763
	Subtotal				186	155	342	385	383	767	7,198
	Pass-by Trips	0			28	23	51	58	57	115	1,080
Subtotal for Gum Spring Village Center					**158**	**132**	**291**	**327**	**325**	**652**	**6,118**

Wells + Associates, Inc.
McLean, Virginia

Table D1 Continued
Stone Ridge Commercial - Loudoun
Trip Generation of Other Developments, Year 2015

Development	Land Use	Land Use Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Traffic Weekday
South Riding Station	Single Family	210	259	DU	45	136	181	158	88	246	2,590
(See Attachment)	Townhouse	230	346	DU	24	115	139	111	55	166	3,010
Subtotal of trips for South Riding Station			605		**69**	**252**	**321**	**269**	**143**	**412**	**5,600**
Kirkpatrick Farms West	Single Family Detached	210	95	DU	19	57	76	65	37	102	945
	Single Family Attached	230	92	DU	8	40	48	38	18	56	800
	Residential Total		187	DU	27	97	124	103	55	158	1,745
	Convenience Market with Gasoline Pumps	853	-	F.P.	-	-	-	-	-	-	-
	Drive-in Bank	912	-	D.L.	-	-	-	-	-	-	-
	Shopping Center	820	-	S.F.	-	-	-	-	-	-	-
	Commercial Total				-	-	-	-	-	-	-
	Day Care Center	565	-	Students	-	-	-	-	-	-	-
Subtotal for Kirkpatrick Farms West					**27**	**97**	**124**	**103**	**55**	**158**	**1,745**
C.D. Smith	Single Family	210	77	DU	16	47	63	54	30	84	765
	Townhouse	230	107	DU	9	46	55	43	21	64	931
	Multi-Family	220	-	DU	-	-	-	-	-	-	-
			184								
Subtotal of trips for C.D Smith					**25**	**92**	**117**	**97**	**51**	**148**	**1,696**
Glascock Field at Stone Ridge	Residential	230	138	DU	11	56	67	52	26	78	1,201
	West/North Office	710	25,000	S.F.	55	7	62	18	89	107	459
	South Office	710	-	S.F.	-	-	-	-	-	-	-
	Bank	912	5,000	S.F.	30	23	53	98	97	195	994
Subtotal of trips for Glascock					**96**	**86**	**182**	**168**	**212**	**380**	**2,653**
Marrwood Property	Single Family	210	73	DU	15	46	61	52	29	81	730
Subtotal of trips for Marrwood					**15**	**46**	**61**	**52**	**29**	**81**	**730**
Westport By-Right Property	Single Family	210	799	DU	142	427	569	445	251	696	7,990
Subtotal of trips for Westport By-Right					**142**	**427**	**569**	**445**	**251**	**696**	**7,990**
West Spine Plaza Proposed	Bank	912	4,500	GSF	31	25	56	103	103	206	1,109
	Gas Station (with Market)	945	12	Fueling Pos.	60	61	121	80	81	161	1,953
	Retail	820	13,000	GSF	28	18	46	78	85	163	1,803
	High-Turnover (Sit-Down) Rest.	932	5,000	GSF	30	28	58	33	22	55	636
	Subtotal				149	131	280	294	290	584	5,501
	Pass-By Reduction (2)		15	%	22	20	42	44	43	88	825
	Retail Uses Subtotal				127	111	238	250	246	496	4,676
	Light Industrial	110	15,000	GSF	12	2	14	2	13	15	105
	Office	710	64,800	GSF	117	16	133	26	126	152	955
	Hotel (with Conference Center)	310	100	Rooms	28	20	48	26	27	53	892
Subtotal of trips for West Spine Plaza					**284**	**149**	**433**	**304**	**412**	**716**	**6,628**
Winsbury Homes	Single Family	210	40	DU	9	28	37	30	17	47	400
Subtotal of trips for Winsbury					**9**	**28**	**37**	**30**	**17**	**47**	**400**
Boyd School (SPEX)	Private School K-8	534	284	Students	137	112	249	44	50	94	941
(Formerly Arcola School)											
Subtotal of trips for Arcola School					**137**	**112**	**249**	**44**	**50**	**94**	**941**
INOVA Property	Hospital	610	22,600	S.F.	111	55	166	83	167	250	2,436
	Medical Office Building	720	90,400	S.F.	177	47	224	77	210	287	3,481
Subtotal of trips for INVOA Property					**288**	**102**	**390**	**160**	**377**	**537**	**5,917**
Total Background Development Trip Generation for 2015					**1,946**	**2,864**	**4,810**	**3,599**	**3,177**	**6,776**	**77,772**

APPENDIX E

2015 BACKGROUND DEVELOPMENT TRAFFIC FORECASTS

Scenario Report

Scenario:	2015 AM
Command:	2015 Other Developments
Volume:	2015 AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2015 AM
Trip Distribution:	2015
Paths:	2015 BG
Routes:	Default Route
Configuration:	AM Peak

E
I

Trip Generation Report

Forecast for 2015 AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
4	Providence G	1.00	Residential	12.00	45.00	12	45	57	1.2
	Zone 4 Subtotal					12	45	57	1.2
5	Pinebrook	1.00	Residential	21.00	86.00	21	86	107	2.2
	Zone 5 Subtotal					21	86	107	2.2
9	CD Smith Pro	1.00	Residential	25.00	92.00	25	92	117	2.4
	Zone 9 Subtotal					25	92	117	2.4
12	Braddock Cor	1.00	Residential	10.00	38.00	10	38	48	1.0
	Zone 12 Subtotal					10	38	48	1.0
13	Kirkpatrick	1.00	Residential	27.00	97.00	27	97	124	2.6
	Zone 13 Subtotal					27	97	124	2.6
15	Kirkpatrick	1.00	Residential	130.00	408.00	130	408	538	11.2
	Zone 15 Subtotal					130	408	538	11.2
17	Glascock Fie	1.00	Residential	11.00	56.00	11	56	67	1.4
	Zone 17 Subtotal					11	56	67	1.4
18	Glascock Fie	1.00	Employment	85.00	30.00	85	30	115	2.4
	Zone 18 Subtotal					85	30	115	2.4
19	Inova Proper	1.00	Employment	288.00	102.00	288	102	390	8.1
	Zone 19 Subtotal					288	102	390	8.1
20	Gum Spring V	1.00	Commercial	158.00	132.00	158	132	290	6.0
	Zone 20 Subtotal					158	132	290	6.0
21	West Spine P	1.00	By Right Emplo	284.00	149.00	284	149	433	9.0
	Zone 21 Subtotal					284	149	433	9.0
22	Westport By	1.00	Residential	142.00	427.00	142	427	569	11.8
	Zone 22 Subtotal					142	427	569	11.8
23	Marrwood	1.00	Residential	15.00	46.00	15	46	61	1.3
	Zone 23 Subtotal					15	46	61	1.3
30	South Riding	1.00	Residential	69.00	252.00	69	252	321	6.7
	Zone 30 Subtotal					69	252	321	6.7
35	Arcola Cente	1.00	Commercial	95.00	61.00	95	61	156	3.2
	Zone 35 Subtotal					95	61	156	3.2
36	Brambleton E	1.00	Employment	212.00	35.00	212	35	247	5.1

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					212	35	247	5.1
37	Brambleton C	1.00	Commercial	18.00	11.00	18	11	29	0.6
	Zone 37 Subtotal					18	11	29	0.6
38	Brambleton R	1.00	Residential	199.00	656.00	199	656	855	17.8
	Zone 38 Subtotal					199	656	855	17.8
41	Winsbury	1.00	Residential	9.00	28.00	9	28	37	0.8
	Zone 41 Subtotal					9	28	37	0.8
42	Arcola Schoo	1.00	School	137.00	112.00	137	112	249	5.2
	Zone 42 Subtotal					137	112	249	5.2
TOTAL						1947	2863	4810	100.0

Trip Distribution Report

Percent Of Trips 2015

Zone	To Gates 1	2	3	4	5	6	7	8	9	10
4	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
5	5.0	2.0	45.0	4.0	13.0	0.0	2.0	5.0	10.0	14.0
9	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
12	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
13	5.0	5.0	25.0	4.0	10.0	10.0	9.0	5.0	5.0	22.0
15	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
17	5.0	5.0	25.0	5.0	10.0	5.0	15.0	0.0	5.0	25.0
18	5.0	0.0	25.0	5.0	10.0	5.0	10.0	10.0	10.0	20.0
19	5.0	10.0	40.0	5.0	5.0	5.0	10.0	0.0	5.0	15.0
20	5.0	2.0	20.0	5.0	15.0	5.0	15.0	5.0	5.0	23.0
21	5.0	2.0	20.0	5.0	15.0	5.0	15.0	5.0	5.0	23.0
22	5.0	0.0	20.0	5.0	20.0	5.0	15.0	5.0	0.0	25.0
23	5.0	0.0	15.0	5.0	20.0	5.0	15.0	5.0	5.0	25.0
30	5.0	5.0	35.0	6.0	0.0	5.0	15.0	5.0	5.0	19.0
35	5.0	0.0	25.0	5.0	10.0	5.0	10.0	10.0	10.0	20.0
36	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
37	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
38	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
41	5.0	5.0	25.0	5.0	10.0	5.0	15.0	0.0	5.0	25.0
42	5.0	0.0	30.0	15.0	5.0	10.0	5.0	0.0	5.0	25.0

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Turning Movement By Zone Report
2015 AM

#11 Tall Cedars Parkway/Millstream Drive/Sandbar Terrace
[Base(LOS=B,Del=2.5,V/C=0.106)][Future(LOS=B,Del=2.5,V/C=0.106)][+0.000 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	51	28	11	0	3	0	158	1	3	175	12	442
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	57	32	12	0	3	0	178	1	3	197	14	498
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	57	32	12	0	3	0	178	1	3	197	14	498
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	57	32	12	0	3	0	178	1	3	197	14	498

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#126 Stone Springs Boulevard/Millstream Drive
[Base(LOS=E,Del=22.4,V/C=0.000)][Future(LOS=F,Del=31.2,V/C=0.000)][+0.000 V/C]

Base	51	386	7	39	176	38	83	14	24	4	40	218	1080
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	57	435	8	44	198	43	93	16	27	5	45	246	1216
Zn 4	0	5	0	0	1	0	0	0	0	0	0	0	6
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	2	0	0	0	0	0	0	0	0	0	0	2
Zn 12	0	2	0	0	0	0	0	0	0	0	0	0	2
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	2	0	0	11	0	0	0	0	0	0	0	13
Zn 18	0	9	0	0	3	0	0	0	0	0	0	0	12
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	1	0	1	1	0	0	0	0	0	0	1	4
Zn 21	0	4	0	0	9	0	0	0	0	0	0	0	13
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	24	0	1	25	0	0	0	0	0	0	1	51
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	57	459	8	45	223	43	93	16	27	5	45	247	1267
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	57	459	8	45	223	43	93	16	27	5	45	247	1267

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS=E,Del=2.0,V/C=0.219)][Future(LOS=F,Del=OVRFLW,V/C=2.663)][+2.443 V/C]													
Base	4	20	25	2	1	1	18	988	4	28	301	21	1413
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	5	23	28	2	1	1	20	1113	5	32	339	24	1591
Zn 4	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 5	0	0	0	0	0	0	0	2	0	0	9	0	11
Zn 9	0	5	1	0	1	0	0	0	0	0	0	0	7
Zn 12	0	1	0	0	0	0	0	0	0	0	1	0	2
Zn 13	0	4	0	0	1	0	0	0	0	0	0	0	5
Zn 15	3	8	0	0	3	0	0	1	1	0	2	0	18
Zn 17	0	0	0	0	0	0	0	2	0	0	16	0	18
Zn 18	0	0	6	0	0	0	0	13	0	2	6	0	27
Zn 19	0	0	6	17	0	0	0	56	0	2	20	6	107
Zn 20	0	0	0	5	0	0	0	17	0	0	14	4	40
Zn 21	0	0	0	0	0	0	0	29	0	0	15	0	44
Zn 22	68	53	77	0	18	0	0	0	23	26	0	0	265
Zn 23	7	6	14	0	2	0	0	0	2	5	0	0	36
Zn 30	0	0	0	1	0	0	0	3	0	0	11	3	18
Zn 35	0	0	0	0	0	0	0	14	0	0	9	0	23
Zn 36	0	5	0	0	1	0	0	3	0	0	0	0	9
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	2	0	0	7	0	0	15	0	0	49	0	73
Zn 41	0	0	0	0	0	3	0	2	0	0	3	0	8
Zn 42	30	9	24	0	11	0	0	0	36	29	0	0	139
Added	109	93	129	23	44	3	0	158	62	64	158	13	856
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	114	116	157	25	45	4	20	1271	67	96	497	37	2447
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	114	116	157	25	45	4	20	1271	67	96	497	37	2447

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1226 US Route 50/West Spine Road
[Base(LOS=F,Del=272.2,V/C=4.697)][Future(LOS=F,Del=OVRFLW,V/C=5.625)][+0.927 V/C

Base	104	0	153	0	0	0	0	1457	67	111	464	0	2356
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	117	0	172	0	0	0	0	1641	75	125	523	0	2653
Zn 4	3	0	15	0	0	0	0	0	1	4	0	0	23
Zn 5	0	0	1	0	0	0	0	2	0	4	9	0	16
Zn 9	0	0	13	0	0	0	0	1	0	4	0	0	18
Zn 12	1	0	7	0	0	0	0	0	0	2	0	0	10
Zn 13	0	0	13	0	0	0	0	0	0	3	0	0	16
Zn 15	2	0	62	0	0	0	0	0	1	20	0	0	85
Zn 17	1	0	0	0	0	0	0	8	3	0	3	0	15
Zn 18	7	0	0	0	0	0	0	5	3	0	27	0	42
Zn 19	52	0	0	0	0	0	0	47	18	0	132	0	249
Zn 20	28	0	57	0	0	0	0	0	34	68	0	0	187
Zn 21	17	0	68	0	0	0	0	0	32	129	0	0	246
Zn 22	0	0	56	0	0	0	0	73	0	18	24	0	171
Zn 23	0	0	1	0	0	0	0	11	0	0	4	0	16
Zn 30	0	0	0	0	0	0	0	4	0	0	13	0	17
Zn 35	0	0	1	0	0	0	0	13	0	1	9	0	24
Zn 36	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	1	0	0	0	0	25	0	3	22	0	51
Zn 41	0	0	0	0	0	0	0	0	0	0	3	0	3
Zn 42	0	0	0	0	0	0	0	21	0	0	25	0	46
Added	111	0	295	0	0	0	0	212	91	257	273	0	1239
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	228	0	467	0	0	0	0	1853	166	382	796	0	3892
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	228	0	467	0	0	0	0	1853	166	382	796	0	3892

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1262 US Route 50/Loudoun County Parkway
[Base(LOS=F,Del=OVRFLW,V/C=1.184)][Future(LOS=F,Del=OVRFLW,V/C=1.979)][+0.795 V/

Base	67	728	258	555	170	149	681	952	128	73	337	489	4587
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	75	820	291	625	191	168	767	1072	144	82	380	551	5166
Zn 4	0	3	4	0	1	2	7	8	0	1	2	0	28
Zn 5	6	0	0	0	0	5	20	30	23	0	7	0	91
Zn 9	0	14	11	0	4	2	7	7	0	3	2	0	50
Zn 12	0	6	2	0	2	1	3	4	0	1	1	0	20
Zn 13	0	12	0	0	3	2	8	5	0	0	1	0	31
Zn 15	0	79	22	0	25	13	40	22	0	7	7	0	215
Zn 17	0	0	0	0	0	1	0	7	1	0	1	0	10
Zn 18	2	0	0	0	0	10	0	5	0	0	14	0	31
Zn 19	6	0	0	0	0	20	7	38	2	0	107	0	180
Zn 20	0	0	0	0	0	46	38	19	0	0	23	0	126
Zn 21	0	1	0	0	3	89	47	21	0	0	40	0	201
Zn 22	0	4	0	0	1	24	73	56	0	0	18	0	176
Zn 23	0	2	0	0	1	3	8	4	0	0	1	0	19
Zn 30	6	39	3	6	11	0	0	2	2	1	7	23	100
Zn 35	2	14	0	6	9	7	10	9	1	0	14	10	82
Zn 36	0	20	0	5	3	0	2	0	0	0	0	32	62
Zn 37	0	2	0	2	1	0	0	0	0	0	0	3	8
Zn 38	0	13	0	59	41	19	6	20	0	0	6	18	182
Zn 41	0	1	0	8	5	2	0	0	0	0	1	2	19
Zn 42	0	1	0	0	1	9	7	13	0	0	16	0	47
Added	22	211	41	86	111	256	284	268	29	12	270	86	1676
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1381 Gum Spring Road (VA Route 659)/Tall Cedars Parkway													
[Base(LOS=C,Del=17.1,V/C=0.384)][Future(LOS=F,Del=193.3,V/C=0.929)][+0.545 V/C]													
Base	228	278	0	0	126	13	5	0	116	0	0	0	766
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	257	313	0	0	142	15	6	0	131	0	0	0	863
Zn 4	5	18	0	0	5	0	0	0	1	0	0	0	29
Zn 5	0	1	0	0	4	0	0	0	0	0	0	0	5
Zn 9	2	14	0	0	4	0	0	0	0	0	0	0	20
Zn 12	2	8	0	0	2	0	0	0	0	0	0	0	12
Zn 13	0	13	0	0	3	0	0	0	0	0	0	0	16
Zn 15	0	64	0	0	20	0	0	0	0	0	0	0	84
Zn 17	1	1	0	0	3	0	0	0	4	0	0	0	9
Zn 18	7	7	0	0	3	0	0	0	2	0	0	0	19
Zn 19	0	52	0	0	18	0	0	0	0	0	0	0	70
Zn 20	0	54	0	0	45	1	2	0	0	0	0	0	102
Zn 21	0	114	0	0	60	4	9	0	0	0	0	0	187
Zn 22	0	56	0	0	18	0	0	0	0	0	0	0	74
Zn 23	0	1	0	0	0	0	0	0	0	0	0	0	1
Zn 30	0	0	1	0	0	0	0	0	0	5	0	0	6
Zn 35	0	1	0	0	1	0	0	0	0	0	0	0	2
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	1	0	0	3	0	0	0	0	0	0	0	4
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	16	405	1	0	190	6	10	0	8	5	0	0	641
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	273	718	1	0	332	21	16	0	139	5	0	0	1504
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	273	718	1	0	332	21	16	0	139	5	0	0	1504

E
10

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS=F,Del=OVRFLW,V/C=2.238)][Future(LOS=F,Del=OVRFLW,V/C=6.633)][+4.395 V/													
Base	76	64	555	75	53	21	101	865	131	124	273	0	2338
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	86	72	625	84	60	24	114	974	148	140	307	0	2633
Zn 4	1	4	0	0	1	0	0	1	0	0	3	0	10
Zn 5	0	0	0	0	0	0	0	2	0	0	9	0	11
Zn 9	0	2	0	0	0	0	0	2	0	0	1	0	5
Zn 12	0	2	0	0	0	0	0	0	0	0	1	0	3
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 17	0	2	0	11	11	6	2	0	0	0	10	1	43
Zn 18	0	9	0	7	3	3	19	0	0	0	4	5	50
Zn 19	0	0	0	0	0	24	9	65	0	0	184	0	282
Zn 20	1	1	0	13	1	0	0	21	1	0	18	7	63
Zn 21	0	4	0	3	9	0	0	29	0	0	15	1	61
Zn 22	0	0	0	0	0	1	4	73	0	0	24	0	102
Zn 23	0	0	0	0	0	0	3	11	0	0	4	0	18
Zn 30	0	0	0	0	0	0	0	4	0	0	13	0	17
Zn 35	0	0	0	0	0	0	1	13	0	0	9	0	23
Zn 36	0	0	0	0	0	0	1	2	0	0	0	0	3
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	20	0	33	10	5	0	0	16	6	90
Zn 41	0	0	0	0	0	0	2	0	0	0	2	1	5
Zn 42	0	0	0	0	0	4	3	21	0	0	25	0	53
Added	1	24	0	53	25	72	54	250	1	0	342	21	843
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	87	96	625	137	85	96	168	1224	149	140	649	21	3476
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	87	96	625	137	85	96	168	1224	149	140	649	21	3476

E
II

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1407 Stone Springs Boulevard/Tall Cedars Parkway
[Base(LOS=C,Del=6.9,V/C=0.000)][Future(LOS=C,Del=7.6,V/C=0.000)][+0.000 V/C]

Base	67	200	2	65	99	57	78	38	42	9	51	121	829
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	75	225	2	73	111	64	88	43	47	10	57	136	934
Zn 4	0	0	0	1	0	0	0	0	0	0	0	5	6
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	2	2
Zn 12	0	0	0	0	0	0	0	0	0	0	0	2	2
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	1	0	4	6	0	0	0	0	0	0	1	12
Zn 18	0	2	0	2	1	0	0	0	0	0	0	7	12
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	1	0	0	0	0	0	0	0	1	2
Zn 21	0	0	0	9	0	0	0	0	0	0	0	4	13
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	3	0	18	7	0	0	0	0	0	0	21	49
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	75	228	2	91	118	64	88	43	47	10	57	157	983
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	75	228	2	91	118	64	88	43	47	10	57	157	983

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1433 US Route 50/Gum Spring Road (VA Route 659)													
[Base(LOS=B,Del=0.2,V/C=0.067)][Future(LOS=C,Del=0.3,V/C=0.149)][+0.082 V/C]													
Base	0	0	0	0	0	33	0	1524	0	0	367	201	2125
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	0	0	0	0	37	0	1716	0	0	413	226	2393
Zn 4	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 5	0	0	0	0	0	0	0	2	0	0	9	0	11
Zn 9	0	0	0	0	0	0	0	2	0	0	1	0	3
Zn 12	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 17	0	0	0	0	0	10	0	11	0	0	1	3	25
Zn 18	0	0	0	0	0	4	0	7	0	0	5	28	44
Zn 19	0	0	0	0	0	0	0	65	0	0	184	0	249
Zn 20	0	0	0	0	0	0	0	34	0	0	24	4	62
Zn 21	0	0	0	0	0	0	0	32	0	0	17	0	49
Zn 22	0	0	0	0	0	0	0	73	0	0	24	0	97
Zn 23	0	0	0	0	0	0	0	11	0	0	4	0	15
Zn 30	0	0	0	0	0	0	0	4	0	0	13	0	17
Zn 35	0	0	0	0	0	0	0	13	0	0	9	0	22
Zn 36	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	25	0	0	22	0	47
Zn 41	0	0	0	0	0	0	0	0	0	0	3	0	3
Zn 42	0	0	0	0	0	0	0	21	0	0	25	0	46
Added	0	0	0	0	0	14	0	303	0	0	349	36	702
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	51	0	2019	0	0	762	262	3095
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	51	0	2019	0	0	762	262	3095

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1441 US Route 50/Racefield Lane													
[Base(LOS=B,Del=0.2,V/C=0.045)][Future(LOS=F,Del=66.0,V/C=2.799)][+2.754 V/C]													
Base	0	0	0	0	0	24	0	1069	0	0	410	10	1513
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	0	0	0	0	27	0	1204	0	0	462	11	1704
Zn 4	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 5	0	0	0	0	0	0	0	2	0	0	9	0	11
Zn 9	0	0	0	0	0	0	0	2	0	0	1	0	3
Zn 12	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 17	0	0	0	0	0	0	0	2	0	0	16	0	18
Zn 18	0	0	0	0	0	0	0	19	0	0	7	0	26
Zn 19	0	0	0	74	0	28	79	0	0	0	0	209	390
Zn 20	0	0	0	0	0	0	0	22	0	0	18	0	40
Zn 21	0	0	0	0	0	0	0	29	0	0	15	0	44
Zn 22	0	0	0	0	0	0	0	77	0	0	26	0	103
Zn 23	0	0	0	0	0	0	0	14	0	0	5	0	19
Zn 30	0	0	0	0	0	0	0	4	0	0	13	0	17
Zn 35	0	0	0	0	0	0	0	14	0	0	9	0	23
Zn 36	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	15	0	0	49	0	64
Zn 41	0	0	0	0	0	0	0	2	0	0	3	0	5
Zn 42	0	0	0	0	0	0	0	24	0	0	29	0	53
Added	0	0	0	74	0	28	79	230	0	0	207	209	827
PassBy	0	0	0	26	0	7	4	-4	0	0	-15	15	33
Future	0	0	0	100	0	62	83	1430	0	0	654	235	2564
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	100	0	62	83	1430	0	0	654	235	2564

Scenario Report

Scenario:	2015 PM
Command:	2015 Other Developments
Volume:	2015 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2015 PM
Trip Distribution:	2015
Paths:	2015 BG
Routes:	Default Route
Configuration:	AM Peak

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Trip Generation Report

Forecast for 2015 PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
4	Providence G	1.00	Residential	42.00	22.00	42	22	64	0.9
	Zone 4 Subtotal					42	22	64	0.9
5	Pinebrook	1.00	Residential	92.00	48.00	92	48	140	2.1
	Zone 5 Subtotal					92	48	140	2.1
9	CD Smith Pro	1.00	Residential	97.00	51.00	97	51	148	2.2
	Zone 9 Subtotal					97	51	148	2.2
12	Braddock Cor	1.00	Residential	42.00	22.00	42	22	64	0.9
	Zone 12 Subtotal					42	22	64	0.9
13	Kirkpatrick	1.00	Residential	103.00	55.00	103	55	158	2.3
	Zone 13 Subtotal					103	55	158	2.3
15	Kirkpatrick	1.00	Residential	405.00	226.00	405	226	631	9.3
	Zone 15 Subtotal					405	226	631	9.3
17	Glascock Fie	1.00	Residential	52.00	26.00	52	26	78	1.2
	Zone 17 Subtotal					52	26	78	1.2
18	Glascock Fie	1.00	Employment	116.00	186.00	116	186	302	4.5
	Zone 18 Subtotal					116	186	302	4.5
19	Inova Proper	1.00	Employment	160.00	377.00	160	377	537	7.9
	Zone 19 Subtotal					160	377	537	7.9
20	Gum Spring V	1.00	Commercial	327.00	325.00	327	325	652	9.6
	Zone 20 Subtotal					327	325	652	9.6
21	West Spine P	1.00	By Right Emplo	304.00	412.00	304	412	716	10.6
	Zone 21 Subtotal					304	412	716	10.6
22	Westport By	1.00	Residential	445.00	251.00	445	251	696	10.3
	Zone 22 Subtotal					445	251	696	10.3
23	Marrwood	1.00	Residential	52.00	29.00	52	29	81	1.2
	Zone 23 Subtotal					52	29	81	1.2
30	South Riding	1.00	Residential	269.00	143.00	269	143	412	6.1
	Zone 30 Subtotal					269	143	412	6.1
35	Arcola Cente	1.00	Commercial	300.00	326.00	300	326	626	9.2
	Zone 35 Subtotal					300	326	626	9.2
36	Brambleton E	1.00	Employment	49.00	215.00	49	215	264	3.9

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 36 Subtotal					49	215	264	3.9
37	Brambleton C	1.00	Commercial	63.00	68.00	63	68	131	1.9
	Zone 37 Subtotal					63	68	131	1.9
38	Brambleton R	1.00	Residential	607.00	330.00	607	330	937	13.8
	Zone 38 Subtotal					607	330	937	13.8
41	Winsbury	1.00	Residential	30.00	17.00	30	17	47	0.7
	Zone 41 Subtotal					30	17	47	0.7
42	Arcola Schoo	1.00	School	44.00	50.00	44	50	94	1.4
	Zone 42 Subtotal					44	50	94	1.4
TOTAL						3599	3179	6778	100.0

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Trip Distribution Report

Percent Of Trips 2015

Zone	To Gates 1	2	3	4	5	6	7	8	9	10
4	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
5	5.0	2.0	45.0	4.0	13.0	0.0	2.0	5.0	10.0	14.0
9	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
12	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
13	5.0	5.0	25.0	4.0	10.0	10.0	9.0	5.0	5.0	22.0
15	5.0	5.0	27.0	4.0	10.0	5.0	14.0	5.0	5.0	20.0
17	5.0	5.0	25.0	5.0	10.0	5.0	15.0	0.0	5.0	25.0
18	5.0	0.0	25.0	5.0	10.0	5.0	10.0	10.0	10.0	20.0
19	5.0	10.0	40.0	5.0	5.0	5.0	10.0	0.0	5.0	15.0
20	5.0	2.0	20.0	5.0	15.0	5.0	15.0	5.0	5.0	23.0
21	5.0	2.0	20.0	5.0	15.0	5.0	15.0	5.0	5.0	23.0
22	5.0	0.0	20.0	5.0	20.0	5.0	15.0	5.0	0.0	25.0
23	5.0	0.0	15.0	5.0	20.0	5.0	15.0	5.0	5.0	25.0
30	5.0	5.0	35.0	6.0	0.0	5.0	15.0	5.0	5.0	19.0
35	5.0	0.0	25.0	5.0	10.0	5.0	10.0	10.0	10.0	20.0
36	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
37	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
38	2.0	0.0	15.0	2.0	25.0	10.0	20.0	0.0	15.0	11.0
41	5.0	5.0	25.0	5.0	10.0	5.0	15.0	0.0	5.0	25.0
42	5.0	0.0	30.0	15.0	5.0	10.0	5.0	0.0	5.0	25.0

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Turning Movement By Zone Report
2015 PM

#11 Tall Cedars Parkway/Millstream Drive/Sandbar Terrace
[Base(LOS=B,Del=3.0,V/C=0.026)][Future(LOS=B,Del=3.0,V/C=0.026)][+0.000 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	10	11	7	13	0	1	43	0	36	106	4	231
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	11	12	8	15	0	1	48	0	41	119	5	260
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	11	12	8	15	0	1	48	0	41	119	5	260
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	11	12	8	15	0	1	48	0	41	119	5	260

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#126 Stone Springs Boulevard/Millstream Drive
[Base(LOS=D,Del=17.1,V/C=0.000)][Future(LOS=E,Del=26.6,V/C=0.000)][+0.000 V/C]

Base	51	124	2	57	372	35	134	51	46	1	40	28	941
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	57	140	2	64	419	39	151	57	52	1	45	32	1060
Zn 4	0	2	0	0	3	0	0	0	0	0	0	0	5
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	1	0	0	2	0	0	0	0	0	0	0	3
Zn 12	0	1	0	0	2	0	0	0	0	0	0	0	3
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	10	0	0	5	0	0	0	0	0	0	0	15
Zn 18	0	12	0	0	20	0	0	0	0	0	0	0	32
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	2	0	2	2	0	0	0	0	0	0	2	8
Zn 21	0	12	0	0	9	0	0	0	0	0	0	0	21
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	40	0	2	42	0	0	0	0	0	0	2	86
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	57	180	2	66	461	39	151	57	52	1	45	34	1146
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	57	180	2	66	461	39	151	57	52	1	45	34	1146

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1197 US Route 50/Goshen Road
[Base(LOS=F,Del=1.5,V/C=0.213)][Future(LOS=F,Del=OVRFLW,V/C=6.879)][+6.666 V/C]

Base	4	1	15	2	14	4	3	349	4	54	1145	5	1600
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	5	1	17	2	16	5	3	393	5	61	1289	6	1802
Zn 4	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 5	0	0	0	0	0	0	0	10	0	0	5	0	15
Zn 9	0	2	1	0	5	0	0	0	0	1	0	0	9
Zn 12	0	1	0	0	1	0	0	1	0	0	1	0	4
Zn 13	0	2	0	0	4	0	0	0	0	0	0	0	6
Zn 15	2	5	0	0	8	0	0	2	3	0	1	0	21
Zn 17	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 18	0	0	8	0	0	0	0	17	0	9	35	0	69
Zn 19	0	0	3	10	0	0	0	31	0	8	74	23	149
Zn 20	0	0	0	10	0	0	0	35	0	0	35	10	90
Zn 21	0	0	0	0	0	0	0	31	0	0	42	0	73
Zn 22	40	31	45	0	56	0	0	0	71	80	0	0	323
Zn 23	4	4	9	0	8	0	0	0	8	16	0	0	49
Zn 30	0	0	0	3	0	0	0	11	0	0	6	1	21
Zn 35	0	0	2	0	0	0	0	44	0	2	47	0	95
Zn 36	0	1	0	0	5	0	0	1	0	0	3	0	10
Zn 37	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 38	0	7	0	0	4	0	0	46	0	0	25	0	82
Zn 41	0	0	0	0	0	2	1	7	0	0	2	0	12
Zn 42	13	4	11	0	4	0	0	0	12	9	0	0	53
Added	60	57	79	22	94	2	1	251	94	125	285	34	1104
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	65	58	96	24	110	7	4	644	99	186	1574	40	2906
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	65	58	96	24	110	7	4	644	99	186	1574	40	2906

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1226 US Route 50/West Spine Road													
[Base(LOS=F,Del=OVRFLW,V/C=0.677)][Future(LOS=F,Del=OVRFLW,V/C=2.311)][+1.634 V/													
Base	69	0	120	0	0	0	0	561	99	525	1326	0	2700
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	78	0	135	0	0	0	0	632	111	591	1493	0	3041
Zn 4	1	0	7	0	0	0	0	0	3	15	0	0	26
Zn 5	0	0	4	0	0	0	0	10	0	2	5	0	21
Zn 9	0	0	7	0	0	0	0	1	0	14	1	0	23
Zn 12	1	0	4	0	0	0	0	0	1	8	0	0	14
Zn 13	0	0	7	0	0	0	0	0	0	13	0	0	20
Zn 15	1	0	34	0	0	0	0	0	2	62	0	0	99
Zn 17	7	0	0	0	0	0	0	4	1	0	12	0	24
Zn 18	9	0	0	0	0	0	0	28	16	0	37	0	90
Zn 19	29	0	0	0	0	0	0	173	68	0	74	0	344
Zn 20	69	0	141	0	0	0	0	0	70	142	0	0	422
Zn 21	47	0	187	0	0	0	0	0	34	138	0	0	406
Zn 22	0	0	33	0	0	0	0	43	0	58	76	0	210
Zn 23	0	0	1	0	0	0	0	7	0	1	15	0	24
Zn 30	0	0	0	0	0	0	0	14	0	0	7	0	21
Zn 35	0	0	5	0	0	0	0	42	0	5	49	0	101
Zn 36	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 37	0	0	1	0	0	0	0	1	0	1	1	0	4
Zn 38	0	0	2	0	0	0	0	25	0	1	26	0	54
Zn 41	2	0	0	0	0	0	0	1	0	0	4	0	7
Zn 42	0	0	0	0	0	0	0	9	0	0	8	0	17
Added	165	0	433	0	0	0	0	358	195	460	316	0	1927
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	243	0	568	0	0	0	0	990	306	1051	1809	0	4968
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	243	0	568	0	0	0	0	990	306	1051	1809	0	4968

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS=F,Del=OVRFLW,V/C=976.662)][Future(LOS=F,Del=OVRFLW,V/C=17.461)][-959.2													
Base	153	207	129	499	627	605	166	405	153	339	1074	806	5163
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	172	233	145	562	706	681	187	456	172	382	1210	908	5815
Zn 4	0	2	2	0	3	8	4	4	0	3	7	0	33
Zn 5	25	0	0	0	0	22	11	17	13	0	32	0	120
Zn 9	0	8	6	0	15	8	4	4	0	11	8	0	64
Zn 12	0	3	1	0	6	3	2	2	0	2	5	0	24
Zn 13	0	7	0	0	13	8	4	3	0	0	5	0	40
Zn 15	0	44	12	0	78	40	22	12	0	22	22	0	252
Zn 17	1	0	0	0	0	5	0	3	1	0	6	0	16
Zn 18	3	0	0	0	0	14	0	28	0	0	20	0	65
Zn 19	3	0	0	0	0	11	26	139	8	0	59	0	246
Zn 20	0	0	0	0	0	95	94	46	0	0	47	0	282
Zn 21	0	4	0	0	3	96	130	58	0	0	43	0	334
Zn 22	0	3	0	0	4	76	43	33	0	0	58	0	217
Zn 23	0	1	0	0	3	11	5	2	0	0	4	0	26
Zn 30	3	22	1	24	42	0	0	8	6	3	4	13	126
Zn 35	6	44	0	33	47	37	32	49	7	0	45	30	330
Zn 36	0	5	0	32	20	2	0	0	0	0	0	7	66
Zn 37	0	6	0	10	7	2	2	0	0	0	0	9	36
Zn 38	0	38	0	30	21	10	18	10	0	0	18	55	200
Zn 41	0	2	0	5	3	1	1	0	0	0	2	6	20
Zn 42	0	0	0	0	0	3	3	6	0	0	5	0	17
Added	41	189	23	134	266	450	401	424	34	42	390	121	2515
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	213	422	168	696	972	1131	588	880	206	424	1600	1029	8330
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	213	422	168	696	972	1131	588	880	206	424	1600	1029	8330

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1381 Gum Spring Road (VA Route 659)/Tall Cedars Parkway
[Base(LOS=F,Del=OVRFLW,V/C=1.254)][Future(LOS=F,Del=OVRFLW,V/C=2.289)][+1.035 V/

Base	111	192	0	0	708	106	8	0	224	0	0	0	1349
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	125	216	0	0	797	119	9	0	252	0	0	0	1519
Zn 4	2	9	0	0	17	0	0	0	3	0	0	0	31
Zn 5	0	4	0	0	2	0	0	0	0	0	0	0	6
Zn 9	1	8	0	0	15	0	0	0	2	0	0	0	26
Zn 12	1	5	0	0	9	0	0	0	2	0	0	0	17
Zn 13	0	7	0	0	13	0	0	0	0	0	0	0	20
Zn 15	0	35	0	0	63	0	0	0	0	0	0	0	98
Zn 17	4	7	0	0	1	0	0	0	2	0	0	0	14
Zn 18	9	9	0	0	16	0	0	0	15	0	0	0	49
Zn 19	0	29	0	0	68	0	0	0	0	0	0	0	97
Zn 20	0	112	0	0	112	3	3	0	0	0	0	0	230
Zn 21	0	122	0	0	166	12	9	0	0	0	0	0	309
Zn 22	0	33	0	0	58	0	0	0	0	0	0	0	91
Zn 23	0	1	0	0	1	0	0	0	0	0	0	0	2
Zn 30	0	0	5	0	0	0	0	0	0	3	0	0	8
Zn 35	0	5	0	0	5	0	0	0	0	0	0	0	10
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	1	0	0	1	0	0	0	0	0	0	0	2
Zn 38	0	2	0	0	1	0	0	0	0	0	0	0	3
Zn 41	0	2	0	0	0	0	0	0	0	0	0	0	2
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	17	389	5	0	548	16	12	0	24	3	0	0	1014
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	142	605	5	0	1345	135	21	0	276	3	0	0	2533
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	142	605	5	0	1345	135	21	0	276	3	0	0	2533

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1405 US Route 50/Stone Springs Boulevard
[Base(LOS=F,Del=OVRFLW,V/C=16.103)][Future(LOS=F,Del=OVRFLW,V/C=494.636)][+478.5

Base	127	35	221	134	125	35	68	230	71	423	1119	0	2588
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	143	39	249	151	141	39	77	259	80	476	1260	0	2915
Zn 4	0	2	0	0	3	0	0	3	1	0	1	0	10
Zn 5	0	0	0	0	0	0	0	10	0	0	5	0	15
Zn 9	0	1	0	0	2	0	0	1	0	0	2	0	6
Zn 12	0	1	0	0	2	0	0	1	0	0	1	0	5
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	2	0	0	1	0	3
Zn 17	0	10	0	5	5	3	11	0	0	0	5	5	44
Zn 18	0	12	0	44	20	18	26	0	0	0	27	7	154
Zn 19	0	0	0	0	0	14	32	241	0	0	102	0	389
Zn 20	2	2	0	26	2	0	0	43	2	0	43	16	136
Zn 21	0	12	0	3	9	0	0	31	0	0	42	4	101
Zn 22	0	0	0	0	0	4	3	43	0	0	76	0	126
Zn 23	0	0	0	0	0	1	2	7	0	0	15	0	25
Zn 30	0	0	0	0	0	0	0	14	0	0	7	0	21
Zn 35	0	0	0	0	0	0	3	42	0	0	49	0	94
Zn 36	0	0	0	0	0	1	0	0	0	0	2	0	3
Zn 37	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 38	0	0	0	10	0	17	30	15	0	0	8	18	98
Zn 41	0	0	0	0	0	0	6	1	0	0	1	2	10
Zn 42	0	0	0	0	0	1	2	9	0	0	8	0	20
Added	2	40	0	88	41	58	114	465	2	0	396	53	1259
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	145	79	249	239	182	97	191	724	82	476	1656	53	4174
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	145	79	249	239	182	97	191	724	82	476	1656	53	4174

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS=B,Del=6.3,V/C=0.000)][Future(LOS=C,Del=7.4,V/C=0.000)][+0.000 V/C]													
Base	39	112	9	168	158	45	22	8	13	12	22	58	666
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	44	126	10	189	178	51	25	9	15	14	25	65	750
Zn 4	0	0	0	3	0	0	0	0	0	0	0	2	5
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	2	0	0	0	0	0	0	0	1	3
Zn 12	0	0	0	2	0	0	0	0	0	0	0	1	3
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	6	0	2	3	0	0	0	0	0	0	4	15
Zn 18	0	3	0	15	5	0	0	0	0	0	0	9	32
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	2	0	0	0	0	0	0	0	2	4
Zn 21	0	0	0	9	0	0	0	0	0	0	0	12	21
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 35	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 36	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 37	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 38	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 41	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 42	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	34	8	0	0	0	0	0	0	31	82
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	44	135	10	223	186	51	25	9	15	14	25	96	832
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	44	135	10	223	186	51	25	9	15	14	25	96	832

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1433 US Route 50/Gum Spring Road (VA Route 659)
[Base(LOS=E,Del=1.1,V/C=0.405)][Future(LOS=F,Del=6.3,V/C=1.137)][+0.732 V/C]

Base	0	0	0	0	0	54	0	660	0	0	1280	115	2109
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	0	0	0	0	61	0	743	0	0	1442	130	2375
Zn 4	0	0	0	0	0	0	0	3	0	0	1	0	4
Zn 5	0	0	0	0	0	0	0	10	0	0	5	0	15
Zn 9	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 12	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	2	0	0	1	0	3
Zn 17	0	0	0	0	0	5	0	5	0	0	5	14	29
Zn 18	0	0	0	0	0	26	0	44	0	0	7	39	116
Zn 19	0	0	0	0	0	0	0	241	0	0	102	0	343
Zn 20	0	0	0	0	0	0	0	70	0	0	59	10	139
Zn 21	0	0	0	0	0	0	0	34	0	0	47	0	81
Zn 22	0	0	0	0	0	0	0	43	0	0	76	0	119
Zn 23	0	0	0	0	0	0	0	7	0	0	15	0	22
Zn 30	0	0	0	0	0	0	0	14	0	0	7	0	21
Zn 35	0	0	0	0	0	0	0	42	0	0	49	0	91
Zn 36	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 37	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 38	0	0	0	0	0	0	0	25	0	0	26	0	51
Zn 41	0	0	0	0	0	0	0	1	0	0	4	2	7
Zn 42	0	0	0	0	0	0	0	9	0	0	8	0	17
Added	0	0	0	0	0	31	0	553	0	0	418	64	1066
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	92	0	1296	0	0	1860	194	3441
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	92	0	1296	0	0	1860	194	3441

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1441 US Route 50/Racefield Lane													
[Base(LOS=D,Del=0.3,V/C=0.115)][Future(LOS=F,Del=813.1,V/C=12.887)][+12.772 V/C]													
Base	0	0	0	0	0	16	0	364	0	0	1300	18	1698
Growth	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
InitBs	0	0	0	0	0	18	0	410	0	0	1464	20	1912
Zn 4	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 5	0	0	0	0	0	0	0	10	0	0	5	0	15
Zn 9	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 12	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	2	0	0	1	0	3
Zn 17	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 18	0	0	0	0	0	0	0	26	0	0	45	0	71
Zn 19	0	0	0	273	0	104	44	0	0	0	0	116	537
Zn 20	0	0	0	0	0	0	0	45	0	0	45	0	90
Zn 21	0	0	0	0	0	0	0	31	0	0	42	0	73
Zn 22	0	0	0	0	0	0	0	45	0	0	80	0	125
Zn 23	0	0	0	0	0	0	0	9	0	0	16	0	25
Zn 30	0	0	0	0	0	0	0	14	0	0	7	0	21
Zn 35	0	0	0	0	0	0	0	45	0	0	49	0	94
Zn 36	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 37	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 38	0	0	0	0	0	0	0	46	0	0	25	0	71
Zn 41	0	0	0	0	0	0	0	7	0	0	2	0	9
Zn 42	0	0	0	0	0	0	0	11	0	0	9	0	20
Added	0	0	0	273	0	104	44	308	0	0	341	116	1186
PassBy	0	0	0	9	0	2	2	-2	0	0	-10	10	11
Future	0	0	0	282	0	124	46	716	0	0	1795	146	3109
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	282	0	124	46	716	0	0	1795	146	3109

APPENDIX F

2015 INTERNAL TRAFFIC FORECASTS FOR APPROVED CONDITIONS

2008 TF - TOTAL

Scenario Report

Scenario:	2010 AM Peak TF
Command:	2010 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	AM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

F
I

2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	23.00	0.00	23	0	23	12.1
	Zone 1 Subtotal					23	0	23	12.1
2	Zone 2 - Res	1.00	Residential	10.00	0.00	10	0	10	5.3
	Zone 2 Subtotal					10	0	10	5.3
3	Zone 3 - Res	1.00	Residential	15.00	0.00	15	0	15	7.9
	Zone 3 Subtotal					15	0	15	7.9
4	Zone 4 - Res	1.00	Residential	39.00	0.00	39	0	39	20.5
	Zone 4 Subtotal					39	0	39	20.5
5	Zone 5 - Res	1.00	Residential	5.00	0.00	5	0	5	2.6
	Zone 5 Subtotal					5	0	5	2.6
6	Zone 6 - Res	1.00	Residential	5.00	0.00	5	0	5	2.6
	Zone 6 Subtotal					5	0	5	2.6
7	Zone 7 - Res	1.00	Residential	75.00	0.00	75	0	75	39.5
	Zone 7 Subtotal					75	0	75	39.5
8	Zone 8 - Off	1.00	Office	8.00	0.00	8	0	8	4.2
	Zone 8 Subtotal					8	0	8	4.2
9	Zone 9 - Ind	1.00	Industrial	2.00	0.00	2	0	2	1.1
	Zone 9 Subtotal					2	0	2	1.1
10	Zone 10 - In	1.00	Industrial	8.00	0.00	8	0	8	4.2
	Zone 10 Subtotal					8	0	8	4.2
TOTAL						190	0	190	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips AM

Zone	To Gates 8	9	10	11	33	70	111	707
1	4.0	1.0	4.0	4.0	0.0	48.0	30.0	9.0
2	5.0	1.0	4.0	0.0	0.0	50.0	30.0	10.0
3	3.0	1.0	3.0	6.0	0.0	47.0	33.0	7.0
4	3.0	1.0	3.0	3.0	3.0	46.0	33.0	8.0
5	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0
6	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0
7	3.0	1.0	3.0	4.0	1.0	48.0	33.0	7.0
8	0.0	0.0	0.0	37.0	0.0	0.0	0.0	63.0
9	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0
10	0.0	0.0	0.0	37.0	0.0	0.0	0.0	63.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.2,V/C=0.003)][+0.003 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	2	0	0	0	0	14	0	16
Zn 2	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 3	0	0	0	0	0	0	0	5	0	0	0	0	5
Zn 4	0	0	0	1	0	0	4	9	0	0	0	0	14
Zn 5	0	0	0	0	0	0	0	0	2	3	0	0	5
Zn 6	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 7	0	0	0	2	0	0	0	25	0	0	0	0	27
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 10	0	0	0	0	0	0	0	0	0	0	0	5	5
Added	0	0	0	3	0	2	4	44	2	3	14	6	78
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	3	0	2	4	44	2	3	14	6	78
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	3	0	2	4	44	2	3	14	6	78

#13 Southpoint Drive/Office/Residential
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.5,V/C=0.005)][+0.005 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	1	0	0	0	14	0	0	0	15
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 8	0	0	0	0	0	0	8	0	0	0	0	0	8
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	1	3	8	0	14	0	0	0	26
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	1	3	8	0	14	0	0	0	26
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	1	3	8	0	14	0	0	0	26

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.7,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	1	0	0	0	1	0	0	0	0	2
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	1	0	0	0	0	4	5
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	1	1	0	0	0	0	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 10	0	0	0	0	3	0	0	0	0	5	0	0	8
Added	0	0	0	2	3	0	2	3	0	5	0	4	19
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	2	3	0	2	3	0	5	0	4	19
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	2	3	0	2	3	0	5	0	4	19
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.0,V/C=0.001)][+0.001 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 4	0	0	1	0	0	0	0	6	0	0	0	0	7
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	4	1	0	0	5
Zn 8	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	1	0	0	0	0	9	5	1	0	0	16
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	1	0	0	0	0	9	5	1	0	0	16
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	1	0	0	0	0	9	5	1	0	0	16

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Rd													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=5.7,V/C=0.029)][+0.029 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	13	0	0	0	0	0	0	0	0	0	0	0	13
Zn 2	6	0	0	0	0	0	0	0	0	0	0	0	6
Zn 3	0	5	3	0	0	0	4	1	0	0	0	0	13
Zn 4	0	1	20	0	0	0	0	10	0	0	0	0	31
Zn 5	3	0	0	0	0	0	0	0	0	0	0	0	3
Zn 6	0	0	3	0	0	0	0	2	0	0	0	0	5
Zn 7	0	0	0	0	6	0	0	0	27	1	0	0	34
Zn 8	0	0	5	0	0	0	0	0	0	0	0	0	5
Zn 9	1	0	0	0	0	0	0	0	0	0	0	0	1
Zn 10	5	0	0	0	0	0	0	0	0	0	0	0	5
Added	28	6	31	0	6	1	4	13	27	1	1	0	118
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	28	6	31	0	6	1	4	13	27	1	1	0	118
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	28	6	31	0	6	1	4	13	27	1	1	0	118

2008 TF - TOTAL

Scenario Report

Scenario:	2010 AM Peak TF
Command:	2010 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	AM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	0.00	32.00	0	32	32	12.1
	Zone 1 Subtotal					0	32	32	12.1
2	Zone 2 - Res	1.00	Residential	0.00	15.00	0	15	15	5.7
	Zone 2 Subtotal					0	15	15	5.7
3	Zone 3 - Res	1.00	Residential	0.00	21.00	0	21	21	7.9
	Zone 3 Subtotal					0	21	21	7.9
4	Zone 4 - Res	1.00	Residential	0.00	53.00	0	53	53	20.0
	Zone 4 Subtotal					0	53	53	20.0
5	Zone 5 - Res	1.00	Residential	0.00	7.00	0	7	7	2.6
	Zone 5 Subtotal					0	7	7	2.6
6	Zone 6 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 6 Subtotal					0	6	6	2.3
7	Zone 7 - Res	1.00	Residential	0.00	109.00	0	109	109	41.1
	Zone 7 Subtotal					0	109	109	41.1
8	Zone 8 - Off	1.00	Office	0.00	10.00	0	10	10	3.8
	Zone 8 Subtotal					0	10	10	3.8
9	Zone 9 - Ind	1.00	Industrial	0.00	2.00	0	2	2	0.8
	Zone 9 Subtotal					0	2	2	0.8
10	Zone 10 - In	1.00	Industrial	0.00	10.00	0	10	10	3.8
	Zone 10 Subtotal					0	10	10	3.8
TOTAL						0	265	265	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips AM

To Gates

Zone	8	9	10	11	33	70	77	111	707	778
1	9.0	2.0	8.0	3.0	3.0	41.0	0.0	28.0	6.0	0.0
2	9.0	2.0	9.0	7.0	0.0	40.0	0.0	26.0	7.0	0.0
3	8.0	2.0	8.0	5.0	0.0	43.0	0.0	29.0	5.0	0.0
4	8.0	2.0	8.0	4.0	2.0	42.0	0.0	28.0	6.0	0.0
5	13.0	3.0	13.0	0.0	0.0	43.0	0.0	28.0	0.0	0.0
6	8.0	2.0	7.0	0.0	0.0	50.0	0.0	33.0	0.0	0.0
7	8.0	2.0	8.0	4.0	2.0	40.0	1.0	28.0	6.0	1.0
8	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	60.0	0.0
9	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0
10	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	60.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#11 Tall Cedars Parkway/Sandbar Terrace													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.8,V/C=0.008)][+0.008 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	5	18	0	0	0	0	23
Zn 2	0	0	0	0	0	0	0	0	0	0	4	1	5
Zn 3	0	0	0	0	0	0	0	0	0	0	6	1	7
Zn 4	0	0	0	0	0	4	0	0	0	0	10	2	16
Zn 5	2	1	4	0	0	0	0	0	0	0	0	0	7
Zn 6	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 7	0	0	0	0	0	0	0	0	0	0	31	7	38
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 10	0	0	0	6	0	0	0	0	0	0	0	0	6
Added	2	1	4	7	0	4	5	18	0	0	53	12	106
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	2	1	4	7	0	4	5	18	0	0	53	12	106
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	2	1	4	7	0	4	5	18	0	0	53	12	106
#13 Southpoint Drive/Office/Residential													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=8.3,V/C=0.018)][+0.018 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 2	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 3	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 4	18	4	0	0	0	0	0	0	0	0	0	0	22
Zn 5	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	5	0	0	0	0	0	5
Zn 8	0	0	0	0	0	10	0	0	0	0	0	0	10
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	18	4	0	0	0	10	10	0	0	0	0	0	42
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	18	4	0	0	0	10	10	0	0	0	0	0	42
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	18	4	0	0	0	10	10	0	0	0	0	0	42

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.9,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	3	2	5
Zn 2	0	0	0	0	0	1	0	0	0	0	1	0	2
Zn 3	0	0	0	0	0	1	0	0	0	0	1	0	2
Zn 4	0	0	0	5	0	3	0	0	0	0	2	0	10
Zn 5	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	3	0	0	0	0	5	0	8
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 10	0	4	6	0	0	0	0	0	0	0	0	0	10
Added	0	4	6	5	0	8	0	0	0	0	12	3	38
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	4	6	5	0	8	0	0	0	0	12	3	38
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	4	6	5	0	8	0	0	0	0	12	3	38
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=4.5,V/C=0.011)][+0.011 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	1	0	0	0	0	1	0	0	0	0	2
Zn 2	1	0	1	0	0	0	0	0	0	0	0	0	2
Zn 3	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 4	1	0	0	0	0	0	0	0	0	1	9	0	11
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	8	0	4	0	0	0	0	0	0	0	0	0	12
Zn 8	0	0	0	0	0	0	0	0	0	0	4	0	4
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	11	0	6	0	0	0	0	1	0	1	15	0	34
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	11	0	6	0	0	0	0	1	0	1	15	0	34
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	11	0	6	0	0	0	0	1	0	1	15	0	34

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.0,V/C=0.046)][+0.046 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	1	15	0	0	0	18
Zn 2	0	0	0	0	0	0	1	0	7	0	0	0	8
Zn 3	0	0	0	0	6	6	0	0	0	4	1	0	17
Zn 4	0	0	0	0	1	0	0	0	0	24	13	1	39
Zn 5	0	0	0	0	0	0	0	1	3	0	0	0	4
Zn 6	0	0	0	0	0	0	0	0	0	3	2	0	5
Zn 7	38	14	6	0	0	0	0	0	0	0	0	0	58
Zn 8	0	0	0	0	0	0	0	0	0	6	0	0	6
Zn 9	0	0	0	0	0	0	0	0	1	0	0	0	1
Zn 10	0	0	0	0	0	0	0	0	6	0	0	0	6
Added	38	14	6	0	7	6	3	2	32	38	16	1	163
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	38	14	6	0	7	6	3	2	32	38	16	1	163
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	38	14	6	0	7	6	3	2	32	38	16	1	163

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2008 TF - TOTAL

Scenario Report

Scenario:	2010 PM Peak TF
Command:	2010 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	PM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	33.00	0.00	33	0	33	10.1
	Zone 1 Subtotal					33	0	33	10.1
2	Zone 2 - Res	1.00	Residential	13.00	0.00	13	0	13	4.0
	Zone 2 Subtotal					13	0	13	4.0
3	Zone 3 - Res	1.00	Residential	22.00	0.00	22	0	22	6.7
	Zone 3 Subtotal					22	0	22	6.7
4	Zone 4 - Res	1.00	Residential	53.00	0.00	53	0	53	16.2
	Zone 4 Subtotal					53	0	53	16.2
5	Zone 5 - Res	1.00	Residential	8.00	0.00	8	0	8	2.4
	Zone 5 Subtotal					8	0	8	2.4
6	Zone 6 - Res	1.00	Residential	7.00	0.00	7	0	7	2.1
	Zone 6 Subtotal					7	0	7	2.1
7	Zone 7 - Res	1.00	Residential	109.00	0.00	109	0	109	33.2
	Zone 7 Subtotal					109	0	109	33.2
8	Zone 8 - Off	1.00	Office	38.00	0.00	38	0	38	11.6
	Zone 8 Subtotal					38	0	38	11.6
9	Zone 9 - Ind	1.00	Industrial	8.00	0.00	8	0	8	2.4
	Zone 9 Subtotal					8	0	8	2.4
10	Zone 10 - In	1.00	Industrial	37.00	0.00	37	0	37	11.3
	Zone 10 Subtotal					37	0	37	11.3
TOTAL						328	0	328	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips PM

To Gates

Zone	8	9	10	11	22	33	70	77	707	778
1	16.0	4.0	16.0	42.0	0.0	3.0	9.0	0.0	7.0	3.0
2	17.0	4.0	17.0	46.0	0.0	0.0	8.0	0.0	8.0	0.0
3	16.0	4.0	15.0	41.0	0.0	5.0	9.0	0.0	5.0	5.0
4	17.0	4.0	17.0	43.0	0.0	2.0	9.0	0.0	6.0	2.0
5	17.0	4.0	16.0	50.0	0.0	0.0	13.0	0.0	0.0	0.0
6	19.0	4.0	19.0	43.0	0.0	0.0	15.0	0.0	0.0	0.0
7	16.0	4.0	16.0	42.0	0.0	3.0	9.0	1.0	6.0	3.0
8	0.0	0.0	0.0	84.0	0.0	0.0	0.0	0.0	16.0	0.0
9	0.0	0.0	0.0	88.0	0.0	0.0	0.0	0.0	12.0	0.0
10	0.0	0.0	0.0	84.0	0.0	0.0	0.0	0.0	16.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.2,V/C=0.026)][+0.026 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	19	0	0	0	0	14	0	33
Zn 2	0	0	0	3	0	0	0	0	0	0	0	0	3
Zn 3	0	0	0	2	0	0	0	0	0	0	0	0	2
Zn 4	0	0	0	5	0	0	0	0	0	0	0	0	5
Zn 5	0	0	0	0	4	0	0	0	0	4	0	0	8
Zn 6	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 7	0	0	0	15	0	0	0	0	0	0	0	0	15
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 10	0	0	0	0	0	0	0	0	0	0	0	6	6
Added	0	0	0	26	4	19	0	0	0	4	14	7	74
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	26	4	19	0	0	0	4	14	7	74
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	26	4	19	0	0	0	4	14	7	74

#13 Southpoint Drive/Office/Residential
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.5,V/C=0.023)][+0.023 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	3	0	0	0	0	0	0	3
Zn 2	0	0	0	0	0	2	0	0	0	0	0	0	2
Zn 3	0	0	0	0	0	2	0	0	0	0	0	0	2
Zn 4	0	0	0	0	9	0	0	0	15	0	0	0	24
Zn 5	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 6	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 7	0	0	0	0	0	10	0	0	0	0	0	0	10
Zn 8	0	0	0	0	0	0	38	0	0	0	0	0	38
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	9	20	38	0	15	0	0	0	82
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	9	20	38	0	15	0	0	0	82
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	9	20	38	0	15	0	0	0	82

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.5,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	13	0	0	0	5	0	0	0	0	18
Zn 2	0	0	0	2	0	0	1	1	0	0	0	0	4
Zn 3	0	0	0	0	0	0	2	1	0	0	0	1	4
Zn 4	0	0	0	0	0	0	5	4	0	0	0	1	10
Zn 5	0	0	0	3	0	0	0	1	0	0	0	0	4
Zn 6	0	0	0	0	0	0	1	1	0	0	0	0	2
Zn 7	0	0	0	0	0	0	7	10	0	0	0	0	17
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	7	0	0	0	0	0	0	0	0	7
Zn 10	0	0	0	0	31	0	0	0	0	6	0	0	37
Added	0	0	0	24	31	0	16	24	0	6	0	2	103
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	24	31	0	16	24	0	6	0	2	103
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	24	31	0	16	24	0	6	0	2	103
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.7,V/C=0.009)][+0.009 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	4	1	3	0	8
Zn 2	0	0	0	0	0	0	0	0	5	2	0	0	7
Zn 3	0	0	0	0	0	0	0	8	4	0	0	0	12
Zn 4	0	0	1	0	0	0	0	22	7	0	0	0	30
Zn 5	0	0	0	0	0	0	0	0	1	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	3	0	0	0	3
Zn 7	0	0	0	0	0	0	0	0	53	9	0	0	62
Zn 8	0	0	0	0	0	0	0	32	0	0	0	0	32
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	1	0	0	0	0	62	77	13	3	0	156
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	1	0	0	0	0	62	77	13	3	0	156
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	1	0	0	0	0	62	77	13	3	0	156

2008 TF - TOTAL

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1197 US Route 50/Goshen Rd													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=7.8,V/C=0.078)][+0.078 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	5	0	0	0	0	7	0	0	0	0	2	0	14
Zn 2	2	0	0	0	0	5	0	0	0	0	1	0	8
Zn 3	0	2	1	0	0	0	2	0	0	0	0	0	5
Zn 4	0	1	7	7	0	0	0	5	0	0	0	0	20
Zn 5	1	0	0	0	0	2	0	0	0	0	1	0	4
Zn 6	0	0	1	3	0	0	0	1	0	0	0	0	5
Zn 7	0	0	0	0	65	0	0	0	15	11	0	0	91
Zn 8	0	0	6	0	0	0	0	0	0	0	0	0	6
Zn 9	1	0	0	0	0	0	0	0	0	0	0	0	1
Zn 10	6	0	0	0	0	0	0	0	0	0	0	0	6
Added	15	3	15	10	65	13	2	6	15	11	4	0	159
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	15	3	15	10	65	13	2	6	15	11	4	0	159
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	15	3	15	10	65	13	2	6	15	11	4	0	159

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2008 TF - TOTAL

Scenario Report

Scenario:	2010 PM Peak TF
Command:	2010 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	PM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	0.00	25.00	0	25	25	9.4
	Zone 1 Subtotal					0	25	25	9.4
2	Zone 2 - Res	1.00	Residential	0.00	11.00	0	11	11	4.2
	Zone 2 Subtotal					0	11	11	4.2
3	Zone 3 - Res	1.00	Residential	0.00	16.00	0	16	16	6.0
	Zone 3 Subtotal					0	16	16	6.0
4	Zone 4 - Res	1.00	Residential	0.00	41.00	0	41	41	15.5
	Zone 4 Subtotal					0	41	41	15.5
5	Zone 5 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 5 Subtotal					0	6	6	2.3
6	Zone 6 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 6 Subtotal					0	6	6	2.3
7	Zone 7 - Res	1.00	Residential	0.00	84.00	0	84	84	31.7
	Zone 7 Subtotal					0	84	84	31.7
8	Zone 8 - Off	1.00	Office	0.00	35.00	0	35	35	13.2
	Zone 8 Subtotal					0	35	35	13.2
9	Zone 9 - Ind	1.00	Industrial	0.00	8.00	0	8	8	3.0
	Zone 9 Subtotal					0	8	8	3.0
10	Zone 10 - In	1.00	Industrial	0.00	33.00	0	33	33	12.5
	Zone 10 Subtotal					0	33	33	12.5
TOTAL						0	265	265	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips PM

Zone	To Gates 8	9	10	11	33	70	707	778
1	10.0	3.0	11.0	52.0	0.0	12.0	8.0	4.0
2	12.0	3.0	12.0	55.0	0.0	9.0	9.0	0.0
3	11.0	3.0	11.0	50.0	0.0	13.0	6.0	6.0
4	12.0	3.0	12.0	51.0	0.0	12.0	8.0	2.0
5	15.0	3.0	15.0	50.0	0.0	17.0	0.0	0.0
6	15.0	3.0	15.0	50.0	0.0	17.0	0.0	0.0
7	12.0	3.0	12.0	51.0	1.0	11.0	6.0	4.0
8	0.0	0.0	0.0	83.0	0.0	0.0	17.0	0.0
9	0.0	0.0	0.0	87.0	0.0	0.0	13.0	0.0
10	0.0	0.0	0.0	85.0	0.0	0.0	15.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.9,V/C=0.009)][+0.009 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	14	11	0	0	0	0	25
Zn 2	0	0	0	0	0	0	0	0	0	0	0	3	3
Zn 3	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 4	0	0	0	0	0	0	0	0	0	0	0	3	3
Zn 5	0	3	3	0	0	0	0	0	0	0	0	0	6
Zn 6	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 7	0	0	0	0	0	0	0	0	0	0	0	9	9
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 10	0	0	0	5	0	0	0	0	0	0	0	0	5
Added	0	3	3	6	0	0	14	11	0	0	0	16	53
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	3	3	6	0	0	14	11	0	0	0	16	53
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	3	3	6	0	0	14	11	0	0	0	16	53

#13 Southpoint Drive/Office/Residential
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=8.3,V/C=0.032)][+0.032 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 2	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 3	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 4	12	5	0	0	0	0	0	0	0	0	0	0	17
Zn 5	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 7	0	0	0	0	0	0	6	0	0	0	0	0	6
Zn 8	0	0	0	0	0	35	0	0	0	0	0	0	35
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	12	5	0	0	0	35	11	0	0	0	0	0	63
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	12	5	0	0	0	35	11	0	0	0	0	0	63
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	12	5	0	0	0	35	11	0	0	0	0	0	63

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.9,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	3	11	14
Zn 2	0	0	0	0	0	1	0	0	0	0	1	2	4
Zn 3	0	0	0	0	0	1	0	0	0	0	1	0	2
Zn 4	0	0	0	0	0	3	0	0	0	0	2	0	5
Zn 5	0	0	0	0	0	0	0	0	0	0	1	2	3
Zn 6	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 7	0	0	0	0	0	4	0	0	0	0	6	0	10
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	7	7
Zn 10	0	28	5	0	0	0	0	0	0	0	0	0	33
Added	0	28	5	1	0	9	0	0	0	0	14	22	79
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	28	5	1	0	9	0	0	0	0	14	22	79
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	28	5	1	0	9	0	0	0	0	14	22	79
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=5.3,V/C=0.072)][+0.072 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	4	0	1	0	0	0	0	2	0	0	0	0	7
Zn 2	5	0	1	0	0	0	0	0	0	0	0	0	6
Zn 3	3	0	0	0	0	0	0	0	0	0	6	0	9
Zn 4	6	0	0	0	0	0	0	0	0	1	18	0	25
Zn 5	1	0	0	0	0	0	0	0	0	0	0	0	1
Zn 6	3	0	0	0	0	0	0	0	0	0	0	0	3
Zn 7	47	0	6	0	0	0	0	0	0	0	0	0	53
Zn 8	0	0	0	0	0	0	0	0	0	0	29	0	29
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	69	0	9	0	0	0	0	2	0	1	54	0	135
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	69	0	9	0	0	0	0	2	0	1	54	0	135
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	69	0	9	0	0	0	0	2	0	1	54	0	135

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=7.0,V/C=0.067)][+0.067 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	5	1	5	0	0	0	11
Zn 2	0	0	0	0	0	0	5	0	2	0	0	0	7
Zn 3	0	0	0	0	2	1	0	0	0	1	0	0	4
Zn 4	0	0	0	0	1	0	0	0	0	7	3	6	17
Zn 5	0	0	0	0	0	0	1	1	1	0	0	0	3
Zn 6	0	0	0	0	0	0	0	0	0	1	1	3	5
Zn 7	9	54	7	0	0	0	0	0	0	0	0	0	70
Zn 8	0	0	0	0	0	0	0	0	0	6	0	0	6
Zn 9	0	0	0	0	0	0	0	0	1	0	0	0	1
Zn 10	0	0	0	0	0	0	0	0	5	0	0	0	5
Added	9	54	7	0	3	1	11	2	14	15	4	9	129
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	9	54	7	0	3	1	11	2	14	15	4	9	129
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	9	54	7	0	3	1	11	2	14	15	4	9	129

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APPENDIX G

2015 EXTERNAL TRAFFIC FORECASTS FOR APPROVED CONDITIONS

2008 TF - TOTAL

Scenario Report

Scenario:	2015 AM Peak TF
Command:	2010 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	2010
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	7.00	46.00	7	46	53	4.3
	Zone 1 Subtotal					7	46	53	4.3
2	Zone 2 - Res	1.00	Residential	3.00	19.00	3	19	22	1.8
	Zone 2 Subtotal					3	19	22	1.8
3	Zone 3 - Res	1.00	Residential	5.00	32.00	5	32	37	3.0
	Zone 3 Subtotal					5	32	37	3.0
4	Zone 4 - Res	1.00	Residential	11.00	78.00	11	78	89	7.2
	Zone 4 Subtotal					11	78	89	7.2
5	Zone 5 - Res	1.00	Residential	3.00	13.00	3	13	16	1.3
	Zone 5 Subtotal					3	13	16	1.3
6	Zone 6 - Res	1.00	Residential	2.00	13.00	2	13	15	1.2
	Zone 6 Subtotal					2	13	15	1.2
7	Zone 7 - Res	1.00	Residential	26.00	158.00	26	158	184	14.8
	Zone 7 Subtotal					26	158	184	14.8
8	Zone 8 - Off	1.00	Office	318.00	36.00	318	36	354	28.5
	Zone 8 Subtotal					318	36	354	28.5
9	Zone 9 - Ind	1.00	Industrial	48.00	10.00	48	10	58	4.7
	Zone 9 Subtotal					48	10	58	4.7
10	Zone 10 - In	1.00	Industrial	202.00	42.00	202	42	244	19.6
	Zone 10 Subtotal					202	42	244	19.6
11	Retail	1.00	Retail	57.00	36.00	57	36	93	7.5
	Zone 11 Subtotal					57	36	93	7.5
22	Library	1.00	Library	32.00	12.00	32	12	44	3.5
	Zone 22 Subtotal					32	12	44	3.5
777	Zone 777 - C	1.00	Church	18.00	16.00	18	16	34	2.7
	Zone 777 Subtotal					18	16	34	2.7
778	Landbay 9	1.00	Office	0.00	0.00	0	0	0	0.0
TOTAL						732	511	1243	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips 2010

Zone	To Gates 2	3	5	6	7
1	20.0	30.0	25.0	15.0	10.0
2	20.0	30.0	25.0	15.0	10.0
3	20.0	30.0	25.0	15.0	10.0
4	20.0	30.0	25.0	15.0	10.0
5	20.0	30.0	25.0	15.0	10.0
6	20.0	30.0	25.0	15.0	10.0
7	20.0	30.0	25.0	15.0	10.0
8	20.0	30.0	15.0	20.0	15.0
9	20.0	30.0	15.0	15.0	20.0
10	20.0	30.0	15.0	15.0	20.0
11	20.0	30.0	20.0	15.0	15.0
22	25.0	25.0	30.0	10.0	10.0
70	40.0	10.0	30.0	10.0	10.0
111	40.0	10.0	30.0	10.0	10.0
707	30.0	35.0	20.0	5.0	10.0
777	25.0	25.0	30.0	10.0	10.0
778	20.0	30.0	15.0	20.0	15.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS=B,Del=2.8,V/C=0.136)][Future(LOS=D,Del=4.2,V/C=0.272)][+0.136 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	2	58	37	26	0	9	9	239	3	7	265	37	692
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	2	58	37	26	0	9	9	239	3	7	265	37	692
Zn 1	0	0	0	0	0	1	6	40	0	0	6	0	53
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	1	12	0	0	0	0	0	0	3	0	0	16
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	4	0	0	17	7	29
Zn 10	0	0	0	9	0	0	0	0	0	0	0	42	51
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	1	12	10	0	1	6	44	0	3	23	49	149
PassBy	2	1	5	18	0	6	9	61	2	4	69	24	201
Future	4	60	54	54	0	16	24	344	5	14	357	110	1042
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	4	60	54	54	0	16	24	344	5	14	357	110	1042

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 Southpoint Drive/Office/Residential													
[Base(LOS=A,Del=6.7,V/C=0.020)][Future(LOS=B,Del=8.6,V/C=0.170)][+0.149 V/C]													
Base	19	4	0	0	1	16	21	0	14	0	0	0	75
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	19	4	0	0	1	16	21	0	14	0	0	0	75
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	39	0	0	0	0	0	0	0	6	0	0	0	45
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	19	169	0	0	0	0	0	188
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	39	0	0	0	0	19	169	0	6	0	0	0	233
PassBy	19	4	0	0	1	14	18	0	14	0	0	0	70
Future	77	8	0	0	2	49	208	0	34	0	0	0	378
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	77	8	0	0	2	49	208	0	34	0	0	0	378

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS=A,Del=5.6,V/C=0.026)][Future(LOS=B,Del=7.4,V/C=0.203)][+0.177 V/C]													
Base	0	12	27	21	9	24	6	9	0	24	39	21	192
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	12	27	21	9	24	6	9	0	24	39	21	192
Zn 1	0	0	0	1	0	0	0	0	0	0	0	6	7
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	24	0	0	0	0	0	0	0	5	29
Zn 10	0	0	0	0	0	160	33	9	0	0	42	0	244
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	25	0	160	33	9	0	0	42	12	281
PassBy	0	5	10	7	3	8	2	4	0	9	13	7	68
Future	0	17	37	53	12	192	41	22	0	33	94	40	541
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	17	37	53	12	192	41	22	0	33	94	40	541

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS=F,Del=OVRFLW,V/C=1.073)][Future(LOS=F,Del=OVRFLW,V/C=2.297)][+1.224 V/													
Base	57	459	8	45	223	43	93	16	27	5	45	247	1268
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	57	459	8	45	223	43	93	16	27	5	45	247	1268
Zn 1	0	23	0	0	4	1	6	0	0	0	0	0	34
Zn 2	0	12	0	0	2	0	0	0	0	0	0	0	14
Zn 3	0	11	0	2	2	0	0	0	0	0	0	11	26
Zn 4	0	0	0	7	0	0	0	0	0	0	0	50	57
Zn 5	0	6	0	0	1	0	1	0	0	0	0	0	8
Zn 6	0	5	0	0	1	0	0	0	0	0	0	1	7
Zn 7	0	70	0	0	12	0	0	0	0	0	0	0	82
Zn 8	0	0	0	216	0	0	0	0	0	0	0	24	240
Zn 9	0	1	0	0	6	24	5	0	0	0	0	0	36
Zn 10	8	0	0	0	0	127	26	5	2	0	24	0	192
Zn 11	5	0	0	0	0	46	29	4	3	0	7	0	94
Zn 22	0	0	2	23	0	0	0	0	0	1	0	9	35
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	10	0	0	11	0	0	0	0	0	0	0	21
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	13	139	2	249	38	198	67	9	5	1	31	95	847
PassBy	11	0	7	0	0	0	0	11	10	2	15	0	56
Future	81	598	17	294	261	241	160	36	42	8	91	342	2171
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	81	598	17	294	261	241	160	36	42	8	91	342	2171

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS=F,Del=OVRFLW,V/C=2.682)][Future(LOS=F,Del=OVRFLW,V/C=3.951)][+1.269 V/													
Base	114	116	157	25	45	4	20	1271	67	96	497	37	2449
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	114	116	157	25	45	4	20	1271	67	96	497	37	2449
Zn 1	0	0	0	0	0	0	0	2	0	0	12	0	14
Zn 2	0	0	0	0	0	0	0	1	0	0	5	0	6
Zn 3	0	0	0	0	0	0	0	1	0	0	8	0	9
Zn 4	0	0	0	0	0	0	0	3	0	0	20	0	23
Zn 5	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 6	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 7	0	0	0	0	0	0	0	7	0	0	40	0	47
Zn 8	0	0	0	0	0	0	0	48	0	0	5	0	53
Zn 9	0	0	0	0	0	0	0	7	0	0	2	0	9
Zn 10	0	0	0	0	0	0	0	30	0	0	6	0	36
Zn 11	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 22	0	0	0	0	0	0	0	10	0	0	4	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	126	0	0	119	0	245
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	114	116	157	25	45	4	20	1397	67	96	616	37	2694
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	114	116	157	25	45	4	20	1397	67	96	616	37	2694

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1226 US Route 50/West Spine Road													
[Base(LOS=F,Del=OVRFLW,V/C=5.620)][Future(LOS=F,Del=OVRFLW,V/C=7.975)][+2.355 V/													
Base	228	0	467	0	0	0	0	1853	166	382	796	0	3892
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	228	0	467	0	0	0	0	1853	166	382	796	0	3892
Zn 1	0	0	8	0	0	0	0	10	0	1	2	0	21
Zn 2	0	0	3	0	0	0	0	4	0	1	1	0	9
Zn 3	0	0	4	0	0	0	0	9	0	1	1	0	15
Zn 4	0	0	12	0	0	0	0	19	0	2	3	0	36
Zn 5	0	0	3	0	0	0	0	2	0	1	0	0	6
Zn 6	0	0	4	0	0	0	0	2	0	1	0	0	7
Zn 7	12	0	44	0	0	0	0	19	2	7	3	0	87
Zn 8	0	0	4	0	0	0	0	12	0	38	105	0	159
Zn 9	0	0	2	0	0	0	0	3	0	8	16	0	29
Zn 10	0	0	7	0	0	0	0	14	0	34	67	0	122
Zn 11	0	0	0	0	0	0	0	16	0	0	26	0	42
Zn 22	0	0	0	0	0	0	0	4	0	1	11	0	16
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	2	0	0	0	0	3	0	3	4	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	12	0	95	0	0	0	0	117	2	97	237	0	560
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	240	0	562	0	0	0	0	1970	168	479	1033	0	4452
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	240	0	562	0	0	0	0	1970	168	479	1033	0	4452

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS=F,Del=OVRFLW,V/C=1.981)][Future(LOS=F,Del=OVRFLW,V/C=2.462)][+0.481 V/													
Base	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842
Zn 1	0	0	0	0	0	1	5	14	0	0	2	0	22
Zn 2	0	0	0	0	0	0	2	6	0	0	1	0	9
Zn 3	0	0	0	0	0	1	3	10	0	0	2	0	16
Zn 4	0	0	0	0	0	1	8	23	0	0	3	0	35
Zn 5	0	0	0	0	0	0	1	4	0	0	1	0	6
Zn 6	0	0	0	0	0	0	1	4	0	0	1	0	6
Zn 7	0	0	0	0	0	3	16	47	0	0	8	0	74
Zn 8	0	0	0	0	0	48	5	11	0	0	95	0	159
Zn 9	0	0	0	0	0	10	2	3	0	0	14	0	29
Zn 10	0	0	0	0	0	40	8	13	0	0	61	0	122
Zn 11	0	0	0	0	0	9	5	11	0	0	17	0	42
Zn 22	0	0	0	0	0	3	1	3	0	0	8	0	15
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	2	2	4	0	0	5	0	13
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	117	60	152	0	0	217	0	546
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	97	1031	332	711	302	541	1111	1492	173	94	867	637	7388
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	97	1031	332	711	302	541	1111	1492	173	94	867	637	7388

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS=F,Del=184.9,V/C=0.915)][Future(LOS=F,Del=865.8,V/C=2.805)][+1.890 V/C]													
Base	273	718	0	0	332	21	16	0	139	0	0	0	1499
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	273	718	0	0	332	21	16	0	139	0	0	0	1499
Zn 1	1	0	0	0	0	1	8	0	9	0	0	0	19
Zn 2	1	0	0	0	0	1	3	0	4	0	0	0	9
Zn 3	1	0	0	0	0	1	4	0	6	0	0	0	12
Zn 4	2	0	0	0	0	2	12	0	16	0	0	0	32
Zn 5	1	0	0	0	0	1	3	0	3	0	0	0	8
Zn 6	0	0	0	0	0	1	4	0	3	0	0	0	8
Zn 7	5	0	0	0	0	9	56	0	32	0	0	0	102
Zn 8	64	0	0	0	0	38	4	0	7	0	0	0	113
Zn 9	10	0	0	0	0	8	2	0	2	0	0	0	22
Zn 10	40	0	0	0	0	34	7	0	8	0	0	0	89
Zn 11	11	0	0	0	0	0	0	0	7	0	0	0	18
Zn 22	8	0	0	0	0	1	0	0	3	0	0	0	12
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	0	0	0	0	3	2	0	4	0	0	0	14
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	149	0	0	0	0	99	107	0	104	0	0	0	459
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	422	718	0	0	332	120	123	0	243	0	0	0	1958
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	422	718	0	0	332	120	123	0	243	0	0	0	1958

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS=F,Del=OVRFLW,V/C=6.646)][Future(LOS=F,Del=OVRFLW,V/C=4.058)][-2.588 V/													
Base	87	96	625	137	85	96	168	1224	149	140	649	21	3477
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	87	96	625	137	85	96	168	1224	149	140	649	21	3477
Zn 1	12	7	10	0	1	0	0	0	2	2	0	0	34
Zn 2	5	3	4	0	0	0	0	0	1	1	0	0	14
Zn 3	8	5	9	0	1	0	0	0	1	1	0	0	25
Zn 4	20	12	19	0	2	0	0	0	3	3	0	0	59
Zn 5	3	2	2	0	0	0	0	0	1	0	0	0	8
Zn 6	3	2	2	0	0	0	0	0	1	0	0	0	8
Zn 7	28	24	19	0	4	0	0	2	5	3	12	0	97
Zn 8	5	7	12	0	64	0	0	0	48	105	0	0	241
Zn 9	2	2	3	0	7	0	0	0	7	16	0	0	37
Zn 10	6	6	14	0	30	0	0	0	30	67	0	0	153
Zn 11	7	5	16	0	9	0	0	0	11	26	0	0	74
Zn 22	4	1	4	0	3	0	0	0	10	11	0	0	33
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	2	3	0	2	0	0	0	5	4	0	0	21
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	107	77	117	0	123	0	0	2	124	237	12	0	799
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	194	173	742	137	208	96	168	1226	273	377	661	21	4276
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	194	173	742	137	208	96	168	1226	273	377	661	21	4276

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS=F,Del=112.9,V/C=0.714)][Future(LOS=F,Del=OVRFLW,V/C=8.572)][+7.859 V/C													
Base	147	251	43	91	133	72	95	58	111	53	74	158	1286
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	147	251	43	91	133	72	95	58	111	53	74	158	1286
Zn 1	0	0	0	0	0	4	23	17	0	0	3	0	47
Zn 2	0	0	0	4	0	1	5	3	0	0	1	1	15
Zn 3	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	1	6	6	0	0	1	0	14
Zn 6	0	0	0	1	0	0	0	0	0	0	0	5	6
Zn 7	0	70	88	0	12	0	0	0	0	14	0	0	184
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	6	1	4	0	0	18	0	29
Zn 10	0	0	0	2	0	0	0	9	0	0	42	8	61
Zn 11	0	0	0	3	0	0	0	0	0	0	0	5	8
Zn 22	0	0	0	1	0	0	0	0	0	0	0	2	3
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	10	6	0	11	0	0	0	0	7	0	0	34
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	80	94	11	23	12	36	39	0	21	65	20	401
PassBy	73	23	40	2	16	8	7	15	65	43	17	1	310
Future	220	354	177	104	172	92	138	112	176	117	156	179	1997
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	220	354	177	104	172	92	138	112	176	117	156	179	1997

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1433 US Route 50/Gum Spring Road													
[Base(LOS=B,Del=0.1,V/C=0.000)][Future(LOS=C,Del=0.2,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	51	0	2019	0	0	762	262	3094
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	51	0	2019	0	0	762	262	3094
Zn 1	0	0	0	0	0	0	0	10	0	0	2	0	12
Zn 2	0	0	0	0	0	0	0	4	0	0	1	0	5
Zn 3	0	0	0	0	0	0	0	9	0	0	1	0	10
Zn 4	0	0	0	0	0	0	0	19	0	0	3	0	22
Zn 5	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 6	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 7	0	0	0	0	0	0	0	21	0	0	15	0	36
Zn 8	0	0	0	0	0	0	0	12	0	0	105	0	117
Zn 9	0	0	0	0	0	0	0	3	0	0	16	0	19
Zn 10	0	0	0	0	0	0	0	14	0	0	67	0	81
Zn 11	0	0	0	0	0	0	0	16	0	0	26	0	42
Zn 22	0	0	0	0	0	0	0	4	0	0	11	0	15
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	3	0	0	4	0	7
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	119	0	0	249	0	368
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	51	0	2138	0	0	1011	262	3462
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	51	0	2138	0	0	1011	262	3462

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2008 TF - TOTAL

#1441 US Route 50/Racefield Lane
[Base(LOS=F,Del=66.0,V/C=2.800)][Future(LOS=F,Del=96.6,V/C=4.056)][+1.256 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	100	0	62	83	1430	0	0	654	235	2564
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	100	0	62	83	1430	0	0	654	235	2564
Zn 1	0	0	0	0	0	0	0	2	0	0	12	0	14
Zn 2	0	0	0	0	0	0	0	1	0	0	5	0	6
Zn 3	0	0	0	0	0	0	0	1	0	0	8	0	9
Zn 4	0	0	0	0	0	0	0	3	0	0	20	0	23
Zn 5	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 6	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 7	0	0	0	0	0	0	0	7	0	0	40	0	47
Zn 8	0	0	0	0	0	0	0	48	0	0	5	0	53
Zn 9	0	0	0	0	0	0	0	7	0	0	2	0	9
Zn 10	0	0	0	0	0	0	0	30	0	0	6	0	36
Zn 11	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 22	0	0	0	0	0	0	0	10	0	0	4	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	126	0	0	119	0	245
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	100	0	62	83	1556	0	0	773	235	2809
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	100	0	62	83	1556	0	0	773	235	2809

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2008 TF - TOTAL

Scenario Report

Scenario:	2015 PM Peak TF
Command:	2010 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	2010
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	38.00	24.00	38	24	62	4.3
	Zone 1 Subtotal					38	24	62	4.3
2	Zone 2 - Res	1.00	Residential	18.00	10.00	18	10	28	1.9
	Zone 2 Subtotal					18	10	28	1.9
3	Zone 3 - Res	1.00	Residential	26.00	17.00	26	17	43	3.0
	Zone 3 Subtotal					26	17	43	3.0
4	Zone 4 - Res	1.00	Residential	66.00	40.00	66	40	106	7.3
	Zone 4 Subtotal					66	40	106	7.3
5	Zone 5 - Res	1.00	Residential	11.00	7.00	11	7	18	1.2
	Zone 5 Subtotal					11	7	18	1.2
6	Zone 6 - Res	1.00	Residential	10.00	6.00	10	6	16	1.1
	Zone 6 Subtotal					10	6	16	1.1
7	Zone 7 - Res	1.00	Residential	134.00	81.00	134	81	215	14.9
	Zone 7 Subtotal					134	81	215	14.9
8	Zone 8 - Off	1.00	Office	14.00	234.00	14	234	248	17.2
	Zone 8 Subtotal					14	234	248	17.2
9	Zone 9 - Ind	1.00	Industrial	6.00	47.00	6	47	53	3.7
	Zone 9 Subtotal					6	47	53	3.7
10	Zone 10 - In	1.00	Industrial	16.00	189.00	16	189	205	14.2
	Zone 10 Subtotal					16	189	205	14.2
11	Retail	1.00	Retail	92.00	100.00	92	100	192	13.3
	Zone 11 Subtotal					92	100	192	13.3
22	Library	1.00	Library	109.00	119.00	109	119	228	15.8
	Zone 22 Subtotal					109	119	228	15.8
777	Zone 777 - C	1.00	Church	16.00	15.00	16	15	31	2.1
	Zone 777 Subtotal					16	15	31	2.1
778	Landbay 9	1.00	Office	0.00	0.00	0	0	0	0.0
TOTAL						556	889	1445	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips 2010

Zone	To Gates 2	3	5	6	7
1	20.0	30.0	25.0	15.0	10.0
2	20.0	30.0	25.0	15.0	10.0
3	20.0	30.0	25.0	15.0	10.0
4	20.0	30.0	25.0	15.0	10.0
5	20.0	30.0	25.0	15.0	10.0
6	20.0	30.0	25.0	15.0	10.0
7	20.0	30.0	25.0	15.0	10.0
8	20.0	30.0	15.0	20.0	15.0
9	20.0	30.0	15.0	15.0	20.0
10	20.0	30.0	15.0	15.0	20.0
11	20.0	30.0	20.0	15.0	15.0
22	25.0	25.0	30.0	10.0	10.0
70	40.0	10.0	30.0	10.0	10.0
111	40.0	10.0	30.0	10.0	10.0
707	30.0	35.0	20.0	5.0	10.0
777	25.0	25.0	30.0	10.0	10.0
778	20.0	30.0	15.0	20.0	15.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS=B,Del=4.2,V/C=0.069)][Future(LOS=C,Del=6.8,V/C=0.300)][+0.230 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	14	15	40	19	19	15	59	0	45	133	28	387
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	14	15	40	19	19	15	59	0	45	133	28	387
Zn 1	0	0	0	0	0	5	3	21	0	0	33	0	62
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	1	6	0	1	0	0	0	0	10	0	0	18
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	7	0	0	0	17	0	0	2	1	27
Zn 10	0	0	0	40	0	0	0	0	0	0	0	3	43
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	1	6	46	1	5	3	38	0	10	36	4	150
PassBy	0	3	4	39	5	20	14	12	0	4	14	29	144
Future	0	18	25	125	25	44	32	109	0	59	183	61	681
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	18	25	125	25	44	32	109	0	59	183	61	681

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 Southpoint Drive/Office/Residential													
[Base(LOS=A,Del=7.4,V/C=0.050)][Future(LOS=B,Del=8.3,V/C=0.213)][+0.162 V/C]													
Base	12	5	0	0	9	55	49	0	15	0	0	0	145
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	12	5	0	0	9	55	49	0	15	0	0	0	145
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	20	0	0	0	0	0	0	0	33	0	0	0	53
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	124	7	0	0	0	0	0	131
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	20	0	0	0	0	124	7	0	33	0	0	0	184
PassBy	13	5	0	0	18	53	38	0	16	0	0	0	143
Future	45	10	0	0	27	232	94	0	64	0	0	0	472
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	45	10	0	0	27	232	94	0	64	0	0	0	472

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2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS=B,Del=8.2,V/C=0.158)][Future(LOS=F,Del=52.2,V/C=0.692)][+0.535 V/C]													
Base	0	84	21	75	93	27	48	74	0	24	40	72	558
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	84	21	75	93	27	48	74	0	24	40	72	558
Zn 1	0	0	0	5	0	0	0	0	0	0	0	3	8
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	1	0	0	0	0	0	0	0	1	2
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	3	0	0	0	0	0	0	0	24	27
Zn 10	0	0	0	0	0	13	149	40	0	0	3	0	205
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	8	0	13	149	40	0	0	3	27	240
PassBy	0	31	9	26	33	0	17	26	0	10	15	24	191
Future	0	115	30	109	126	40	214	140	0	34	58	123	989
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	115	30	109	126	40	214	140	0	34	58	123	989

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS=F,Del=OVRFLW,V/C=1.439)][Future(LOS=F,Del=OVRFLW,V/C=9.786)][+8.348 V/													
Base	126	180	12	66	461	39	151	121	129	15	102	34	1436
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	126	180	12	66	461	39	151	121	129	15	102	34	1436
Zn 1	0	12	0	0	19	5	3	0	0	0	0	0	39
Zn 2	0	6	0	0	11	0	0	0	0	0	0	0	17
Zn 3	0	6	0	9	9	0	0	0	0	0	0	6	30
Zn 4	0	0	0	42	0	0	0	0	0	0	0	26	68
Zn 5	0	3	0	0	5	1	1	0	0	0	0	0	10
Zn 6	0	2	0	1	4	0	0	0	0	0	0	1	8
Zn 7	0	36	0	0	60	0	0	0	0	0	0	0	96
Zn 8	0	0	0	10	0	0	0	0	0	0	0	159	169
Zn 9	0	6	0	0	1	3	24	0	0	0	0	0	34
Zn 10	1	0	0	0	0	10	119	23	8	0	2	0	163
Zn 11	7	0	0	0	0	74	80	12	8	0	11	0	192
Zn 22	0	0	5	80	0	0	0	0	0	6	0	87	178
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	9	0	0	10	0	0	0	0	0	0	0	19
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	8	81	5	141	119	92	226	35	16	6	13	278	1020
PassBy	69	0	10	0	0	0	0	62	78	14	54	0	287
Future	203	261	27	207	580	131	377	218	223	35	169	312	2743
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	203	261	27	207	580	131	377	218	223	35	169	312	2743

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS=F,Del=OVRFLW,V/C=6.888)][Future(LOS=F,Del=OVRFLW,V/C=11.515)][+4.628 V													
Base	65	58	96	24	110	7	4	644	99	186	1574	40	2907
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	65	58	96	24	110	7	4	644	99	186	1574	40	2907
Zn 1	0	0	0	0	0	0	0	10	0	0	6	0	16
Zn 2	0	0	0	0	0	0	0	5	0	0	3	0	8
Zn 3	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 4	0	0	0	0	0	0	0	17	0	0	10	0	27
Zn 5	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 6	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 7	0	0	0	0	0	0	0	34	0	0	20	0	54
Zn 8	0	0	0	0	0	0	0	2	0	0	35	0	37
Zn 9	0	0	0	0	0	0	0	1	0	0	7	0	8
Zn 10	0	0	0	0	0	0	0	2	0	0	28	0	30
Zn 11	0	0	0	0	0	0	0	18	0	0	20	0	38
Zn 22	0	0	0	0	0	0	0	33	0	0	36	0	69
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	137	0	0	177	0	314
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	65	58	96	24	110	7	4	781	99	186	1751	40	3221
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	65	58	96	24	110	7	4	781	99	186	1751	40	3221

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1226 US Route 50/West Spine Road													
[Base(LOS=F,Del=OVRFLW,V/C=2.310)][Future(LOS=F,Del=OVRFLW,V/C=4.049)][+1.739 V/													
Base	243	0	568	0	0	0	0	990	306	1051	1809	0	4967
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	243	0	568	0	0	0	0	990	306	1051	1809	0	4967
Zn 1	0	0	4	0	0	0	0	5	0	7	8	0	24
Zn 2	0	0	2	0	0	0	0	2	0	3	4	0	11
Zn 3	0	0	2	0	0	0	0	5	0	3	7	0	17
Zn 4	0	0	6	0	0	0	0	10	0	11	16	0	43
Zn 5	0	0	2	0	0	0	0	1	0	3	2	0	8
Zn 6	0	0	2	0	0	0	0	1	0	3	1	0	7
Zn 7	6	0	23	0	0	0	0	10	10	38	16	0	103
Zn 8	0	0	28	0	0	0	0	77	0	2	5	0	112
Zn 9	0	0	8	0	0	0	0	16	0	1	2	0	27
Zn 10	0	0	32	0	0	0	0	62	0	3	5	0	102
Zn 11	0	0	0	0	0	0	0	45	0	0	41	0	86
Zn 22	0	0	2	0	0	0	0	39	0	2	36	0	79
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	2	0	0	0	0	3	0	2	3	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	113	0	0	0	0	276	10	77	147	0	629
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	249	0	681	0	0	0	0	1266	316	1128	1956	0	5596
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	249	0	681	0	0	0	0	1266	316	1128	1956	0	5596

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS=F,Del=OVRFLW,V/C=17.470)][Future(LOS=F,Del=OVRFLW,V/C=23.136)][+5.666													
Base	213	422	168	696	972	1131	588	880	206	424	1600	1029	8329
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	213	422	168	696	972	1131	588	880	206	424	1600	1029	8329
Zn 1	0	0	0	0	0	4	2	7	0	0	11	0	24
Zn 2	0	0	0	0	0	2	1	3	0	0	5	0	11
Zn 3	0	0	0	0	0	3	2	5	0	0	8	0	18
Zn 4	0	0	0	0	0	7	4	12	0	0	20	0	43
Zn 5	0	0	0	0	0	1	1	2	0	0	3	0	7
Zn 6	0	0	0	0	0	1	1	2	0	0	3	0	7
Zn 7	0	0	0	0	0	13	8	24	0	0	40	0	85
Zn 8	0	0	0	0	0	2	35	70	0	0	4	0	111
Zn 9	0	0	0	0	0	1	9	14	0	0	2	0	26
Zn 10	0	0	0	0	0	3	38	57	0	0	5	0	103
Zn 11	0	0	0	0	0	14	15	30	0	0	28	0	87
Zn 22	0	0	0	0	0	11	12	30	0	0	27	0	80
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	2	2	4	0	0	4	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	63	129	260	0	0	161	0	613
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	213	422	168	696	972	1194	717	1140	206	424	1761	1029	8942
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	213	422	168	696	972	1194	717	1140	206	424	1761	1029	8942

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2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1381 Gum Spring Road/Tall Cedars Parkway
[Base(LOS=F,Del=OVRFLW,V/C=2.265)][Future(LOS=F,Del=OVRFLW,V/C=4.278)][+2.013 V/

Base	142	605	0	0	1345	135	21	0	276	0	0	0	2524
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	142	605	0	0	1345	135	21	0	276	0	0	0	2524
Zn 1	8	0	0	0	0	7	4	0	5	0	0	0	24
Zn 2	4	0	0	0	0	3	2	0	2	0	0	0	11
Zn 3	5	0	0	0	0	3	2	0	3	0	0	0	13
Zn 4	13	0	0	0	0	11	6	0	8	0	0	0	38
Zn 5	2	0	0	0	0	3	2	0	1	0	0	0	8
Zn 6	2	0	0	0	0	3	2	0	1	0	0	0	8
Zn 7	27	0	0	0	0	48	29	0	16	0	0	0	120
Zn 8	3	0	0	0	0	2	28	0	47	0	0	0	80
Zn 9	1	0	0	0	0	1	8	0	9	0	0	0	19
Zn 10	3	0	0	0	0	3	32	0	38	0	0	0	76
Zn 11	18	0	0	0	0	0	0	0	20	0	0	0	38
Zn 22	27	0	0	0	0	2	2	0	30	0	0	0	61
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	4	0	0	0	0	2	2	0	4	0	0	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	117	0	0	0	0	87	119	0	185	0	0	0	508
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	259	605	0	0	1345	222	140	0	461	0	0	0	3032
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	259	605	0	0	1345	222	140	0	461	0	0	0	3032

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS=F,Del=OVRFLW,V/C=494.686)][Future(LOS=F,Del=OVRFLW,V/C=1.423)][-493.26													
Base	145	79	249	239	182	97	191	724	82	476	1656	53	4173
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	145	79	249	239	182	97	191	724	82	476	1656	53	4173
Zn 1	6	4	5	0	6	0	0	0	10	8	0	0	39
Zn 2	3	2	2	0	3	0	0	0	5	4	0	0	19
Zn 3	4	3	5	0	4	0	0	0	7	7	0	0	30
Zn 4	10	6	10	0	10	0	0	0	17	16	0	0	69
Zn 5	2	1	1	0	2	0	0	0	3	2	0	0	11
Zn 6	2	1	1	0	2	0	0	0	3	1	0	0	10
Zn 7	14	12	10	0	20	0	0	10	23	16	6	0	111
Zn 8	35	47	77	0	3	0	0	0	2	5	0	0	169
Zn 9	7	7	16	0	1	0	0	0	1	2	0	0	34
Zn 10	28	28	62	0	2	0	0	0	2	5	0	0	127
Zn 11	20	15	45	0	14	0	0	0	18	41	0	0	153
Zn 22	36	12	39	0	11	0	0	0	33	36	0	0	167
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	2	3	0	2	0	0	0	5	3	0	0	20
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	171	138	276	0	78	0	0	10	127	147	6	0	953
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	316	217	525	239	260	97	191	734	209	623	1662	53	5126
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	316	217	525	239	260	97	191	734	209	623	1662	53	5126

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS=F,Del=54.7,V/C=0.597)][Future(LOS=F,Del=OVRFLW,V/C=1.410)][+0.813 V/C]													
Base	68	192	32	233	254	65	38	17	44	40	33	105	1121
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	68	192	32	233	254	65	38	17	44	40	33	105	1121
Zn 1	0	0	0	0	0	19	12	9	0	0	14	0	54
Zn 2	0	0	0	2	0	5	3	2	0	0	3	4	19
Zn 3	0	0	0	1	0	0	0	0	0	0	0	1	2
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	5	3	3	0	0	5	0	16
Zn 6	0	0	0	4	0	0	0	0	0	0	0	2	6
Zn 7	0	36	45	0	60	0	0	0	0	74	0	0	215
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	1	6	17	0	0	2	0	26
Zn 10	0	0	0	8	0	0	0	40	0	0	3	1	52
Zn 11	0	0	0	8	0	0	0	0	0	0	0	7	15
Zn 22	0	0	0	6	0	0	0	0	0	0	0	5	11
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	9	6	0	10	0	0	0	0	6	0	0	31
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	45	51	28	69	30	24	71	0	81	28	20	447
PassBy	31	59	27	10	70	15	14	9	36	30	8	9	318
Future	99	296	110	271	393	110	76	97	80	151	69	134	1886
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	99	296	110	271	393	110	76	97	80	151	69	134	1886

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1433 US Route 50/Gum Spring Road													
[Base(LOS=F,Del=2.1,V/C=0.000)][Future(LOS=F,Del=3.1,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	92	0	1296	0	0	1860	194	3442
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	92	0	1296	0	0	1860	194	3442
Zn 1	0	0	0	0	0	0	0	5	0	0	8	0	13
Zn 2	0	0	0	0	0	0	0	2	0	0	4	0	6
Zn 3	0	0	0	0	0	0	0	5	0	0	7	0	12
Zn 4	0	0	0	0	0	0	0	10	0	0	16	0	26
Zn 5	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 6	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 7	0	0	0	0	0	0	0	20	0	0	22	0	42
Zn 8	0	0	0	0	0	0	0	77	0	0	5	0	82
Zn 9	0	0	0	0	0	0	0	16	0	0	2	0	18
Zn 10	0	0	0	0	0	0	0	62	0	0	5	0	67
Zn 11	0	0	0	0	0	0	0	45	0	0	41	0	86
Zn 22	0	0	0	0	0	0	0	39	0	0	36	0	75
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	3	0	0	3	0	6
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	286	0	0	153	0	439
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	92	0	1582	0	0	2013	194	3881
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	92	0	1582	0	0	2013	194	3881

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1441 US Route 50/Racefield Lane													
[Base(LOS=F,Del=812.9,V/C=12.884)][Future(LOS=F,Del=1213.1,V/C=21.065)][+8.181 V													
Base	0	0	0	282	0	124	46	716	0	0	1795	146	3109
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	282	0	124	46	716	0	0	1795	146	3109
Zn 1	0	0	0	0	0	0	0	10	0	0	6	0	16
Zn 2	0	0	0	0	0	0	0	5	0	0	3	0	8
Zn 3	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 4	0	0	0	0	0	0	0	17	0	0	10	0	27
Zn 5	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 6	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 7	0	0	0	0	0	0	0	34	0	0	20	0	54
Zn 8	0	0	0	0	0	0	0	2	0	0	35	0	37
Zn 9	0	0	0	0	0	0	0	1	0	0	7	0	8
Zn 10	0	0	0	0	0	0	0	2	0	0	28	0	30
Zn 11	0	0	0	0	0	0	0	18	0	0	20	0	38
Zn 22	0	0	0	0	0	0	0	33	0	0	36	0	69
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	137	0	0	177	0	314
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	282	0	124	46	853	0	0	1972	146	3423
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	282	0	124	46	853	0	0	1972	146	3423

APPENDIX H

2015 INTERNAL TRAFFIC FORECASTS FOR PROPOSED CONDITIONS

2008 TF - TOTAL

Scenario Report

Scenario:	2010 AM Peak TF
Command:	2010 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	AM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	23.00	0.00	23	0	23	12.2
	Zone 1 Subtotal					23	0	23	12.2
2	Zone 2 - Res	1.00	Residential	16.00	0.00	16	0	16	8.5
	Zone 2 Subtotal					16	0	16	8.5
3	Zone 3 - Res	1.00	Residential	15.00	0.00	15	0	15	7.9
	Zone 3 Subtotal					15	0	15	7.9
4	Zone 4 - Res	1.00	Residential	31.00	0.00	31	0	31	16.4
	Zone 4 Subtotal					31	0	31	16.4
5	Zone 5 - Res	1.00	Residential	5.00	0.00	5	0	5	2.6
	Zone 5 Subtotal					5	0	5	2.6
6	Zone 6 - Res	1.00	Residential	5.00	0.00	5	0	5	2.6
	Zone 6 Subtotal					5	0	5	2.6
7	Zone 7 - Res	1.00	Residential	75.00	0.00	75	0	75	39.7
	Zone 7 Subtotal					75	0	75	39.7
8	Zone 8 - Off	1.00	Office	10.00	0.00	10	0	10	5.3
	Zone 8 Subtotal					10	0	10	5.3
9	Zone 9 - Ind	1.00	Industrial	3.00	0.00	3	0	3	1.6
	Zone 9 Subtotal					3	0	3	1.6
10	Zone 10 - In	1.00	Industrial	6.00	0.00	6	0	6	3.2
	Zone 10 Subtotal					6	0	6	3.2
TOTAL						189	0	189	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips AM

Zone	To Gates 8	9	10	11	33	70	111	707
1	5.0	1.0	3.0	4.0	0.0	48.0	30.0	9.0
2	3.0	1.0	2.0	6.0	0.0	50.0	31.0	7.0
3	3.0	1.0	2.0	7.0	0.0	47.0	33.0	7.0
4	4.0	1.0	2.0	3.0	3.0	48.0	32.0	7.0
5	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0
6	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0
7	4.0	1.0	2.0	4.0	1.0	48.0	33.0	7.0
8	0.0	0.0	0.0	30.0	0.0	0.0	0.0	70.0
9	0.0	0.0	0.0	33.0	0.0	0.0	0.0	67.0
10	0.0	0.0	0.0	33.0	0.0	0.0	0.0	67.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.4,V/C=0.002)][+0.002 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	14	0	14
Zn 2	0	0	0	0	0	0	1	2	0	0	2	2	7
Zn 3	0	0	0	0	0	0	0	4	0	0	0	0	4
Zn 4	0	0	0	0	0	0	0	7	0	0	0	0	7
Zn 5	0	0	0	0	0	0	0	0	2	3	0	0	5
Zn 6	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 7	0	0	0	0	0	0	0	26	0	0	0	0	26
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	4	0	4
Added	0	0	0	0	0	0	1	41	2	3	20	2	69
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	1	41	2	3	20	2	69
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	0	1	41	2	3	20	2	69

#13 South Point Drive/Office/Residential
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=4.0,V/C=0.004)][+0.004 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	1	0	0	0	10	0	0	0	11
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	2	0	0	0	0	0	0	2
Zn 8	0	0	0	0	0	0	7	0	0	0	0	0	7
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	1	3	7	0	10	0	0	0	21
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	1	3	7	0	10	0	0	0	21
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	1	3	7	0	10	0	0	0	21

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.9,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	1	0	0	0	0	1	0	0	2
Zn 2	0	4	0	0	0	0	0	0	0	0	0	0	4
Zn 3	0	1	0	0	0	0	0	0	0	0	0	0	1
Zn 4	0	3	0	0	0	0	0	0	0	0	0	0	3
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	2	0	0	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	4	2	0	0	0	0	0	0	0	0	6
Added	0	9	4	2	2	0	0	0	0	3	0	1	21
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	9	4	2	2	0	0	0	0	3	0	1	21
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	9	4	2	2	0	0	0	0	3	0	1	21
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.3,V/C=0.004)][+0.004 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	3	0	0	0	0	0	0	0	1	0	0	0	4
Zn 3	0	0	0	0	0	0	0	2	1	0	0	0	3
Zn 4	0	0	1	0	0	0	0	4	0	0	0	0	5
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	4	1	0	0	5
Zn 8	0	0	4	0	0	0	0	3	0	0	0	0	7
Zn 9	2	0	0	0	0	0	0	0	0	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	4	0	0	0	0	9	5	2	1	0	25
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	4	0	4	0	0	0	0	9	5	2	1	0	25
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	4	0	4	0	0	0	0	9	5	2	1	0	25

2008 TF - TOTAL

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.0,V/C=0.028)][+0.028 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	13	0	0	0	0	1	0	0	0	0	0	0	14
Zn 2	6	3	0	0	0	1	0	0	0	0	0	0	10
Zn 3	0	5	3	0	0	0	2	1	0	0	0	0	11
Zn 4	0	1	16	0	0	0	0	7	0	0	0	0	24
Zn 5	3	0	0	0	0	0	0	0	0	0	0	0	3
Zn 6	0	0	3	0	0	0	0	2	0	0	0	0	5
Zn 7	0	0	0	0	5	0	0	0	26	2	0	0	33
Zn 8	0	4	4	0	0	0	0	0	0	0	0	0	8
Zn 9	0	2	0	0	0	0	0	0	0	0	0	0	2
Zn 10	4	0	0	0	0	0	0	0	0	0	0	0	4
Added	27	13	26	0	5	1	2	10	26	2	1	0	113
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	27	13	26	0	5	1	2	10	26	2	1	0	113
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	27	13	26	0	5	1	2	10	26	2	1	0	113

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1409 Millstream Drive/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.8,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	2	0	0	0	7	14	0	0	23
Zn 2	0	0	0	0	0	0	2	2	0	0	0	2	6
Zn 3	0	0	0	0	0	0	1	3	0	0	0	0	4
Zn 4	0	0	0	0	0	0	3	7	0	0	0	0	10
Zn 5	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 6	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 7	0	0	0	2	0	0	0	25	0	0	0	0	27
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	4	4
Added	0	0	0	2	2	0	7	42	7	14	0	6	80
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	2	2	0	7	42	7	14	0	6	80
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	2	2	0	7	42	7	14	0	6	80
#1443 Millstream Drive/Industrial Drive A													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 2	0	0	0	0	0	0	0	1	3	0	0	0	4
Zn 3	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 4	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 10	0	0	0	0	0	0	0	0	0	0	2	0	2
Added	0	0	0	0	0	0	0	6	3	0	3	1	13
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	6	3	0	3	1	13
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	0	0	6	3	0	3	1	13

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1444 Millstream Drive/Industrial Drive B													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.9,V/C=0.002)][+0.002 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 2	0	0	0	0	0	0	0	0	1	3	0	0	4
Zn 3	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 4	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	1	2	3
Zn 10	0	0	0	0	0	0	0	0	0	0	2	0	2
Added	0	0	0	1	0	0	0	5	1	3	4	2	16
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	1	0	0	0	5	1	3	4	2	16
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	1	0	0	0	5	1	3	4	2	16

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2008 TF - TOTAL

Scenario Report

Scenario:	2010 AM Peak TF
Command:	2010 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	AM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	0.00	32.00	0	32	32	12.1
	Zone 1 Subtotal					0	32	32	12.1
2	Zone 2 - Res	1.00	Residential	0.00	22.00	0	22	22	8.3
	Zone 2 Subtotal					0	22	22	8.3
3	Zone 3 - Res	1.00	Residential	0.00	21.00	0	21	21	8.0
	Zone 3 Subtotal					0	21	21	8.0
4	Zone 4 - Res	1.00	Residential	0.00	44.00	0	44	44	16.7
	Zone 4 Subtotal					0	44	44	16.7
5	Zone 5 - Res	1.00	Residential	0.00	7.00	0	7	7	2.7
	Zone 5 Subtotal					0	7	7	2.7
6	Zone 6 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 6 Subtotal					0	6	6	2.3
7	Zone 7 - Res	1.00	Residential	0.00	109.00	0	109	109	41.3
	Zone 7 Subtotal					0	109	109	41.3
8	Zone 8 - Off	1.00	Office	0.00	13.00	0	13	13	4.9
	Zone 8 Subtotal					0	13	13	4.9
9	Zone 9 - Ind	1.00	Industrial	0.00	3.00	0	3	3	1.1
	Zone 9 Subtotal					0	3	3	1.1
10	Zone 10 - In	1.00	Industrial	0.00	7.00	0	7	7	2.7
	Zone 10 Subtotal					0	7	7	2.7
TOTAL						0	264	264	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips AM

To Gates

Zone	8	9	10	11	33	70	77	111	707	778
1	10.0	3.0	6.0	3.0	3.0	41.0	0.0	28.0	6.0	0.0
2	10.0	2.0	6.0	5.0	0.0	41.0	0.0	31.0	5.0	0.0
3	11.0	3.0	6.0	5.0	0.0	42.0	0.0	28.0	5.0	0.0
4	10.0	2.0	6.0	5.0	2.0	40.0	0.0	30.0	5.0	0.0
5	15.0	4.0	9.0	0.0	0.0	43.0	0.0	29.0	0.0	0.0
6	10.0	2.0	5.0	0.0	0.0	50.0	0.0	33.0	0.0	0.0
7	10.0	3.0	6.0	4.0	2.0	40.0	1.0	27.0	6.0	1.0
8	0.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	62.0	0.0
9	0.0	0.0	0.0	33.0	0.0	0.0	0.0	0.0	67.0	0.0
10	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	57.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

#6 Stone Springs Boulevard/Millstream Drive
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=4.1,V/C=0.010)][+0.010 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	1	0	0	0	0	1	0	0	0	0	2
Zn 2	1	0	1	0	0	0	0	1	3	0	0	0	6
Zn 3	1	0	0	0	0	0	0	0	0	0	3	0	4
Zn 4	1	0	0	0	0	0	0	0	0	1	7	0	9
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	7	0	5	0	0	0	0	0	0	0	0	0	12
Zn 8	0	0	0	0	0	0	0	0	0	4	5	0	9
Zn 9	0	0	0	0	0	0	0	0	2	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	10	0	7	0	0	0	0	2	5	5	15	0	44
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	10	0	7	0	0	0	0	2	5	5	15	0	44
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	10	0	7	0	0	0	0	2	5	5	15	0	44

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.1,V/C=0.004)][+0.004 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	18	0	0	0	0	18
Zn 2	0	0	0	3	0	2	0	2	0	0	2	0	9
Zn 3	0	0	0	0	0	0	0	0	0	0	5	0	5
Zn 4	0	0	0	0	0	0	0	0	0	0	11	0	11
Zn 5	3	0	4	0	0	0	0	0	0	0	0	0	7
Zn 6	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 7	0	0	0	0	0	0	0	0	0	0	37	0	37
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	4	0	0	0	0	4
Added	3	0	4	3	0	2	0	25	0	0	57	0	94
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	3	0	4	3	0	2	0	25	0	0	57	0	94
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	3	0	4	3	0	2	0	25	0	0	57	0	94

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 South Point Drive/Office/Residential													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=8.2,V/C=0.014)][+0.014 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 2	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 3	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 4	14	4	0	0	0	0	0	0	0	0	0	0	18
Zn 5	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	7	0	0	0	0	0	7
Zn 8	0	0	0	0	0	9	0	0	0	0	0	0	9
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	14	4	0	0	0	9	13	0	0	0	0	0	40
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	14	4	0	0	0	9	13	0	0	0	0	0	40
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	14	4	0	0	0	9	13	0	0	0	0	0	40
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.8,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	3	2	0	0	0	0	0	0	0	0	0	5
Zn 2	0	0	1	1	5	0	0	0	0	0	0	0	7
Zn 3	0	0	1	1	2	0	0	0	0	0	0	0	4
Zn 4	0	0	2	1	4	0	0	0	0	0	0	0	7
Zn 5	0	0	1	0	0	0	0	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	1	7	0	0	0	0	0	0	0	0	0	8
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	4	0	3	7
Added	0	4	12	2	12	0	0	0	0	4	0	3	37
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	4	12	2	12	0	0	0	0	4	0	3	37
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	4	12	2	12	0	0	0	0	4	0	3	37

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.1,V/C=0.044)][+0.044 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	2	15	0	0	0	19
Zn 2	0	0	0	0	3	0	1	1	7	0	0	0	12
Zn 3	0	0	0	0	6	3	0	0	0	4	2	0	15
Zn 4	0	0	0	0	1	0	0	0	0	19	11	1	32
Zn 5	0	0	0	0	0	0	0	1	3	0	0	0	4
Zn 6	0	0	0	0	0	0	0	0	0	3	2	0	5
Zn 7	37	14	7	0	0	0	0	0	0	0	0	0	58
Zn 8	0	0	0	0	4	0	0	0	0	4	0	0	8
Zn 9	0	0	0	0	2	0	0	0	0	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	4	0	0	0	4
Added	37	14	7	0	15	3	3	3	30	30	15	1	158
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	37	14	7	0	15	3	3	3	30	30	15	1	158
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	37	14	7	0	15	3	3	3	30	30	15	1	158

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1409 Millstream Drive/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.4,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	9	5	18	0	0	0	0	0	0	0	0	0	32
Zn 2	0	0	0	2	0	3	0	0	0	0	3	1	9
Zn 3	0	0	0	0	0	2	0	0	0	0	4	1	7
Zn 4	0	0	0	0	0	4	0	0	0	0	9	2	15
Zn 5	0	0	0	0	0	0	0	0	0	0	2	1	3
Zn 6	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 7	0	0	0	0	0	0	0	0	0	0	29	8	37
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	4	0	0	0	0	0	0	0	0	4
Added	9	5	18	6	0	9	0	0	0	0	50	12	109
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	9	5	18	6	0	9	0	0	0	0	50	12	109
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	9	5	18	6	0	9	0	0	0	0	50	12	109
#1443 Millstream Drive/Industrial Drive A													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.7,V/C=0.004)][+0.004 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	1	2	0	0	0	0	3
Zn 2	4	0	1	0	0	0	0	0	0	0	2	0	7
Zn 3	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 4	0	0	0	0	0	0	0	0	0	0	5	0	5
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	1	0	0	0	0	1	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 10	0	0	0	0	0	0	0	3	0	0	0	0	3
Added	4	0	1	1	0	0	2	5	0	0	10	1	24
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	4	0	1	1	0	0	2	5	0	0	10	1	24
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	4	0	1	1	0	0	2	5	0	0	10	1	24

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1444 Millstream Drive/Industrial Drive B													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.9,V/C=0.004)][+0.004 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 2	2	0	4	0	0	0	0	1	0	0	0	0	7
Zn 3	0	0	0	0	0	0	0	0	0	0	3	0	3
Zn 4	0	0	0	0	0	0	0	0	0	0	5	1	6
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	1	1	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	2	0	0	0	1	0	0	0	0	3
Zn 10	0	0	0	0	0	0	0	3	0	0	0	0	3
Added	2	0	4	2	0	0	1	6	0	0	9	2	26
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	2	0	4	2	0	0	1	6	0	0	9	2	26
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	2	0	4	2	0	0	1	6	0	0	9	2	26

2008 TF - TOTAL

Scenario Report

Scenario:	2010 PM Peak TF
Command:	2010 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	PM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	33.00	0.00	33	0	33	10.0
	Zone 1 Subtotal					33	0	33	10.0
2	Zone 2 - Res	1.00	Residential	24.00	0.00	24	0	24	7.3
	Zone 2 Subtotal					24	0	24	7.3
3	Zone 3 - Res	1.00	Residential	22.00	0.00	22	0	22	6.6
	Zone 3 Subtotal					22	0	22	6.6
4	Zone 4 - Res	1.00	Residential	44.00	0.00	44	0	44	13.3
	Zone 4 Subtotal					44	0	44	13.3
5	Zone 5 - Res	1.00	Residential	8.00	0.00	8	0	8	2.4
	Zone 5 Subtotal					8	0	8	2.4
6	Zone 6 - Res	1.00	Residential	7.00	0.00	7	0	7	2.1
	Zone 6 Subtotal					7	0	7	2.1
7	Zone 7 - Res	1.00	Residential	109.00	0.00	109	0	109	32.9
	Zone 7 Subtotal					109	0	109	32.9
8	Zone 8 - Off	1.00	Office	47.00	0.00	47	0	47	14.2
	Zone 8 Subtotal					47	0	47	14.2
9	Zone 9 - Ind	1.00	Industrial	12.00	0.00	12	0	12	3.6
	Zone 9 Subtotal					12	0	12	3.6
10	Zone 10 - In	1.00	Industrial	25.00	0.00	25	0	25	7.6
	Zone 10 Subtotal					25	0	25	7.6
TOTAL						331	0	331	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips PM

To Gates

Zone	8	9	10	11	33	70	77	707	770	778
1	20.0	5.0	11.0	42.0	3.0	9.0	0.0	7.0	0.0	3.0
2	21.0	5.0	11.0	42.0	4.0	8.0	0.0	5.0	0.0	4.0
3	19.0	5.0	11.0	41.0	5.0	9.0	0.0	5.0	0.0	5.0
4	20.0	5.0	11.0	43.0	3.0	9.0	0.0	7.0	0.0	2.0
5	21.0	5.0	11.0	50.0	0.0	13.0	0.0	0.0	0.0	0.0
6	24.0	6.0	13.0	43.0	0.0	14.0	0.0	0.0	0.0	0.0
7	20.0	5.0	11.0	42.0	3.0	9.0	1.0	6.0	0.0	3.0
8	0.0	0.0	0.0	83.0	0.0	0.0	0.0	17.0	0.0	0.0
9	0.0	0.0	0.0	83.0	0.0	0.0	0.0	17.0	0.0	0.0
10	0.0	0.0	0.0	84.0	0.0	0.0	0.0	16.0	0.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.7,V/C=0.002)][+0.002 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	15	0	15
Zn 2	0	0	0	0	0	0	1	1	0	0	1	4	7
Zn 3	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 4	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 5	0	0	0	0	0	0	0	0	4	4	0	0	8
Zn 6	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 7	0	0	0	0	0	0	0	14	0	0	0	0	14
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	4	0	4
Added	0	0	0	0	0	0	1	19	4	4	20	4	52
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	1	19	4	4	20	4	52
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	0	1	19	4	4	20	4	52

#13 South Point Drive/Office/Residential
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=6.8,V/C=0.026)][+0.026 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	5	0	0	0	0	0	0	5
Zn 2	0	0	0	0	0	4	0	0	0	0	0	0	4
Zn 3	0	0	0	0	0	3	0	0	0	0	0	0	3
Zn 4	0	0	0	0	9	0	0	0	13	0	0	0	22
Zn 5	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 6	0	0	0	0	0	1	0	0	0	0	0	0	1
Zn 7	0	0	0	0	0	13	0	0	0	0	0	0	13
Zn 8	0	0	0	0	0	0	43	0	0	0	0	0	43
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	9	27	43	0	13	0	0	0	92
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	9	27	43	0	13	0	0	0	92
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	9	27	43	0	13	0	0	0	92

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.9,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	14	0	0	0	0	4	0	0	18
Zn 2	0	1	0	0	0	0	0	0	0	1	0	1	3
Zn 3	0	0	0	0	0	0	0	0	0	1	0	1	2
Zn 4	0	0	0	0	0	0	0	0	0	3	0	2	5
Zn 5	0	0	0	0	3	0	0	0	0	1	0	0	4
Zn 6	0	0	0	0	0	0	0	0	0	1	0	0	1
Zn 7	0	0	0	0	2	0	0	0	0	12	0	0	14
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	4	21	0	0	0	0	0	0	0	0	25
Added	0	1	4	21	20	0	0	0	0	23	0	5	74
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	1	4	21	20	0	0	0	0	23	0	5	74
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	1	4	21	20	0	0	0	0	23	0	5	74
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.2,V/C=0.011)][+0.011 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	4	2	3	0	9
Zn 2	1	0	0	0	0	0	0	0	5	2	2	0	10
Zn 3	0	0	0	0	0	0	0	6	5	0	0	0	11
Zn 4	0	0	1	0	0	0	0	17	6	0	0	0	24
Zn 5	0	0	0	0	0	0	0	0	1	1	0	0	2
Zn 6	0	0	0	0	0	0	0	0	3	0	0	0	3
Zn 7	0	0	0	0	0	0	0	0	50	11	0	0	61
Zn 8	0	0	4	0	0	0	0	39	0	0	0	0	43
Zn 9	2	0	0	0	0	0	0	0	0	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	5	0	0	0	0	63	74	16	5	0	166
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	3	0	5	0	0	0	0	63	74	16	5	0	166
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	3	0	5	0	0	0	0	63	74	16	5	0	166

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2008 TF - TOTAL

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1405 US Route 50/Stone Springs Boulevard
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#1407 Stone Springs Boulevard/Tall Cedars Parkway
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=7.8,V/C=0.077)][+0.077 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	5	0	0	0	0	7	0	0	0	0	3	0	15
Zn 2	2	1	0	0	0	7	0	0	0	0	2	0	12
Zn 3	0	2	1	0	0	0	0	1	0	0	0	0	4
Zn 4	0	1	6	6	0	0	0	3	0	0	0	0	16
Zn 5	1	0	0	0	0	2	0	0	0	0	1	0	4
Zn 6	0	0	1	4	0	0	0	1	0	0	0	0	6
Zn 7	0	0	0	0	64	0	0	0	14	14	0	0	92
Zn 8	0	4	4	0	0	0	0	0	0	0	0	0	8
Zn 9	0	2	0	0	0	0	0	0	0	0	0	0	2
Zn 10	4	0	0	0	0	0	0	0	0	0	0	0	4
Added	13	9	12	9	64	15	0	5	14	14	6	0	161
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	13	9	12	9	64	15	0	5	14	14	6	0	161
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	13	9	12	9	64	15	0	5	14	14	6	0	161

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2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1409 Millstream Drive/Tall Cedars Parkway
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.0,V/C=0.000)][+0.000 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	18	0	0	0	0	15	0	0	33
Zn 2	0	0	0	2	0	0	0	0	0	0	0	1	3
Zn 3	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 4	0	0	0	3	0	0	0	0	0	0	0	0	3
Zn 5	0	0	0	4	0	0	0	0	0	0	0	0	4
Zn 6	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 7	0	0	0	14	0	0	0	0	0	0	0	0	14
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	4	4
Added	0	0	0	24	18	0	0	0	0	15	0	5	62
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	24	18	0	0	0	0	15	0	5	62
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	24	18	0	0	0	0	15	0	5	62

#1443 Millstream Drive/Industrial Drive A
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.4,V/C=0.003)][+0.003 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	1	0	0	0	0	13	0	14
Zn 2	0	0	0	0	0	0	0	1	1	4	0	0	6
Zn 3	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 4	0	0	0	1	0	0	0	2	0	0	0	0	3
Zn 5	0	0	0	0	0	0	0	0	0	0	3	0	3
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	2	0	2	0	0	0	0	0	0	4
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	4	4
Zn 10	0	0	0	0	0	0	0	0	0	0	21	0	21
Added	0	0	0	3	0	3	0	4	1	4	37	4	56
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	3	0	3	0	4	1	4	37	4	56
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	3	0	3	0	4	1	4	37	4	56

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1444 Millstream Drive/Industrial Drive B
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.3,V/C=0.005)][+0.005 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	1	0	0	0	0	12	0	13
Zn 2	0	0	0	0	0	0	0	0	1	5	3	0	9
Zn 3	0	0	0	1	0	0	0	2	0	0	0	0	3
Zn 4	0	0	0	2	0	0	0	3	0	0	0	0	5
Zn 5	0	0	0	0	0	0	0	0	0	0	3	0	3
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	2	0	0	0	2	0	0	0	0	4
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	4	8	12
Zn 10	0	0	0	0	0	0	0	0	0	0	21	0	21
Added	0	0	0	5	0	1	0	6	1	5	43	8	69
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	5	0	1	0	6	1	5	43	8	69
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	5	0	1	0	6	1	5	43	8	69

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2008 TF - TOTAL

Scenario Report

Scenario:	2010 PM Peak TF
Command:	2010 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	PM
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	0.00	25.00	0	25	25	9.4
	Zone 1 Subtotal					0	25	25	9.4
2	Zone 2 - Res	1.00	Residential	0.00	18.00	0	18	18	6.8
	Zone 2 Subtotal					0	18	18	6.8
3	Zone 3 - Res	1.00	Residential	0.00	16.00	0	16	16	6.0
	Zone 3 Subtotal					0	16	16	6.0
4	Zone 4 - Res	1.00	Residential	0.00	33.00	0	33	33	12.4
	Zone 4 Subtotal					0	33	33	12.4
5	Zone 5 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 5 Subtotal					0	6	6	2.3
6	Zone 6 - Res	1.00	Residential	0.00	6.00	0	6	6	2.3
	Zone 6 Subtotal					0	6	6	2.3
7	Zone 7 - Res	1.00	Residential	0.00	84.00	0	84	84	31.6
	Zone 7 Subtotal					0	84	84	31.6
8	Zone 8 - Off	1.00	Office	0.00	43.00	0	43	43	16.2
	Zone 8 Subtotal					0	43	43	16.2
9	Zone 9 - Ind	1.00	Industrial	0.00	11.00	0	11	11	4.1
	Zone 9 Subtotal					0	11	11	4.1
10	Zone 10 - In	1.00	Industrial	0.00	24.00	0	24	24	9.0
	Zone 10 Subtotal					0	24	24	9.0
TOTAL						0	266	266	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips PM

Zone	To Gates 8	9	10	11	33	70	707	778
1	14.0	3.0	7.0	52.0	4.0	12.0	8.0	0.0
2	15.0	4.0	9.0	49.0	0.0	11.0	6.0	6.0
3	14.0	3.0	8.0	50.0	0.0	13.0	6.0	6.0
4	15.0	4.0	8.0	52.0	0.0	12.0	6.0	3.0
5	19.0	5.0	10.0	49.0	0.0	17.0	0.0	0.0
6	19.0	5.0	10.0	49.0	0.0	17.0	0.0	0.0
7	15.0	4.0	8.0	50.0	1.0	12.0	6.0	4.0
8	0.0	0.0	0.0	84.0	0.0	0.0	16.0	0.0
9	0.0	0.0	0.0	82.0	0.0	0.0	18.0	0.0
10	0.0	0.0	0.0	83.0	0.0	0.0	17.0	0.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#6 Stone Springs Boulevard/Millstream Drive
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=5.1,V/C=0.070)][+0.070 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	4	0	1	0	0	0	0	1	0	0	0	0	6
Zn 2	5	0	1	0	0	0	0	2	1	0	0	0	9
Zn 3	4	0	0	0	0	0	0	0	0	0	5	0	9
Zn 4	5	0	0	0	0	0	0	0	0	1	14	0	20
Zn 5	1	0	0	0	0	0	0	0	0	0	0	0	1
Zn 6	3	0	0	0	0	0	0	0	0	0	0	0	3
Zn 7	44	0	7	0	0	0	0	0	0	0	0	0	51
Zn 8	0	0	0	0	0	0	0	0	0	3	36	0	39
Zn 9	0	0	0	0	0	0	0	0	2	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	66	0	10	0	0	0	0	3	3	4	56	0	142
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	66	0	10	0	0	0	0	3	3	4	56	0	142
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	66	0	10	0	0	0	0	3	3	4	56	0	142

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.1,V/C=0.003)][+0.003 V/C]

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	12	0	0	0	0	12
Zn 2	0	0	0	3	0	0	0	1	0	0	0	0	4
Zn 3	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 4	0	0	0	0	0	0	0	0	0	0	2	0	2
Zn 5	3	0	3	0	0	0	0	0	0	0	0	0	6
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	8	0	8
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	4	0	0	0	0	4
Added	3	0	3	3	0	0	0	17	0	0	11	0	37
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	3	0	3	3	0	0	0	17	0	0	11	0	37
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	3	0	3	3	0	0	0	17	0	0	11	0	37

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 South Point Drive/Office/Residential													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=8.3,V/C=0.037)][+0.037 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 2	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 3	0	0	0	0	0	0	2	0	0	0	0	0	2
Zn 4	10	5	0	0	0	0	0	0	0	0	0	0	15
Zn 5	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	1	0	0	0	0	0	1
Zn 7	0	0	0	0	0	0	8	0	0	0	0	0	8
Zn 8	0	0	0	0	0	40	0	0	0	0	0	0	40
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	10	5	0	0	0	40	15	0	0	0	0	0	70
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	10	5	0	0	0	40	15	0	0	0	0	0	70
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	10	5	0	0	0	40	15	0	0	0	0	0	70
#22 Millstream Drive/Land Bay 7													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	11	2	0	0	0	0	0	0	0	0	0	13
Zn 2	0	0	1	1	1	0	0	0	0	0	0	0	3
Zn 3	0	0	1	1	0	0	0	0	0	0	0	0	2
Zn 4	0	0	2	1	0	0	0	0	0	0	0	0	3
Zn 5	0	2	1	0	0	0	0	0	0	0	0	0	3
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	1	7	0	0	0	0	0	0	0	0	0	8
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	4	0	20	24
Added	0	15	13	3	1	0	0	0	0	4	0	20	56
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	15	13	3	1	0	0	0	0	4	0	20	56
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	15	13	3	1	0	0	0	0	4	0	20	56

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1226 US Route 50/West Spine Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS= ,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	0	0	0	0	0	0
UseAdj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=7.1,V/C=0.065)][+0.065 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	5	2	5	0	0	0	12
Zn 2	0	0	0	0	1	0	5	1	2	0	0	0	9
Zn 3	0	0	0	0	2	0	0	0	0	1	1	0	4
Zn 4	0	0	0	0	1	0	0	0	0	5	2	5	13
Zn 5	0	0	0	0	0	0	1	1	1	0	0	0	3
Zn 6	0	0	0	0	0	0	0	0	0	1	0	3	4
Zn 7	8	53	9	0	0	0	0	0	0	0	0	0	70
Zn 8	0	0	0	0	3	0	0	0	0	3	0	0	6
Zn 9	0	0	0	0	2	0	0	0	0	0	0	0	2
Zn 10	0	0	0	0	0	0	0	0	4	0	0	0	4
Added	8	53	9	0	8	0	12	4	13	11	3	8	129
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	8	53	9	0	8	0	12	4	13	11	3	8	129
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	8	53	9	0	8	0	12	4	13	11	3	8	129

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1409 Millstream Drive/Tall Cedars Parkway													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.2,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	13	12	0	0	0	0	0	0	0	0	0	25
Zn 2	0	0	0	1	0	0	0	0	0	0	0	1	2
Zn 3	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 4	0	0	0	0	0	0	0	0	0	0	0	2	2
Zn 5	0	0	0	0	0	0	0	0	0	0	0	3	3
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	8	8
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	4	0	0	0	0	0	0	0	0	4
Added	0	13	12	5	0	0	0	0	0	0	0	14	44
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	13	12	5	0	0	0	0	0	0	0	14	44
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	13	12	5	0	0	0	0	0	0	0	14	44
#1443 Millstream Drive/Industrial Drive A													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.6,V/C=0.003)][+0.003 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	11	0	0	0	0	11
Zn 2	1	0	3	0	0	0	0	0	0	0	0	0	4
Zn 3	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 4	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 5	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	1	0	0	0	0	1	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	3	0	0	0	0	0	0	0	0	3
Zn 10	0	0	0	0	0	0	0	20	0	0	0	0	20
Added	1	0	3	3	0	0	2	33	0	0	3	2	47
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	1	0	3	3	0	0	2	33	0	0	3	2	47
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	1	0	3	3	0	0	2	33	0	0	3	2	47

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1444 Millstream Drive/Industrial Drive B													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=1.8,V/C=0.007)][+0.007 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	10	0	0	0	0	10
Zn 2	0	0	4	0	0	0	0	3	0	0	0	0	7
Zn 3	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 4	0	0	0	0	0	0	0	0	0	0	1	1	2
Zn 5	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	1	1	2
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	7	0	0	0	3	0	0	0	0	10
Zn 10	0	0	0	0	0	0	0	20	0	0	0	0	20
Added	0	0	4	7	0	0	1	38	0	0	3	3	56
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	4	7	0	0	1	38	0	0	3	3	56
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	4	7	0	0	1	38	0	0	3	3	56

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APPENDIX I

2015 EXTERNAL TRAFFIC FORECASTS FOR PROPOSED CONDITIONS

2008 TF - TOTAL

Scenario Report

Scenario:	2015 AM Peak TF
Command:	2015 AM Peak TF
Volume:	2010 AM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 AM TF
Trip Distribution:	2010
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 AM Peak TF

2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 AM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	7.00	46.00	7	46	53	4.1
	Zone 1 Subtotal					7	46	53	4.1
2	Zone 2 - Res	1.00	Residential	5.00	34.00	5	34	39	3.0
	Zone 2 Subtotal					5	34	39	3.0
3	Zone 3 - Res	1.00	Residential	5.00	32.00	5	32	37	2.8
	Zone 3 Subtotal					5	32	37	2.8
4	Zone 4 - Res	1.00	Residential	10.00	65.00	10	65	75	5.7
	Zone 4 Subtotal					10	65	75	5.7
5	Zone 5 - Res	1.00	Residential	3.00	13.00	3	13	16	1.2
	Zone 5 Subtotal					3	13	16	1.2
6	Zone 6 - Res	1.00	Residential	2.00	13.00	2	13	15	1.1
	Zone 6 Subtotal					2	13	15	1.1
7	Zone 7 - Res	1.00	Residential	26.00	158.00	26	158	184	14.1
	Zone 7 Subtotal					26	158	184	14.1
8	Zone 8 - Off	1.00	Office	413.00	47.00	413	47	460	35.2
	Zone 8 Subtotal					413	47	460	35.2
9	Zone 9 - Ind	1.00	Industrial	65.00	14.00	65	14	79	6.0
	Zone 9 Subtotal					65	14	79	6.0
10	Zone 10 - In	1.00	Industrial	146.00	31.00	146	31	177	13.6
	Zone 10 Subtotal					146	31	177	13.6
11	Retail	1.00	Retail	57.00	36.00	57	36	93	7.1
	Zone 11 Subtotal					57	36	93	7.1
22	Library	1.00	Library	32.00	12.00	32	12	44	3.4
	Zone 22 Subtotal					32	12	44	3.4
777	Zone 777 - C	1.00	Church	18.00	16.00	18	16	34	2.6
	Zone 777 Subtotal					18	16	34	2.6
778	Landbay 9	1.00	Office	0.00	0.00	0	0	0	0.0
TOTAL						789	517	1306	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips 2010

Zone	To Gates 2	3	5	6	7
1	20.0	30.0	25.0	15.0	10.0
2	20.0	30.0	25.0	15.0	10.0
3	20.0	30.0	25.0	15.0	10.0
4	20.0	30.0	25.0	15.0	10.0
5	20.0	30.0	25.0	15.0	10.0
6	20.0	30.0	25.0	15.0	10.0
7	20.0	30.0	25.0	15.0	10.0
8	20.0	30.0	15.0	20.0	15.0
9	20.0	30.0	15.0	15.0	20.0
10	20.0	30.0	15.0	15.0	20.0
11	20.0	30.0	20.0	15.0	15.0
22	25.0	25.0	30.0	10.0	10.0
70	40.0	10.0	30.0	10.0	10.0
111	40.0	10.0	30.0	10.0	10.0
707	30.0	35.0	20.0	5.0	10.0
777	25.0	25.0	30.0	10.0	10.0
778	20.0	30.0	15.0	20.0	15.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 AM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS=B,Del=2.4,V/C=0.129)][Future(LOS=C,Del=3.3,V/C=0.195)][+0.067 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	3	57	36	15	0	5	1	244	3	6	274	16	660
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	3	57	36	15	0	5	1	244	3	6	274	16	660
Zn 1	0	0	0	0	0	0	0	35	0	0	5	0	40
Zn 2	0	0	0	4	0	0	0	0	0	0	0	1	5
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	1	0	12	0	0	0	0	0	0	3	0	0	16
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 10	0	0	0	0	0	0	0	11	0	0	53	0	64
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	1	0	12	4	0	0	0	46	0	3	59	1	126
PassBy	2	1	5	16	0	6	9	61	2	4	69	24	199
Future	6	58	53	35	0	11	10	351	5	13	402	41	985
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	6	58	53	35	0	11	10	351	5	13	402	41	985

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#12 South Point Drive/Gum Spring Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	4	0	0	1	0	5
Zn 2	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 3	0	0	0	0	0	0	0	4	0	0	1	0	5
Zn 4	0	0	0	0	0	0	0	14	0	0	2	0	16
Zn 5	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 7	0	0	0	0	0	0	0	11	0	0	2	0	13
Zn 8	0	0	0	0	0	0	0	6	0	0	56	0	62
Zn 9	0	0	0	0	0	0	0	4	0	0	16	0	20
Zn 10	0	0	0	0	0	0	0	3	0	0	15	0	18
Zn 11	0	0	0	0	0	0	0	3	0	0	5	0	8
Zn 22	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	55	0	0	100	0	155
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	55	0	0	100	0	155
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	0	0	55	0	0	100	0	155

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 South Point Drive/Office/Residential													
[Base(LOS=A,Del=6.8,V/C=0.015)][Future(LOS=C,Del=7.1,V/C=0.174)][+0.159 V/C]													
Base	14	4	0	0	1	12	20	0	10	0	0	0	61
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	14	4	0	0	1	12	20	0	10	0	0	0	61
Zn 1	0	0	0	0	0	0	0	4	0	0	1	0	5
Zn 2	0	0	0	0	0	0	0	3	0	0	0	0	3
Zn 3	0	0	0	0	0	0	0	4	0	0	1	0	5
Zn 4	25	0	14	0	0	0	0	0	4	2	0	0	45
Zn 5	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 7	0	0	0	0	0	0	0	11	0	0	2	0	13
Zn 8	0	0	0	6	0	22	194	0	0	0	0	56	278
Zn 9	0	0	0	0	0	0	0	4	0	0	16	0	20
Zn 10	0	0	0	0	0	0	0	3	0	0	15	0	18
Zn 11	0	0	0	0	0	0	0	3	0	0	5	0	8
Zn 22	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	25	0	14	6	0	22	194	34	4	2	42	56	399
PassBy	19	4	0	0	1	15	18	0	15	0	0	0	72
Future	58	8	14	6	2	49	232	34	29	2	42	56	532
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	58	8	14	6	2	49	232	34	29	2	42	56	532

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#22 Millstream Drive/Land Bay 7													
[Base(LOS=B,Del=8.9,V/C=0.087)][Future(LOS=B,Del=10.4,V/C=0.226)][+0.138 V/C]													
Base	0	65	90	23	67	0	0	0	0	46	0	20	311
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	65	90	23	67	0	0	0	0	46	0	20	311
Zn 1	0	11	0	0	2	0	0	0	0	0	0	0	13
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	1	0	0	0	0	0	0	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	1	0	0	0	0	0	0	0	0	0	0	1
Zn 10	0	0	53	93	0	0	0	0	0	11	0	20	177
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	13	53	93	2	0	0	0	0	11	0	20	192
PassBy	0	3	22	11	7	0	0	0	0	14	0	7	64
Future	0	81	165	127	76	0	0	0	0	71	0	47	567
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	81	165	127	76	0	0	0	0	71	0	47	567

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS=F,Del=OVRFLW,V/C=1.097)][Future(LOS=F,Del=OVRFLW,V/C=2.395)][+1.298 V/													
Base	61	459	12	45	223	43	93	25	32	7	46	247	1293
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	61	459	12	45	223	43	93	25	32	7	46	247	1293
Zn 1	0	17	0	0	3	1	8	4	0	0	1	0	34
Zn 2	0	9	0	0	1	2	12	1	1	0	0	0	26
Zn 3	0	10	0	1	2	0	0	0	0	0	0	9	22
Zn 4	0	0	0	5	0	0	0	0	0	0	0	34	39
Zn 5	0	6	0	0	1	0	1	0	0	0	0	0	8
Zn 6	0	5	0	0	1	0	0	0	0	0	0	1	7
Zn 7	0	70	0	0	12	0	0	0	0	0	0	0	82
Zn 8	0	0	0	219	0	0	0	0	0	0	0	25	244
Zn 9	5	0	0	0	0	36	8	5	1	0	23	0	78
Zn 10	0	2	0	0	7	70	15	5	0	0	23	0	122
Zn 11	5	0	0	0	0	40	26	8	3	0	12	0	94
Zn 22	0	0	2	21	0	0	0	0	0	1	0	8	32
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	10	0	0	11	0	0	0	0	0	0	0	21
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	10	128	2	247	37	149	69	22	5	1	59	77	806
PassBy	11	0	7	0	0	0	0	11	5	2	15	0	51
Future	82	587	21	292	260	192	162	58	42	10	120	324	2150
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	82	587	21	292	260	192	162	58	42	10	120	324	2150

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS=F,Del=OVRFLW,V/C=2.682)][Future(LOS=F,Del=OVRFLW,V/C=4.018)][+1.336 V/													
Base	114	116	157	25	45	4	20	1271	67	96	497	37	2449
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	114	116	157	25	45	4	20	1271	67	96	497	37	2449
Zn 1	0	0	0	0	0	0	0	2	0	0	12	0	14
Zn 2	0	0	0	0	0	0	0	1	0	0	9	0	10
Zn 3	0	0	0	0	0	0	0	1	0	0	8	0	9
Zn 4	0	0	0	0	0	0	0	3	0	0	16	0	19
Zn 5	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 6	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 7	0	0	0	0	0	0	0	7	0	0	40	0	47
Zn 8	0	0	0	0	0	0	0	62	0	0	7	0	69
Zn 9	0	0	0	0	0	0	0	10	0	0	2	0	12
Zn 10	0	0	0	0	0	0	0	22	0	0	5	0	27
Zn 11	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 22	0	0	0	0	0	0	0	10	0	0	4	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	135	0	0	120	0	255
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	114	116	157	25	45	4	20	1406	67	96	617	37	2704
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	114	116	157	25	45	4	20	1406	67	96	617	37	2704

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1226 US Route 50/West Spine Road													
[Base(LOS=F,Del=OVRFLW,V/C=5.620)][Future(LOS=F,Del=OVRFLW,V/C=8.081)][+2.460 V/													
Base	228	0	467	0	0	0	0	1853	166	382	796	0	3892
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	228	0	467	0	0	0	0	1853	166	382	796	0	3892
Zn 1	0	0	12	0	0	0	0	6	0	2	1	0	21
Zn 2	0	0	6	0	0	0	0	7	0	1	1	0	15
Zn 3	0	0	7	0	0	0	0	5	0	1	1	0	14
Zn 4	0	0	18	0	0	0	0	8	0	3	1	0	30
Zn 5	0	0	4	0	0	0	0	1	0	1	0	0	6
Zn 6	0	0	4	0	0	0	0	2	0	1	0	0	7
Zn 7	12	0	44	0	0	0	0	19	2	7	3	0	87
Zn 8	0	0	13	0	0	0	0	8	0	112	74	0	207
Zn 9	0	0	4	0	0	0	0	4	0	16	16	0	40
Zn 10	0	0	8	0	0	0	0	7	0	39	34	0	88
Zn 11	0	0	3	0	0	0	0	13	0	5	21	0	42
Zn 22	0	0	1	0	0	0	0	3	0	3	9	0	16
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	2	0	0	0	0	3	0	3	4	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	12	0	126	0	0	0	0	88	2	193	165	0	586
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	240	0	593	0	0	0	0	1941	168	575	961	0	4478
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	240	0	593	0	0	0	0	1941	168	575	961	0	4478

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1262 US Route 50/Loudoun County Parkway
[Base(LOS=F,Del=OVRFLW,V/C=1.981)][Future(LOS=F,Del=OVRFLW,V/C=2.499)][+0.518 V/

Base	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	97	1031	332	711	302	424	1051	1340	173	94	650	637	6842
Zn 1	0	0	0	0	0	1	5	14	0	0	2	0	22
Zn 2	0	0	0	0	0	1	3	10	0	0	1	0	15
Zn 3	0	0	0	0	0	1	3	10	0	0	2	0	16
Zn 4	0	0	0	0	0	1	7	20	0	0	3	0	31
Zn 5	0	0	0	0	0	0	1	4	0	0	1	0	6
Zn 6	0	0	0	0	0	0	1	4	0	0	1	0	6
Zn 7	0	0	0	0	0	3	16	47	0	0	8	0	74
Zn 8	0	0	0	0	0	62	7	14	0	0	124	0	207
Zn 9	0	0	0	0	0	13	3	4	0	0	20	0	40
Zn 10	0	0	0	0	0	29	6	9	0	0	44	0	88
Zn 11	0	0	0	0	0	9	5	11	0	0	17	0	42
Zn 22	0	0	0	0	0	3	1	3	0	0	8	0	15
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	2	2	4	0	0	5	0	13
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	124	60	154	0	0	234	0	572
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	97	1031	332	711	302	548	1111	1494	173	94	884	637	7414
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	97	1031	332	711	302	548	1111	1494	173	94	884	637	7414

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1381 Gum Spring Road/Tall Cedars Parkway													
[Base(LOS=F,Del=184.9,V/C=0.915)][Future(LOS=F,Del=750.9,V/C=2.425)][+1.510 V/C]													
Base	273	718	0	0	332	21	16	0	139	0	0	0	1499
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	273	718	0	0	332	21	16	0	139	0	0	0	1499
Zn 1	1	0	0	0	0	1	8	0	9	0	0	0	19
Zn 2	1	0	0	0	0	1	3	0	7	0	0	0	12
Zn 3	1	0	0	0	0	1	4	0	6	0	0	0	12
Zn 4	1	1	0	0	4	1	7	0	9	0	0	0	23
Zn 5	1	0	0	0	0	1	3	0	3	0	0	0	8
Zn 6	0	0	0	0	0	0	3	0	3	0	0	0	6
Zn 7	5	0	0	0	0	7	45	0	32	0	0	0	89
Zn 8	83	0	0	0	0	56	6	0	9	0	0	0	154
Zn 9	13	0	0	0	0	0	0	0	3	0	0	0	16
Zn 10	29	0	0	0	0	25	5	0	6	0	0	0	65
Zn 11	11	0	0	0	0	0	0	0	7	0	0	0	18
Zn 22	8	0	0	0	0	1	0	0	3	0	0	0	12
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	0	0	0	0	3	2	0	4	0	0	0	14
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	160	1	0	0	4	96	87	0	101	0	0	0	449
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	433	719	0	0	336	117	103	0	240	0	0	0	1948
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	433	719	0	0	336	117	103	0	240	0	0	0	1948

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS=F,Del=OVRFLW,V/C=6.646)][Future(LOS=F,Del=OVRFLW,V/C=132.776)][+126.12													
Base	87	96	625	137	85	96	168	1224	149	140	649	21	3477
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	87	96	625	137	85	96	168	1224	149	140	649	21	3477
Zn 1	12	7	6	0	1	0	0	0	2	1	0	0	29
Zn 2	9	5	7	0	1	0	0	0	1	1	0	0	24
Zn 3	8	5	5	0	1	0	0	0	1	1	0	0	21
Zn 4	16	10	8	0	2	0	0	0	3	1	0	0	40
Zn 5	3	2	1	0	0	0	0	0	1	0	0	0	7
Zn 6	3	2	2	0	0	0	0	0	1	0	0	0	8
Zn 7	28	24	19	0	4	0	0	2	5	3	12	0	97
Zn 8	7	9	8	0	83	0	0	0	62	74	0	0	243
Zn 9	2	2	4	0	10	0	0	0	10	16	0	0	44
Zn 10	5	5	7	0	22	0	0	0	22	34	0	0	95
Zn 11	7	5	13	0	9	0	0	0	11	21	0	0	66
Zn 22	4	1	3	0	3	0	0	0	10	9	0	0	30
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	2	3	0	2	0	0	0	5	4	0	0	21
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	108	79	88	0	137	0	0	2	133	165	12	0	724
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	195	175	713	137	222	96	168	1226	282	305	661	21	4201
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	195	175	713	137	222	96	168	1226	282	305	661	21	4201

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1407 Stone Springs Boulevard/Tall Cedars Parkway													
[Base(LOS=F,Del=89.3,V/C=0.687)][Future(LOS=F,Del=OVRFLW,V/C=4.779)][+4.093 V/C]													
Base	139	255	35	91	138	68	93	56	103	42	73	158	1251
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	139	255	35	91	138	68	93	56	103	42	73	158	1251
Zn 1	0	0	0	0	0	3	17	17	0	0	3	0	40
Zn 2	0	0	0	5	0	1	6	4	0	0	1	1	18
Zn 3	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	1	6	7	0	0	2	0	16
Zn 6	0	0	0	1	0	0	0	0	0	0	0	5	6
Zn 7	0	70	88	0	12	0	0	0	0	14	0	0	184
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	1	5	7
Zn 10	0	0	0	0	0	7	2	10	0	0	45	0	64
Zn 11	0	0	0	3	0	0	0	0	0	0	0	5	8
Zn 22	0	0	0	1	0	0	0	0	0	0	0	2	3
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	10	6	0	11	0	0	0	0	7	0	0	34
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	80	94	11	23	12	31	38	0	21	51	18	379
PassBy	73	23	40	0	16	8	7	15	65	42	18	2	309
Future	212	358	169	102	177	88	131	109	168	105	142	178	1939
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	212	358	169	102	177	88	131	109	168	105	142	178	1939

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1409 Millstream Drive/Tall Cedars Parkway													
[Base(LOS=A,Del=1.3,V/C=0.000)][Future(LOS=A,Del=1.6,V/C=0.000)][+0.000 V/C]													
Base	9	5	18	8	2	9	7	42	7	14	50	18	189
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	9	5	18	8	2	9	7	42	7	14	50	18	189
Zn 1	0	11	35	0	2	0	0	0	0	5	0	0	53
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	1	1
Zn 10	0	0	0	11	0	0	0	0	0	0	0	53	64
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	11	35	12	2	0	0	0	0	5	0	54	119
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	9	16	53	20	4	9	7	42	7	19	50	72	308
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	9	16	53	20	4	9	7	42	7	19	50	72	308

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1433 US Route 50/Gum Spring Road													
[Base(LOS=B,Del=0.1,V/C=0.000)][Future(LOS=C,Del=0.2,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	51	0	2019	0	0	762	262	3094
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	51	0	2019	0	0	762	262	3094
Zn 1	0	0	0	0	0	0	0	6	0	0	1	0	7
Zn 2	0	0	0	0	0	0	0	7	0	0	1	0	8
Zn 3	0	0	0	0	0	0	0	5	0	0	1	0	6
Zn 4	0	0	0	0	0	0	0	8	0	0	1	0	9
Zn 5	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	2	0	0	0	0	2
Zn 7	0	0	0	0	0	0	0	21	0	0	15	0	36
Zn 8	0	0	0	0	0	0	0	8	0	0	74	0	82
Zn 9	0	0	0	0	0	0	0	4	0	0	16	0	20
Zn 10	0	0	0	0	0	0	0	7	0	0	34	0	41
Zn 11	0	0	0	0	0	0	0	13	0	0	21	0	34
Zn 22	0	0	0	0	0	0	0	3	0	0	9	0	12
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	3	0	0	4	0	7
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	90	0	0	177	0	267
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	51	0	2109	0	0	939	262	3361
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	51	0	2109	0	0	939	262	3361

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1441 US Route 50/Racefield Lane													
[Base(LOS=F,Del=66.0,V/C=2.800)][Future(LOS=F,Del=98.0,V/C=4.117)][+1.317 V/C]													
Base	0	0	0	100	0	62	83	1430	0	0	654	235	2564
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	100	0	62	83	1430	0	0	654	235	2564
Zn 1	0	0	0	0	0	0	0	2	0	0	12	0	14
Zn 2	0	0	0	0	0	0	0	1	0	0	9	0	10
Zn 3	0	0	0	0	0	0	0	1	0	0	8	0	9
Zn 4	0	0	0	0	0	0	0	3	0	0	16	0	19
Zn 5	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 6	0	0	0	0	0	0	0	1	0	0	3	0	4
Zn 7	0	0	0	0	0	0	0	7	0	0	40	0	47
Zn 8	0	0	0	0	0	0	0	62	0	0	7	0	69
Zn 9	0	0	0	0	0	0	0	10	0	0	2	0	12
Zn 10	0	0	0	0	0	0	0	22	0	0	5	0	27
Zn 11	0	0	0	0	0	0	0	11	0	0	7	0	18
Zn 22	0	0	0	0	0	0	0	10	0	0	4	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	135	0	0	120	0	255
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	100	0	62	83	1565	0	0	774	235	2819
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	100	0	62	83	1565	0	0	774	235	2819

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1443 Millstream Drive/Industrial Drive A													
[Base(LOS=A,Del=2.5,V/C=0.024)][Future(LOS=B,Del=1.6,V/C=0.030)][+0.006 V/C]													
Base	21	0	5	5	0	0	6	31	3	0	53	6	130
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	21	0	5	5	0	0	6	31	3	0	53	6	130
Zn 1	0	0	0	0	0	0	0	11	0	0	2	0	13
Zn 2	0	0	6	0	0	0	0	0	0	1	0	0	7
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	6	0	0	1	0	0	0	0	26	33
Zn 10	0	0	0	0	0	0	0	20	0	0	93	0	113
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	6	6	0	0	1	32	0	1	95	26	167
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	21	0	11	11	0	0	7	63	3	1	148	32	297
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	21	0	11	11	0	0	7	63	3	1	148	32	297

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1444 Millstream Drive/Industrial Drive B													
[Base(LOS=A,Del=2.6,V/C=0.019)][Future(LOS=B,Del=1.6,V/C=0.030)][+0.011 V/C]													
Base	7	0	20	11	0	1	1	39	1	3	49	12	144
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	7	0	20	11	0	1	1	39	1	3	49	12	144
Zn 1	0	0	0	0	0	0	0	11	0	0	2	0	13
Zn 2	0	0	9	0	0	0	0	6	0	1	1	0	17
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	8	0	0	0	6	0	0	26	38	78
Zn 10	0	0	0	0	0	0	0	20	0	0	93	0	113
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	9	8	0	0	0	44	0	1	122	38	222
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	7	0	29	19	0	1	1	83	1	4	171	50	366
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	7	0	29	19	0	1	1	83	1	4	171	50	366

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2008 TF - TOTAL

Scenario Report

Scenario:	2015 PM Peak TF
Command:	2015 PM Peak TF
Volume:	2010 PM TF
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	2010 PM TF
Trip Distribution:	2010
Paths:	2010 TF
Routes:	Default Route
Configuration:	2010 PM Peak TF

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2008 TF - TOTAL

Trip Generation Report

Forecast for 2010 PM TF

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Zone 1 - Res	1.00	Residential	38.00	24.00	38	24	62	4.2
	Zone 1 Subtotal					38	24	62	4.2
2	Zone 2 - Res	1.00	Residential	27.00	17.00	27	17	44	3.0
	Zone 2 Subtotal					27	17	44	3.0
3	Zone 3 - Res	1.00	Residential	26.00	17.00	26	17	43	2.9
	Zone 3 Subtotal					26	17	43	2.9
4	Zone 4 - Res	1.00	Residential	55.00	35.00	55	35	90	6.1
	Zone 4 Subtotal					55	35	90	6.1
5	Zone 5 - Res	1.00	Residential	11.00	7.00	11	7	18	1.2
	Zone 5 Subtotal					11	7	18	1.2
6	Zone 6 - Res	1.00	Residential	10.00	6.00	10	6	16	1.1
	Zone 6 Subtotal					10	6	16	1.1
7	Zone 7 - Res	1.00	Residential	134.00	81.00	134	81	215	14.6
	Zone 7 Subtotal					134	81	215	14.6
8	Zone 8 - Off	1.00	Office	13.00	294.00	13	294	307	20.8
	Zone 8 Subtotal					13	294	307	20.8
9	Zone 9 - Ind	1.00	Industrial	7.00	63.00	7	63	70	4.7
	Zone 9 Subtotal					7	63	70	4.7
10	Zone 10 - In	1.00	Industrial	18.00	142.00	18	142	160	10.8
	Zone 10 Subtotal					18	142	160	10.8
11	Retail	1.00	Retail	92.00	100.00	92	100	192	13.0
	Zone 11 Subtotal					92	100	192	13.0
22	Library	1.00	Library	109.00	119.00	109	119	228	15.4
	Zone 22 Subtotal					109	119	228	15.4
777	Zone 777 - C	1.00	Church	16.00	15.00	16	15	31	2.1
	Zone 777 Subtotal					16	15	31	2.1
778	Landbay 9	1.00	Office	0.00	0.00	0	0	0	0.0
TOTAL						556	920	1476	100.0

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2008 TF - TOTAL

Trip Distribution Report

Percent Of Trips 2010

Zone	To Gates 2	3	5	6	7
1	20.0	30.0	25.0	15.0	10.0
2	20.0	30.0	25.0	15.0	10.0
3	20.0	30.0	25.0	15.0	10.0
4	20.0	30.0	25.0	15.0	10.0
5	20.0	30.0	25.0	15.0	10.0
6	20.0	30.0	25.0	15.0	10.0
7	20.0	30.0	25.0	15.0	10.0
8	20.0	30.0	15.0	20.0	15.0
9	20.0	30.0	15.0	15.0	20.0
10	20.0	30.0	15.0	15.0	20.0
11	20.0	30.0	20.0	15.0	15.0
22	25.0	25.0	30.0	10.0	10.0
70	40.0	10.0	30.0	10.0	10.0
111	40.0	10.0	30.0	10.0	10.0
707	30.0	35.0	20.0	5.0	10.0
777	25.0	25.0	30.0	10.0	10.0
778	20.0	30.0	15.0	20.0	15.0

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2008 TF - TOTAL

Turning Movement By Zone Report
2010 PM TF

#11 Tall Cedars Parkway/Sandbar Terrace
[Base(LOS=B,Del=2.7,V/C=0.030)][Future(LOS=B,Del=2.5,V/C=0.044)][+0.015 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	3	11	15	11	15	0	2	84	4	45	150	9	349
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	3	11	15	11	15	0	2	84	4	45	150	9	349
Zn 1	0	0	0	0	0	0	0	18	0	0	29	0	47
Zn 2	0	0	0	2	0	0	0	0	0	0	0	4	6
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	7	0	0	0	0	0	0	11	0	0	18
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	1	0	0	0	0	1
Zn 10	0	0	0	0	0	0	0	51	0	0	6	0	57
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	7	2	0	0	0	71	0	11	35	4	130
PassBy	3	0	4	3	0	0	1	41	4	5	36	4	101
Future	6	11	26	16	15	0	3	196	8	61	221	17	580
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	6	11	26	16	15	0	3	196	8	61	221	17	580

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#12 South Point Drive/Gum Spring Road													
[Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=A,Del=0.0,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 1	0	0	0	0	0	0	0	2	0	0	3	0	5
Zn 2	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 3	0	0	0	0	0	0	0	2	0	0	3	0	5
Zn 4	0	0	0	0	0	0	0	8	0	0	12	0	20
Zn 5	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 6	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 7	0	0	0	0	0	0	0	6	0	0	9	0	15
Zn 8	0	0	0	0	0	0	0	40	0	0	2	0	42
Zn 9	0	0	0	0	0	0	0	16	0	0	2	0	18
Zn 10	0	0	0	0	0	0	0	14	0	0	2	0	16
Zn 11	0	0	0	0	0	0	0	9	0	0	8	0	17
Zn 22	0	0	0	0	0	0	0	7	0	0	7	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	106	0	0	52	0	158
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	0	0	106	0	0	52	0	158
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	0	0	106	0	0	52	0	158

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 South Point Drive/Office/Residential													
[Base(LOS=A,Del=7.6,V/C=0.061)][Future(LOS=C,Del=8.5,V/C=0.260)][+0.199 V/C]													
Base	10	5	0	0	9	67	58	0	13	0	0	0	162
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	10	5	0	0	9	67	58	0	13	0	0	0	162
Zn 1	0	0	0	0	0	0	0	2	0	0	3	0	5
Zn 2	0	0	0	0	0	0	0	1	0	0	2	0	3
Zn 3	0	0	0	0	0	0	0	2	0	0	3	0	5
Zn 4	13	0	8	0	0	0	0	0	21	12	0	0	54
Zn 5	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 6	0	0	0	0	0	0	0	0	0	0	1	0	1
Zn 7	0	0	0	0	0	0	0	6	0	0	9	0	15
Zn 8	0	0	0	40	0	138	6	0	0	0	0	2	186
Zn 9	0	0	0	0	0	0	0	16	0	0	2	0	18
Zn 10	0	0	0	0	0	0	0	14	0	0	2	0	16
Zn 11	0	0	0	0	0	0	0	9	0	0	8	0	17
Zn 22	0	0	0	0	0	0	0	7	0	0	7	0	14
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	13	0	8	40	0	138	6	58	21	12	38	2	336
PassBy	12	5	0	0	9	65	56	0	15	0	0	0	162
Future	35	10	8	40	18	270	120	58	49	12	38	2	660
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	35	10	8	40	18	270	120	58	49	12	38	2	660

2008 TF - TOTAL

#22 Millstream Drive/Land Bay 7
[Base(LOS=B,Del=8.5,V/C=0.154)][Future(LOS=D,Del=11.9,V/C=0.366)][+0.212 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	48	57	95	61	0	0	0	0	86	0	82	429
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	48	57	95	61	0	0	0	0	86	0	82	429
Zn 1	0	6	0	0	9	0	0	0	0	0	0	0	15
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	1	0	0	0	0	0	0	0	1
Zn 10	0	0	6	12	0	0	0	0	0	51	0	91	160
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	6	12	11	0	0	0	0	51	0	91	177
PassBy	0	16	21	28	20	0	0	0	0	32	0	28	145
Future	0	70	84	135	92	0	0	0	0	169	0	201	751
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	70	84	135	92	0	0	0	0	169	0	201	751

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#126 Stone Springs Boulevard/Millstream Drive													
[Base(LOS=F,Del=OVRFLW,V/C=1.338)][Future(LOS=F,Del=OVRFLW,V/C=7.658)][+6.320 V/													
Base	60	180	7	66	461	39	151	120	126	17	50	34	1311
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	60	180	7	66	461	39	151	120	126	17	50	34	1311
Zn 1	0	9	0	0	14	6	4	2	0	0	3	0	38
Zn 2	1	4	0	0	7	10	6	1	1	0	1	0	31
Zn 3	0	5	0	7	8	0	0	0	0	0	0	5	25
Zn 4	0	0	0	29	0	0	0	0	0	0	0	19	48
Zn 5	0	3	0	0	5	0	0	0	0	0	0	0	8
Zn 6	0	2	0	1	4	0	0	0	0	0	0	1	8
Zn 7	0	36	0	0	60	0	0	0	0	0	0	0	96
Zn 8	0	0	0	7	0	0	0	0	0	0	0	156	163
Zn 9	1	0	0	0	0	4	35	22	5	0	2	0	69
Zn 10	0	7	0	0	1	9	68	23	0	0	3	0	111
Zn 11	7	0	0	0	0	65	71	21	8	0	19	0	191
Zn 22	0	0	5	73	0	0	0	0	0	6	0	80	164
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	9	0	0	10	0	0	0	0	0	0	0	19
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	9	76	5	117	108	94	184	68	14	6	29	259	969
PassBy	70	0	16	0	0	0	0	64	77	21	59	0	307
Future	139	256	28	183	569	133	335	252	217	44	138	293	2587
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	139	256	28	183	569	133	335	252	217	44	138	293	2587

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1197 US Route 50/Goshen Road													
[Base(LOS=F,Del=OVRFLW,V/C=6.888)][Future(LOS=F,Del=OVRFLW,V/C=11.604)][+4.716 V													
Base	65	58	96	24	110	7	4	644	99	186	1574	40	2907
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	65	58	96	24	110	7	4	644	99	186	1574	40	2907
Zn 1	0	0	0	0	0	0	0	10	0	0	6	0	16
Zn 2	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 3	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 4	0	0	0	0	0	0	0	14	0	0	9	0	23
Zn 5	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 6	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 7	0	0	0	0	0	0	0	34	0	0	20	0	54
Zn 8	0	0	0	0	0	0	0	2	0	0	44	0	46
Zn 9	0	0	0	0	0	0	0	1	0	0	9	0	10
Zn 10	0	0	0	0	0	0	0	3	0	0	21	0	24
Zn 11	0	0	0	0	0	0	0	18	0	0	20	0	38
Zn 22	0	0	0	0	0	0	0	33	0	0	36	0	69
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	137	0	0	182	0	319
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	65	58	96	24	110	7	4	781	99	186	1756	40	3226
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	65	58	96	24	110	7	4	781	99	186	1756	40	3226

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1226 US Route 50/West Spine Road													
[Base(LOS=F,Del=OVRFLW,V/C=2.310)][Future(LOS=F,Del=OVRFLW,V/C=4.124)][+1.814 V/													
Base	243	0	568	0	0	0	0	990	306	1051	1809	0	4967
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	243	0	568	0	0	0	0	990	306	1051	1809	0	4967
Zn 1	0	0	6	0	0	0	0	3	0	10	5	0	24
Zn 2	0	0	3	0	0	0	0	4	0	5	6	0	18
Zn 3	0	0	4	0	0	0	0	3	0	6	4	0	17
Zn 4	0	0	9	0	0	0	0	5	0	15	7	0	36
Zn 5	0	0	2	0	0	0	0	1	0	3	1	0	7
Zn 6	0	0	2	0	0	0	0	1	0	3	1	0	7
Zn 7	6	0	23	0	0	0	0	10	10	38	16	0	103
Zn 8	0	0	79	0	0	0	0	53	0	4	2	0	138
Zn 9	0	0	16	0	0	0	0	16	0	2	2	0	36
Zn 10	0	0	38	0	0	0	0	33	0	5	4	0	80
Zn 11	0	0	9	0	0	0	0	36	0	8	33	0	86
Zn 22	0	0	10	0	0	0	0	32	0	9	29	0	80
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	2	0	0	0	0	3	0	2	3	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	203	0	0	0	0	198	10	109	115	0	641
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	249	0	771	0	0	0	0	1188	316	1160	1924	0	5608
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	249	0	771	0	0	0	0	1188	316	1160	1924	0	5608

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1262 US Route 50/Loudoun County Parkway													
[Base(LOS=F,Del=OVRFLW,V/C=17.470)][Future(LOS=F,Del=OVRFLW,V/C=23.136)][+5.666													
Base	213	422	168	696	972	1131	588	880	206	424	1600	1029	8329
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	213	422	168	696	972	1131	588	880	206	424	1600	1029	8329
Zn 1	0	0	0	0	0	4	2	7	0	0	11	0	24
Zn 2	0	0	0	0	0	3	2	5	0	0	8	0	18
Zn 3	0	0	0	0	0	3	2	5	0	0	8	0	18
Zn 4	0	0	0	0	0	6	4	11	0	0	17	0	38
Zn 5	0	0	0	0	0	1	1	2	0	0	3	0	7
Zn 6	0	0	0	0	0	1	1	2	0	0	3	0	7
Zn 7	0	0	0	0	0	13	8	24	0	0	40	0	85
Zn 8	0	0	0	0	0	2	44	88	0	0	4	0	138
Zn 9	0	0	0	0	0	1	13	19	0	0	2	0	35
Zn 10	0	0	0	0	0	4	28	43	0	0	5	0	80
Zn 11	0	0	0	0	0	14	15	30	0	0	28	0	87
Zn 22	0	0	0	0	0	11	12	30	0	0	27	0	80
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	2	2	4	0	0	4	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	63	132	269	0	0	161	0	625
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	213	422	168	696	972	1194	720	1149	206	424	1761	1029	8954
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	213	422	168	696	972	1194	720	1149	206	424	1761	1029	8954

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2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1381 Gum Spring Road/Tall Cedars Parkway
[Base(LOS=F,Del=OVRFLW,V/C=2.265)][Future(LOS=F,Del=OVRFLW,V/C=4.119)][+1.854 V/

Base	142	605	0	0	1345	135	21	0	276	0	0	0	2524
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	142	605	0	0	1345	135	21	0	276	0	0	0	2524
Zn 1	8	0	0	0	0	7	4	0	5	0	0	0	24
Zn 2	5	0	0	0	0	3	2	0	3	0	0	0	13
Zn 3	5	0	0	0	0	3	2	0	3	0	0	0	13
Zn 4	8	3	0	0	2	6	4	0	5	0	0	0	28
Zn 5	2	0	0	0	0	3	2	0	1	0	0	0	8
Zn 6	2	0	0	0	0	2	1	0	1	0	0	0	6
Zn 7	27	0	0	0	0	38	23	0	16	0	0	0	104
Zn 8	3	0	0	0	0	2	40	0	59	0	0	0	104
Zn 9	1	0	0	0	0	0	0	0	13	0	0	0	14
Zn 10	4	0	0	0	0	3	24	0	28	0	0	0	59
Zn 11	18	0	0	0	0	0	0	0	20	0	0	0	38
Zn 22	27	0	0	0	0	2	2	0	30	0	0	0	61
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	4	0	0	0	0	2	2	0	4	0	0	0	12
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	114	3	0	0	2	70	106	0	189	0	0	0	484
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	256	608	0	0	1347	205	127	0	465	0	0	0	3008
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	256	608	0	0	1347	205	127	0	465	0	0	0	3008

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1405 US Route 50/Stone Springs Boulevard													
[Base(LOS=F,Del=OVRFLW,V/C=494.686)][Future(LOS=F,Del=OVRFLW,V/C=1.212)][-493.47													
Base	145	79	249	239	182	97	191	724	82	476	1656	53	4173
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	145	79	249	239	182	97	191	724	82	476	1656	53	4173
Zn 1	6	4	3	0	6	0	0	0	10	5	0	0	34
Zn 2	4	3	4	0	4	0	0	0	7	6	0	0	28
Zn 3	4	3	3	0	4	0	0	0	7	4	0	0	25
Zn 4	9	5	5	0	8	0	0	0	14	7	0	0	48
Zn 5	2	1	1	0	2	0	0	0	3	1	0	0	10
Zn 6	2	1	1	0	2	0	0	0	3	1	0	0	10
Zn 7	14	12	10	0	20	0	0	10	23	16	6	0	111
Zn 8	44	59	53	0	3	0	0	0	2	2	0	0	163
Zn 9	9	9	16	0	1	0	0	0	1	2	0	0	38
Zn 10	21	21	33	0	3	0	0	0	3	4	0	0	85
Zn 11	20	15	36	0	14	0	0	0	18	33	0	0	136
Zn 22	36	12	32	0	11	0	0	0	33	29	0	0	153
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	5	2	3	0	2	0	0	0	5	3	0	0	20
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	176	146	198	0	78	0	0	10	127	115	6	0	856
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	321	225	447	239	260	97	191	734	209	591	1662	53	5029
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	321	225	447	239	260	97	191	734	209	591	1662	53	5029

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2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume

#1407 Stone Springs Boulevard/Tall Cedars Parkway
[Base(LOS=F,Del=55.5,V/C=0.596)][Future(LOS=F,Del=OVRFLW,V/C=1.384)][+0.788 V/C]

Base	65	197	31	232	258	66	37	18	42	39	34	104	1123
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	65	197	31	232	258	66	37	18	42	39	34	104	1123
Zn 1	0	0	0	0	0	14	9	9	0	0	14	0	46
Zn 2	0	0	0	2	0	5	3	2	0	0	3	4	19
Zn 3	0	0	0	1	0	0	0	0	0	0	0	1	2
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	5	3	4	0	0	6	0	18
Zn 6	0	0	0	4	0	0	0	0	0	0	0	2	6
Zn 7	0	36	45	0	60	0	0	0	0	74	0	0	215
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	5	0	0	0	1	0	0	0	1	7
Zn 10	0	0	0	0	0	1	7	44	0	0	6	0	58
Zn 11	0	0	0	8	0	0	0	0	0	0	0	7	15
Zn 22	0	0	0	6	0	0	0	0	0	0	0	5	11
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	9	6	0	10	0	0	0	0	6	0	0	31
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	45	51	26	69	25	22	60	0	81	29	20	428
PassBy	28	65	24	10	76	14	11	9	32	30	9	9	317
Future	93	307	106	268	403	105	70	87	74	150	72	133	1868
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	93	307	106	268	403	105	70	87	74	150	72	133	1868

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1409 Millstream Drive/Tall Cedars Parkway													
[Base(LOS=A,Del=2.7,V/C=0.000)][Future(LOS=B,Del=3.6,V/C=0.000)][+0.000 V/C]													
Base	0	13	12	29	18	0	0	0	0	15	0	19	106
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	13	12	29	18	0	0	0	0	15	0	19	106
Zn 1	0	6	18	0	9	0	0	0	0	29	0	0	62
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	1	0	0	0	0	0	0	0	0	1
Zn 10	0	0	0	51	0	0	0	0	0	0	0	6	57
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	18	53	9	0	0	0	0	29	0	7	122
PassBy	0	14	12	34	18	0	0	0	0	16	0	24	118
Future	0	33	42	116	45	0	0	0	0	60	0	50	346
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	33	42	116	45	0	0	0	0	60	0	50	346

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2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1433 US Route 50/Gum Spring Road													
[Base(LOS=F,Del=2.1,V/C=0.000)][Future(LOS=F,Del=2.8,V/C=0.000)][+0.000 V/C]													
Base	0	0	0	0	0	92	0	1296	0	0	1860	194	3442
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	0	92	0	1296	0	0	1860	194	3442
Zn 1	0	0	0	0	0	0	0	3	0	0	5	0	8
Zn 2	0	0	0	0	0	0	0	4	0	0	6	0	10
Zn 3	0	0	0	0	0	0	0	3	0	0	4	0	7
Zn 4	0	0	0	0	0	0	0	5	0	0	7	0	12
Zn 5	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 6	0	0	0	0	0	0	0	1	0	0	1	0	2
Zn 7	0	0	0	0	0	0	0	20	0	0	22	0	42
Zn 8	0	0	0	0	0	0	0	53	0	0	2	0	55
Zn 9	0	0	0	0	0	0	0	16	0	0	2	0	18
Zn 10	0	0	0	0	0	0	0	33	0	0	4	0	37
Zn 11	0	0	0	0	0	0	0	36	0	0	33	0	69
Zn 22	0	0	0	0	0	0	0	32	0	0	29	0	61
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	3	0	0	3	0	6
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	208	0	0	121	0	329
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	0	92	0	1504	0	0	1981	194	3771
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	0	0	92	0	1504	0	0	1981	194	3771

2008 TF - TOTAL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1441 US Route 50/Racefield Lane													
[Base(LOS=F,Del=812.9,V/C=12.884)][Future(LOS=F,Del=1221.7,V/C=21.239)][+8.355 V													
Base	0	0	0	282	0	124	46	716	0	0	1795	146	3109
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	282	0	124	46	716	0	0	1795	146	3109
Zn 1	0	0	0	0	0	0	0	10	0	0	6	0	16
Zn 2	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 3	0	0	0	0	0	0	0	7	0	0	4	0	11
Zn 4	0	0	0	0	0	0	0	14	0	0	9	0	23
Zn 5	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 6	0	0	0	0	0	0	0	3	0	0	2	0	5
Zn 7	0	0	0	0	0	0	0	34	0	0	20	0	54
Zn 8	0	0	0	0	0	0	0	2	0	0	44	0	46
Zn 9	0	0	0	0	0	0	0	1	0	0	9	0	10
Zn 10	0	0	0	0	0	0	0	3	0	0	21	0	24
Zn 11	0	0	0	0	0	0	0	18	0	0	20	0	38
Zn 22	0	0	0	0	0	0	0	33	0	0	36	0	69
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	5	0	0	5	0	10
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	137	0	0	182	0	319
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	282	0	124	46	853	0	0	1977	146	3428
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	282	0	124	46	853	0	0	1977	146	3428

2008 TF - TOTAL

#1443 Millstream Drive/Industrial Drive A
[Base(LOS=A,Del=1.6,V/C=0.017)][Future(LOS=B,Del=2.0,V/C=0.080)][+0.063 V/C]

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	3	0	8	13	0	3	5	105	1	4	46	8	196
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	3	0	8	13	0	3	5	105	1	4	46	8	196
Zn 1	0	0	0	0	0	0	0	6	0	0	9	0	15
Zn 2	0	0	3	0	0	0	0	0	0	5	0	0	8
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	25	0	1	0	0	0	0	0	3	29
Zn 10	0	0	0	0	0	0	0	91	0	0	12	0	103
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	3	25	0	1	0	97	0	5	21	3	155
PassBy	1	0	2	5	0	3	4	41	0	3	44	4	107
Future	4	0	13	43	0	7	9	243	1	12	111	15	458
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	4	0	13	43	0	7	9	243	1	12	111	15	458

2008 TF - TOTAL

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1444 Millstream Drive/Industrial Drive B													
[Base(LOS=A,Del=1.9,V/C=0.035)][Future(LOS=B,Del=2.5,V/C=0.154)][+0.119 V/C]													
Base	0	0	13	26	0	2	2	123	1	5	52	16	240
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	13	26	0	2	2	123	1	5	52	16	240
Zn 1	0	0	0	0	0	0	0	6	0	0	9	0	15
Zn 2	0	0	4	0	0	0	0	3	0	7	5	0	19
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	37	0	0	0	25	0	0	3	4	69
Zn 10	0	0	0	0	0	0	0	91	0	0	12	0	103
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 70	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 111	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 707	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 777	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 778	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	4	37	0	0	0	125	0	7	29	4	206
PassBy	0	0	4	10	0	1	0	47	0	5	49	9	125
Future	0	0	21	73	0	3	2	295	1	17	130	29	571
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	21	73	0	3	2	295	1	17	130	29	571

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APPENDIX J

APPROVED CONDITIONS
CAPACITY ANALYSES

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	344	5	14	357	110	4	60	54	54	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	24	382	6	16	397	122	4	67	60	60	0	18
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	519			388			678	981	191	761	864	198
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	519			388			678	981	191	761	864	198
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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			99			99	72	93	71	100	98
cM capacity (veh/h)	1043			1167			321	239	818	208	280	810

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	24	191	191	6	16	198	198	122	131	78
Volume Left	24	0	0	0	16	0	0	0	4	60
Volume Right	0	0	0	6	0	0	0	122	60	18
cSH	1043	1700	1700	1700	1167	1700	1700	1700	358	251
Volume to Capacity	0.02	0.11	0.11	0.00	0.01	0.12	0.12	0.07	0.37	0.31
Queue Length 95th (ft)	2	0	0	0	1	0	0	0	41	32
Control Delay (s)	8.5	0.0	0.0	0.0	8.1	0.0	0.0	0.0	20.7	25.7
Lane LOS	A				A				C	D
Approach Delay (s)	0.5				0.2				20.7	25.7
Approach LOS									C	D

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	208	34	77	8	2	49
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	231	38	86	9	2	54
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	209	29	57			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	209	29	57			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	96	94			
cM capacity (veh/h)	736	1045	1548			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	269	94	57
Volume Left	231	86	0
Volume Right	38	0	54
cSH	768	1548	1700
Volume to Capacity	0.35	0.06	0.03
Queue Length 95th (ft)	39	4	0
Control Delay (s)	12.2	6.8	0.0
Lane LOS	B	A	
Approach Delay (s)	12.2	6.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	9.3		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	58	59	127	40	53	204
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	64	66	141	44	59	227
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	477	143	286			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477	143	286			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	93	89			
cM capacity (veh/h)	460	879	1274			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	130	156	30	39	246
Volume Left	64	141	0	0	0
Volume Right	66	0	0	0	227
cSH	605	1274	1700	1700	1700
Volume to Capacity	0.21	0.11	0.02	0.02	0.14
Queue Length 95th (ft)	20	9	0	0	0
Control Delay (s)	12.6	7.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	12.6	6.3		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	160	36	42	8	91	342	15	598	1	165	261	109
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	178	40	47	9	101	380	17	664	1	183	290	121

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	198	67	59	431	349	333	328	266
Volume Left (vph)	178	0	9	0	17	0	183	0
Volume Right (vph)	0	47	0	380	0	1	0	121
Hadj (s)	0.48	-0.46	0.11	-0.58	0.06	0.03	0.31	-0.28
Departure Headway (s)	9.7	8.8	8.8	8.1	8.5	8.5	8.9	8.3
Degree Utilization, x	0.53	0.16	0.15	0.97	0.83	0.79	0.81	0.61
Capacity (veh/h)	356	398	391	431	415	415	397	420
Control Delay (s)	22.0	12.2	12.1	63.7	40.1	35.5	39.2	22.3
Approach Delay (s)	19.6		57.4		37.8		31.6	
Approach LOS	C		F		E		D	

Intersection Summary			
Delay	38.4		
HCM Level of Service	E		
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	36	42	8	91	342	81	598	17	294	261	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.97			0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3333			3125		1770	3539	1583	1770	3539	1583
Flt Permitted		0.64			0.95		0.57	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)		2202			2958		1070	3539	1583	438	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	178	40	47	9	101	380	90	664	19	327	290	268
RTOR Reduction (vph)	0	16	0	0	295	0	0	0	13	0	0	154
Lane Group Flow (vph)	0	249	0	0	195	0	90	664	6	327	290	114
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		14.8			14.8		26.1	20.8	20.8	39.7	28.4	28.4
Effective Green, g (s)		14.8			14.8		26.1	20.8	20.8	39.7	28.4	28.4
Actuated g/C Ratio		0.22			0.22		0.39	0.31	0.31	0.60	0.43	0.43
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		490			658		476	1107	495	520	1511	676
v/s Ratio Prot							0.02	0.19		c0.12	0.08	
v/s Ratio Perm		c0.11			0.07		0.06		0.00	c0.25		0.07
v/c Ratio		0.99dl			0.30		0.19	0.60	0.01	0.63	0.19	0.17
Uniform Delay, d1		22.7			21.5		12.9	19.3	15.8	8.3	11.9	11.8
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.8			0.3		0.2	0.9	0.0	2.4	0.1	0.1
Delay (s)		23.5			21.8		13.1	20.2	15.8	10.6	12.0	11.9
Level of Service		C			C		B	C	B	B	B	B
Approach Delay (s)		23.5			21.8			19.3			11.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1397	67	96	616	37	114	116	157	25	45	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1818	1583		1819	
Flt Permitted	0.39	1.00	1.00	0.06	1.00	1.00		0.82	1.00		0.74	
Satd. Flow (perm)	729	3539	1583	114	3539	1583		1526	1583		1371	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	1552	74	107	684	41	127	129	174	28	50	4
RTOR Reduction (vph)	0	0	31	0	0	17	0	0	13	0	2	0
Lane Group Flow (vph)	22	1552	43	107	684	24	0	256	161	0	80	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		pm+ov	Perm		
Protected Phases	7	4		3	8			2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	61.2	59.1	59.1	74.0	65.9	65.9		24.9	33.8		24.9	
Effective Green, g (s)	61.2	59.1	59.1	74.0	65.9	65.9		24.9	33.8		24.9	
Actuated g/C Ratio	0.55	0.53	0.53	0.67	0.59	0.59		0.22	0.30		0.22	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)	422	1886	844	209	2103	941		343	568		308	
v/s Ratio Prot	0.00	c0.44		c0.04	0.19				0.02			
v/s Ratio Perm	0.03		0.03	0.30		0.02		c0.17	0.08		0.06	
v/c Ratio	0.05	0.82	0.05	0.51	0.33	0.03		0.75	0.28		0.26	
Uniform Delay, d1	11.3	21.5	12.4	18.8	11.3	9.3		40.1	29.3		35.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.1	3.0	0.0	2.1	0.1	0.0		8.6	0.3		0.5	
Delay (s)	11.3	24.6	12.5	20.9	11.4	9.3		48.6	29.6		35.9	
Level of Service	B	C	B	C	B	A		D	C		D	
Approach Delay (s)		23.9			12.5			40.9			35.9	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1970	168	479	1033	240	562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	7.0	6.0	6.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2189	187	532	1148	267	624
RTOR Reduction (vph)	0	14	0	0	0	1
Lane Group Flow (vph)	2189	173	532	1148	267	623
Turn Type		pm+ov	Prot			pt+ov
Protected Phases	4	5	3	8	5	5 3
Permitted Phases		4				
Actuated Green, G (s)	56.9	84.9	26.1	89.0	28.0	60.1
Effective Green, g (s)	56.9	84.9	26.1	89.0	28.0	60.1
Actuated g/C Ratio	0.44	0.65	0.20	0.68	0.22	0.46
Clearance Time (s)	7.0	6.0	6.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2226	1034	689	3481	739	732
v/s Ratio Prot	c0.43	0.04	0.15	0.23	0.08	c0.39
v/s Ratio Perm		0.07				
v/c Ratio	0.98	0.17	0.77	0.33	0.36	0.85
Uniform Delay, d1	36.1	8.8	49.1	8.4	43.4	31.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.2	0.1	5.4	0.1	0.3	9.4
Delay (s)	51.3	8.9	54.5	8.4	43.7	40.4
Level of Service	D	A	D	A	D	D
Approach Delay (s)	48.0			23.0	41.4	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1111	1492	173	94	867	637	97	1031	332	711	302	549
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1234	1658	192	104	963	708	108	1146	369	790	336	610
RTOR Reduction (vph)	0	0	76	0	0	138	0	0	66	0	0	364
Lane Group Flow (vph)	1234	1658	116	104	963	570	108	1146	303	790	336	246
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	50.0	82.5	82.5	7.0	39.5	39.5	7.0	38.0	38.0	23.0	54.0	54.0
Effective Green, g (s)	53.0	87.0	87.0	10.0	44.0	44.0	10.0	41.0	41.0	26.0	57.0	57.0
Actuated g/C Ratio	0.29	0.48	0.48	0.06	0.24	0.24	0.06	0.23	0.23	0.14	0.32	0.32
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1011	2458	765	191	1243	387	191	806	361	496	1121	501
v/s Ratio Prot	c0.36	0.33		0.03	0.19		0.03	c0.32		c0.23	0.09	
v/s Ratio Perm			0.07			c0.36			0.19			0.16
v/c Ratio	1.22	0.67	0.15	0.54	0.77	1.47	0.57	1.42	0.84	1.59	0.30	0.49
Uniform Delay, d1	63.5	35.6	25.9	82.8	63.4	68.0	82.9	69.5	66.4	77.0	46.4	49.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	108.3	1.5	0.4	3.2	4.8	227.0	3.8	197.1	16.0	276.2	0.2	0.8
Delay (s)	171.8	37.1	26.3	85.9	68.1	295.0	86.7	266.6	82.3	353.2	46.6	50.5
Level of Service	F	D	C	F	E	F	F	F	F	F	D	D
Approach Delay (s)		90.3			159.7			212.7			187.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	150.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	123	243	422	718	332	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.35	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	652	3539	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	270	469	798	369	133
RTOR Reduction (vph)	0	72	0	0	0	86
Lane Group Flow (vph)	137	198	469	798	369	47
Turn Type		pm+ov	pm+pt			pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	10.1	32.7	40.5	40.5	11.9	22.0
Effective Green, g (s)	10.1	32.7	40.5	40.5	11.9	22.0
Actuated g/C Ratio	0.16	0.52	0.65	0.65	0.19	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	286	979	825	2290	673	708
v/s Ratio Prot	c0.08	0.07	c0.21	0.23	0.10	0.01
v/s Ratio Perm		0.05	c0.16			0.02
v/c Ratio	0.48	0.20	0.57	0.35	0.55	0.07
Uniform Delay, d1	23.9	8.0	5.9	5.0	22.9	13.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.1	0.9	0.1	0.9	0.0
Delay (s)	25.1	8.1	6.8	5.1	23.8	13.5
Level of Service	C	A	A	A	C	B
Approach Delay (s)	13.8			5.7	21.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	1226	273	377	661	21	194	173	742	137	208	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	4.0	3.0	4.0	7.0	3.0	6.0	3.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	2787	3433	1863	1583
Flt Permitted	0.36	1.00	1.00	0.95	1.00	1.00	0.33	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	673	5085	1583	3433	5085	1583	606	1863	2787	3433	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	187	1362	303	419	734	23	216	192	824	152	231	107
RTOR Reduction (vph)	0	0	174	0	0	12	0	0	333	0	0	88
Lane Group Flow (vph)	187	1362	129	419	734	11	216	192	491	152	231	19
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Prot	Prot		Perm
Protected Phases	5	2		1	6		3	8	8	7	4	
Permitted Phases	2		2			6	8					4
Actuated Green, G (s)	72.5	61.0	61.0	22.1	71.6	71.6	47.0	31.4	31.4	10.5	26.3	26.3
Effective Green, g (s)	72.5	64.0	64.0	25.1	74.6	71.6	50.9	31.4	34.4	10.5	26.3	26.3
Actuated g/C Ratio	0.48	0.43	0.43	0.17	0.50	0.48	0.34	0.21	0.23	0.07	0.18	0.18
Clearance Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	409	2170	675	574	2529	756	350	390	639	240	327	278
v/s Ratio Prot	0.04	c0.27		c0.12	0.14		c0.08	0.10	c0.18	0.04	0.12	
v/s Ratio Perm	0.19		0.08			0.01	0.13					0.01
v/c Ratio	0.46	0.63	0.19	0.73	0.29	0.01	0.62	0.49	0.77	0.63	0.71	0.07
Uniform Delay, d1	22.4	33.7	26.8	59.2	22.1	20.6	38.2	52.3	54.1	67.9	58.2	51.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.4	0.6	4.6	0.3	0.0	3.2	1.0	5.5	5.4	6.8	0.1
Delay (s)	23.2	35.1	27.5	63.9	22.4	20.7	41.5	53.3	59.6	73.2	65.0	51.7
Level of Service	C	D	C	E	C	C	D	D	E	E	E	D
Approach Delay (s)		32.6			37.2			55.4			64.7	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	43.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	67	112	112	45	156	108	220	354	177	104	172	92
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	74	124	124	50	173	120	244	393	197	116	191	102

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	137	187	137	207	441	393	211	198
Volume Left (vph)	74	0	50	0	244	0	116	0
Volume Right (vph)	0	124	0	120	0	197	0	102
Hadj (s)	0.31	-0.43	0.22	-0.37	0.31	-0.32	0.31	-0.33
Departure Headway (s)	8.8	8.0	8.6	8.1	7.9	7.3	8.5	7.8
Degree Utilization, x	0.33	0.42	0.33	0.46	0.97	0.79	0.50	0.43
Capacity (veh/h)	400	437	406	437	453	488	407	448
Control Delay (s)	14.9	15.4	14.6	16.6	61.2	31.5	18.3	15.4
Approach Delay (s)	15.2		15.8		47.2		16.9	
Approach LOS	C		C		E		C	

Intersection Summary			
Delay	29.6		
HCM Level of Service	D		
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2138	1011	262	0	51
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2376	1123	291	0	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			811			
pX, platoon unblocked	0.97				0.97	0.97
vC, conflicting volume	1414				1915	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1316				1832	242
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	92
cM capacity (veh/h)	505				66	735

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	792	792	792	374	374	374	291	57
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	291	57
cSH	1700	1700	1700	1700	1700	1700	1700	735
Volume to Capacity	0.47	0.47	0.47	0.22	0.22	0.22	0.17	0.08
Queue Length 95th (ft)	0	0	0	0	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3
Lane LOS								B
Approach Delay (s)	0.0			0.0				10.3
Approach LOS								B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	83	1556	773	235	100	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	5085	1583	1770	1583
Flt Permitted	0.26	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	475	3539	5085	1583	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	1729	859	261	111	69
RTOR Reduction (vph)	0	0	0	137	0	51
Lane Group Flow (vph)	92	1729	859	124	111	18
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		8	5
Permitted Phases	2			6		8
Actuated Green, G (s)	44.5	44.5	31.6	31.6	10.0	16.9
Effective Green, g (s)	44.5	44.5	31.6	31.6	10.0	16.9
Actuated g/C Ratio	0.67	0.67	0.48	0.48	0.15	0.25
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	452	2368	2416	752	266	545
v/s Ratio Prot	0.02	c0.49	0.17		c0.06	0.00
v/s Ratio Perm	0.11			0.08		0.01
v/c Ratio	0.20	0.73	0.36	0.16	0.42	0.03
Uniform Delay, d1	4.3	7.1	11.0	9.9	25.6	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.2	0.1	0.1	1.1	0.0
Delay (s)	4.5	8.3	11.1	10.0	26.7	18.7
Level of Service	A	A	B	B	C	B
Approach Delay (s)		8.1	10.9		23.6	
Approach LOS		A	B		C	

Intersection Summary			
HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	109	0	59	183	61	0	18	25	125	25	44
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	36	121	0	66	203	68	0	20	28	139	28	49
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	271			121			488	594	61	504	527	102
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271			121			488	594	61	504	527	102
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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			96			100	95	97	65	93	95
cM capacity (veh/h)	1289			1464			394	387	992	398	423	934

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	61	61	0	66	102	102	68	48	216
Volume Left	36	0	0	0	66	0	0	0	0	139
Volume Right	0	0	0	0	0	0	0	68	28	49
cSH	1289	1700	1700	1700	1464	1700	1700	1700	599	462
Volume to Capacity	0.03	0.04	0.04	0.00	0.04	0.06	0.06	0.04	0.08	0.47
Queue Length 95th (ft)	2	0	0	0	4	0	0	0	6	61
Control Delay (s)	7.9	0.0	0.0	0.0	7.6	0.0	0.0	0.0	11.5	19.4
Lane LOS	A				A				B	C
Approach Delay (s)	1.8				1.5				11.5	19.4
Approach LOS									B	C

Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	94	64	45	10	27	232
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	104	71	50	11	30	258
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	270	159	288			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	159	288			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	92	96			
cM capacity (veh/h)	691	886	1274			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	176	61	288
Volume Left	104	50	0
Volume Right	71	0	258
cSH	759	1274	1700
Volume to Capacity	0.23	0.04	0.17
Queue Length 95th (ft)	22	3	0
Control Delay (s)	11.2	6.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.2	6.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	329	170	92	123	109	166
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	366	189	102	137	121	184
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	486	153	306			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	486	153	306			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	22	78	92			
cM capacity (veh/h)	469	866	1252			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	554	148	91	81	225
Volume Left	366	102	0	0	0
Volume Right	189	0	0	0	184
cSH	555	1252	1700	1700	1700
Volume to Capacity	1.00	0.08	0.05	0.05	0.13
Queue Length 95th (ft)	359	7	0	0	0
Control Delay (s)	65.1	5.8	0.0	0.0	0.0
Lane LOS	F	A			
Approach Delay (s)	65.1	3.6		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	33.6		
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	377	218	223	35	169	312	126	261	2	73	580	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	419	242	248	39	188	347	140	290	2	81	644	31

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	540	369	133	441	285	147	403	353
Volume Left (vph)	419	0	39	0	140	0	81	0
Volume Right (vph)	0	248	0	347	0	2	0	31
Hadj (s)	0.42	-0.44	0.18	-0.52	0.28	0.02	0.13	-0.03
Departure Headway (s)	9.9	9.1	10.1	9.4	10.4	10.2	9.6	9.5
Degree Utilization, x	1.48	0.93	0.37	1.15	0.82	0.42	1.08	0.93
Capacity (veh/h)	375	390	339	390	341	339	368	375
Control Delay (s)	255.8	58.3	17.7	122.5	46.4	19.0	99.0	59.9
Approach Delay (s)	175.7		98.2		37.1		80.7	
Approach LOS	F		F		E		F	

Intersection Summary			
Delay	109.7		
HCM Level of Service	F		
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	377	218	223	35	169	312	203	261	27	207	580	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.96			0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3318			3207		1770	3539	1583	1770	3539	1583
Flt Permitted		0.59			0.83		0.19	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)		2012			2685		357	3539	1583	1051	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	419	242	248	39	188	347	226	290	30	230	644	146
RTOR Reduction (vph)	0	40	0	0	186	0	0	0	23	0	0	114
Lane Group Flow (vph)	0	869	0	0	388	0	226	290	7	230	644	32
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		43.7			43.7		32.6	20.9	20.9	31.8	20.5	20.5
Effective Green, g (s)		43.7			43.7		32.6	20.9	20.9	31.8	20.5	20.5
Actuated g/C Ratio		0.47			0.47		0.35	0.22	0.22	0.34	0.22	0.22
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		936			1250		300	788	352	442	773	346
v/s Ratio Prot							c0.09	0.08		0.06	c0.18	
v/s Ratio Perm		c0.43			0.14		0.17		0.00	0.11		0.02
v/c Ratio		1.10dl			0.31		0.75	0.37	0.02	0.52	0.83	0.09
Uniform Delay, d1		23.6			15.7		23.9	30.9	28.5	23.6	35.1	29.3
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		14.9			0.1		10.2	0.3	0.0	1.1	7.7	0.1
Delay (s)		38.5			15.8		34.1	31.2	28.5	24.7	42.7	29.4
Level of Service		D			B		C	C	C	C	D	C
Approach Delay (s)		38.5			15.8			32.3			36.8	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	93.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	781	99	186	1751	40	65	58	96	24	110	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1815	1583		1834	
Flt Permitted	0.07	1.00	1.00	0.24	1.00	1.00		0.68	1.00		0.92	
Satd. Flow (perm)	135	3539	1583	451	3539	1583		1262	1583		1707	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	868	110	207	1946	44	72	64	107	27	122	8
RTOR Reduction (vph)	0	0	50	0	0	14	0	0	77	0	2	0
Lane Group Flow (vph)	4	868	60	207	1946	30	0	136	30	0	155	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		pm+ov	Perm		
Protected Phases	7	4		3	8			2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.5	55.0	55.0	70.9	64.4	64.4		18.6	28.5		18.6	
Effective Green, g (s)	55.5	55.0	55.0	70.9	64.4	64.4		18.6	28.5		18.6	
Actuated g/C Ratio	0.55	0.54	0.54	0.70	0.63	0.63		0.18	0.28		0.18	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)	82	1918	858	444	2245	1004		231	538		313	
v/s Ratio Prot	0.00	0.25		c0.05	c0.55				0.01			
v/s Ratio Perm	0.03		0.04	0.28		0.02		c0.11	0.01		0.09	
v/c Ratio	0.05	0.45	0.07	0.47	0.87	0.03		0.59	0.06		0.50	
Uniform Delay, d1	16.1	14.1	11.1	7.1	15.1	6.9		37.9	26.7		37.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.2	0.2	0.0	0.8	3.8	0.0		3.8	0.0		1.2	
Delay (s)	16.3	14.3	11.1	7.9	18.9	6.9		41.8	26.7		38.5	
Level of Service	B	B	B	A	B	A		D	C		D	
Approach Delay (s)		13.9			17.6			35.1			38.5	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	101.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1266	316	1128	1956	249	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1407	351	1253	2173	277	757
RTOR Reduction (vph)	0	7	0	0	0	0
Lane Group Flow (vph)	1407	344	1253	2173	277	757
Turn Type		pm+ov	Prot			pt+ov
Protected Phases	4	5	3	8	5	5 3
Permitted Phases		4				
Actuated Green, G (s)	38.7	62.0	50.0	94.7	23.3	79.3
Effective Green, g (s)	38.7	62.0	50.0	94.7	23.3	79.3
Actuated g/C Ratio	0.30	0.48	0.38	0.73	0.18	0.61
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1514	828	1320	3704	615	966
v/s Ratio Prot	c0.28	0.07	c0.36	0.43	0.08	c0.48
v/s Ratio Perm		0.14				
v/c Ratio	0.93	0.42	0.95	0.59	0.45	0.78
Uniform Delay, d1	44.3	22.2	38.8	8.4	47.6	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.3	0.3	14.2	0.2	0.5	4.2
Delay (s)	54.6	22.5	53.0	8.6	48.2	23.1
Level of Service	D	C	D	A	D	C
Approach Delay (s)	48.2			24.8	29.8	
Approach LOS	D			C	C	

Intersection Summary			
HCM Average Control Delay	32.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	717	1140	206	424	1761	1029	213	422	168	696	972	1194
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	516	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	797	1267	229	471	1957	1143	237	469	187	773	1080	1327
RTOR Reduction (vph)	0	0	142	0	0	228	0	0	157	0	0	194
Lane Group Flow (vph)	797	1267	87	471	1957	915	237	469	30	773	1080	1133
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8	4		4
Actuated Green, G (s)	19.0	51.6	51.6	20.9	53.5	53.5	14.1	21.0	21.0	55.0	33.9	33.9
Effective Green, g (s)	22.0	56.1	56.1	23.9	58.0	58.0	17.1	24.0	24.0	58.0	36.9	36.9
Actuated g/C Ratio	0.15	0.37	0.37	0.16	0.39	0.39	0.11	0.16	0.16	0.39	0.25	0.25
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	504	1902	592	547	1966	612	391	566	253	783	871	389
v/s Ratio Prot	c0.23	0.25		0.14	0.38		0.07	0.13		c0.20	0.31	
v/s Ratio Perm			0.05			c0.58			0.02	0.18		c0.72
v/c Ratio	1.58	0.67	0.15	0.86	1.00	1.50	0.61	0.83	0.12	0.99	1.24	2.91
Uniform Delay, d1	64.0	39.1	31.1	61.4	45.9	46.0	63.2	61.0	53.9	46.0	56.6	56.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	271.0	1.9	0.5	13.1	19.2	231.7	2.7	9.7	0.2	28.7	117.8	867.9
Delay (s)	335.0	41.0	31.6	74.5	65.1	277.7	65.9	70.7	54.2	74.7	174.3	924.5
Level of Service	F	D	C	E	E	F	E	E	D	E	F	F
Approach Delay (s)		142.3			134.4			66.0			463.1	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	235.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	127.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	140	461	259	605	1345	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	6.5	6.5	7.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.08	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	144	3539	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	156	512	288	672	1494	247
RTOR Reduction (vph)	0	6	0	0	0	74
Lane Group Flow (vph)	156	506	288	672	1494	173
Turn Type		pm+ov	pm+pt			pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	19.0	34.8	67.5	67.5	45.7	64.7
Effective Green, g (s)	19.0	34.8	67.5	67.5	45.7	64.7
Actuated g/C Ratio	0.19	0.35	0.68	0.68	0.46	0.65
Clearance Time (s)	7.0	6.0	6.0	6.5	6.5	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	336	551	354	2389	1617	1024
v/s Ratio Prot	0.09	c0.15	0.13	0.19	c0.42	0.03
v/s Ratio Perm		0.17	0.42			0.08
v/c Ratio	0.46	0.92	0.81	0.28	0.92	0.17
Uniform Delay, d1	36.0	31.2	29.0	6.5	25.5	7.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	20.3	13.3	0.3	10.4	0.4
Delay (s)	40.5	51.5	42.4	6.8	35.9	7.3
Level of Service	D	D	D	A	D	A
Approach Delay (s)	49.0			17.5	31.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	734	209	623	1662	53	316	217	525	239	260	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	4.0	4.0	4.0	7.0	3.0	7.0	4.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	2787	3433	1863	1583
Flt Permitted	0.10	1.00	1.00	0.95	1.00	1.00	0.19	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	179	5085	1583	3433	5085	1583	363	1863	2787	3433	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	212	816	232	692	1847	59	351	241	583	266	289	108
RTOR Reduction (vph)	0	0	163	0	0	30	0	0	451	0	0	89
Lane Group Flow (vph)	212	816	69	692	1847	29	351	241	132	266	289	19
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Prot	Prot		Perm
Protected Phases	5	2		1	6		3	8	8	7	4	
Permitted Phases	2		2			6	8					4
Actuated Green, G (s)	57.3	41.6	41.6	34.3	61.2	61.2	53.0	31.0	31.0	16.1	26.1	26.1
Effective Green, g (s)	57.3	44.6	44.6	37.3	64.2	61.2	56.1	31.0	34.0	16.1	26.1	26.1
Actuated g/C Ratio	0.38	0.30	0.30	0.25	0.43	0.41	0.37	0.21	0.23	0.11	0.17	0.17
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	1512	471	854	2176	646	370	385	632	368	324	275
v/s Ratio Prot	0.09	0.16		c0.20	c0.36		c0.16	0.13	0.05	0.08	0.16	
v/s Ratio Perm	0.25		0.04			0.02	c0.20					0.01
v/c Ratio	0.90	0.54	0.15	0.81	0.85	0.04	0.95	0.63	0.21	0.72	0.89	0.07
Uniform Delay, d1	41.3	44.1	38.7	53.0	38.5	26.8	38.8	54.2	47.1	64.8	60.6	51.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.6	1.4	0.7	5.9	4.4	0.1	33.3	3.2	0.2	6.9	25.0	0.1
Delay (s)	74.9	45.5	39.4	58.9	42.9	26.9	72.1	57.4	47.3	71.7	85.5	51.9
Level of Service	E	D	D	E	D	C	E	E	D	E	F	D
Approach Delay (s)		49.3			46.8			56.7			74.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	52.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	97	39	96	69	77	99	296	110	271	393	110
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	39	108	43	107	77	86	110	329	122	301	437	122

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	93	97	145	124	274	287	519	341
Volume Left (vph)	39	0	107	0	110	0	301	0
Volume Right (vph)	0	43	0	86	0	122	0	122
Hadj (s)	0.24	-0.28	0.40	-0.45	0.23	-0.26	0.32	-0.22
Departure Headway (s)	8.6	8.1	8.6	7.8	7.7	7.2	7.4	6.9
Degree Utilization, x	0.22	0.22	0.35	0.27	0.59	0.57	1.07	0.65
Capacity (veh/h)	401	425	404	446	453	482	476	508
Control Delay (s)	12.9	12.2	14.9	12.4	19.8	18.2	88.3	20.8
Approach Delay (s)	12.5		13.7		19.0		61.5	
Approach LOS	B		B		C		F	

Intersection Summary			
Delay	37.1		
HCM Level of Service	E		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1582	2013	194	0	92
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1758	2237	216	0	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			811			
pX, platoon unblocked	0.80				0.80	0.80
vC, conflicting volume	2452				2823	746
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1951				2412	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	88
cM capacity (veh/h)	238				22	871

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	586	586	586	746	746	746	216	102
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	216	102
cSH	1700	1700	1700	1700	1700	1700	1700	871
Volume to Capacity	0.34	0.34	0.34	0.44	0.44	0.44	0.13	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS								A
Approach Delay (s)	0.0			0.0				9.7
Approach LOS								A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	46	853	1972	146	282	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	5085	1583	1770	1583
Flt Permitted	0.06	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	108	3539	5085	1583	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	51	948	2191	162	313	138
RTOR Reduction (vph)	0	0	0	70	0	3
Lane Group Flow (vph)	51	948	2191	92	313	135
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		8	5
Permitted Phases	2			6		8
Actuated Green, G (s)	75.1	75.1	63.1	63.1	24.3	30.3
Effective Green, g (s)	75.1	75.1	63.1	63.1	24.3	30.3
Actuated g/C Ratio	0.67	0.67	0.57	0.57	0.22	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	162	2386	2880	897	386	516
v/s Ratio Prot	0.02	c0.27	c0.43		c0.18	0.01
v/s Ratio Perm	0.20			0.06		0.07
v/c Ratio	0.31	0.40	0.76	0.10	0.81	0.26
Uniform Delay, d1	14.6	8.1	18.4	11.1	41.4	31.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.1	1.2	0.1	12.2	0.3
Delay (s)	15.8	8.2	19.6	11.2	53.5	32.1
Level of Service	B	A	B	B	D	C
Approach Delay (s)		8.6	19.0		47.0	
Approach LOS		A	B		D	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	111.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	95	85	154	67	134	104	296	115	271	395	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		3386			3405	
Flt Permitted	0.71	1.00	1.00	0.38	1.00	1.00		0.63			0.64	
Satd. Flow (perm)	1316	3539	1583	709	3539	1583		2157			2230	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	84	106	94	171	74	149	116	329	128	301	439	122
RTOR Reduction (vph)	0	0	85	0	0	125	0	30	0	0	15	0
Lane Group Flow (vph)	84	106	9	171	74	24	0	543	0	0	847	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	10.5	6.0	6.0	20.1	10.8	10.8		33.0			33.0	
Effective Green, g (s)	10.5	6.0	6.0	20.1	10.8	10.8		33.0			33.0	
Actuated g/C Ratio	0.16	0.09	0.09	0.30	0.16	0.16		0.50			0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	239	320	143	364	576	258		1074			1110	
v/s Ratio Prot	0.02	0.03		c0.07	0.02							
v/s Ratio Perm	0.03		0.01	c0.08		0.02		0.25			c0.38	
v/c Ratio	0.35	0.33	0.06	0.47	0.13	0.09		0.51			0.76	
Uniform Delay, d1	24.7	28.3	27.6	18.0	23.7	23.6		11.2			13.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.9	0.6	0.2	1.0	0.1	0.2		0.4			3.2	
Delay (s)	25.5	28.9	27.7	19.0	23.8	23.8		11.6			16.6	
Level of Service	C	C	C	B	C	C		B			B	
Approach Delay (s)		27.5			21.7			11.6			16.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	109	0	59	182	64	0	17	26	130	25	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	36	121	0	66	202	71	0	19	29	144	28	48
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	273			121			486	597	61	503	526	101
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			121			486	597	61	503	526	101
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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			96			100	95	97	64	93	95
cM capacity (veh/h)	1287			1464			396	385	992	399	423	935

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	36	61	61	0	66	101	101	71	48	220
Volume Left	36	0	0	0	66	0	0	0	0	144
Volume Right	0	0	0	0	0	0	0	71	29	48
cSH	1287	1700	1700	1700	1464	1700	1700	1700	612	459
Volume to Capacity	0.03	0.04	0.04	0.00	0.04	0.06	0.06	0.04	0.08	0.48
Queue Length 95th (ft)	2	0	0	0	4	0	0	0	6	64
Control Delay (s)	7.9	0.0	0.0	0.0	7.6	0.0	0.0	0.0	11.4	19.8
Lane LOS	A				A				B	C
Approach Delay (s)	1.8				1.5				11.4	19.8
Approach LOS									B	C

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX K

PROPOSED CONDITIONS CAPACITY ANALYSES

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	351	5	13	402	41	6	58	53	35	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	390	6	14	447	46	7	64	59	39	0	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	492			396			677	933	195	784	893	223
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	492			396			677	933	195	784	893	223
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			98	75	93	81	100	98
cM capacity (veh/h)	1067			1160			328	259	814	209	273	780

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	11	195	195	6	14	223	223	46	130	51
Volume Left	11	0	0	0	14	0	0	0	7	39
Volume Right	0	0	0	6	0	0	0	46	59	12
cSH	1067	1700	1700	1700	1160	1700	1700	1700	380	253
Volume to Capacity	0.01	0.11	0.11	0.00	0.01	0.13	0.13	0.03	0.34	0.20
Queue Length 95th (ft)	1	0	0	0	1	0	0	0	37	18
Control Delay (s)	8.4	0.0	0.0	0.0	8.1	0.0	0.0	0.0	19.3	22.8
Lane LOS	A				A				C	C
Approach Delay (s)	0.2				0.2				19.3	22.8
Approach LOS									C	C

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	55	0	0	100	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	61	0	0	111	0	0	0	0	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	111			61			172	172	61	172	172	111
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	111			61			172	172	61	172	172	111
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 %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1479			1542			791	721	1004	791	721	942

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	61	111	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1479	1542	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	8.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	232	34	29	2	42	56	58	8	14	6	2	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	258	38	32	2	47	62	64	9	16	7	2	54
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	109			70			707	683	54	672	668	78
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	109			70			707	683	54	672	668	78
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 %	83			100			77	97	98	98	99	94
cM capacity (veh/h)	1482			1531			285	307	1013	308	313	983

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	328	111	89	63
Volume Left	258	2	64	7
Volume Right	32	62	16	54
cSH	1482	1531	328	753
Volume to Capacity	0.17	0.00	0.27	0.08
Queue Length 95th (ft)	16	0	27	7
Control Delay (s)	6.6	0.2	20.0	10.2
Lane LOS	A	A	C	B
Approach Delay (s)	6.6	0.2	20.0	10.2
Approach LOS			C	B

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	47	81	165	127	76
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	79	52	90	183	141	84
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	506	137			273	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	506	137			273	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	94			89	
cM capacity (veh/h)	441	887			1287	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	131	60	213	169	56
Volume Left	79	0	0	141	0
Volume Right	52	0	183	0	0
cSH	552	1700	1700	1287	1700
Volume to Capacity	0.24	0.04	0.13	0.11	0.03
Queue Length 95th (ft)	23	0	0	9	0
Control Delay (s)	13.5	0.0	0.0	6.9	0.0
Lane LOS	B			A	
Approach Delay (s)	13.5	0.0		5.2	
Approach LOS	B				

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	162	58	42	10	120	324	15	587	1	172	260	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	180	64	47	11	133	360	17	652	1	191	289	84

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	212	79	78	427	343	327	336	229
Volume Left (vph)	180	0	11	0	17	0	191	0
Volume Right (vph)	0	47	0	360	0	1	0	84
Hadj (s)	0.46	-0.38	0.11	-0.56	0.06	0.03	0.32	-0.22
Departure Headway (s)	9.7	8.8	8.9	8.2	8.6	8.6	9.0	8.4
Degree Utilization, x	0.57	0.19	0.19	0.97	0.82	0.78	0.84	0.54
Capacity (veh/h)	358	395	391	427	411	411	394	421
Control Delay (s)	23.6	12.7	12.7	63.7	39.6	35.1	43.0	19.6
Approach Delay (s)	20.6		55.9		37.4		33.5	
Approach LOS	C		F		E		D	

Intersection Summary			
Delay	38.5		
HCM Level of Service	E		
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	162	58	42	10	120	324	82	587	21	292	260	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.98			0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3350			3157		1770	3539	1583	1770	3539	1583
Flt Permitted		0.62			0.94		0.57	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)		2135			2980		1071	3539	1583	444	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	180	64	47	11	133	360	91	652	23	324	289	213
RTOR Reduction (vph)	0	14	0	0	275	0	0	0	16	0	0	123
Lane Group Flow (vph)	0	277	0	0	229	0	91	652	7	324	289	90
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		16.2			16.2		26.6	21.2	21.2	40.4	29.0	29.0
Effective Green, g (s)		16.2			16.2		26.6	21.2	21.2	40.4	29.0	29.0
Actuated g/C Ratio		0.24			0.24		0.39	0.31	0.31	0.59	0.42	0.42
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		504			704		470	1094	489	517	1496	669
v/s Ratio Prot							0.02	0.18		c0.12	0.08	
v/s Ratio Perm		c0.13			0.08		0.06		0.00	c0.25		0.06
v/c Ratio		0.98dl			0.33		0.19	0.60	0.01	0.63	0.19	0.13
Uniform Delay, d1		23.0			21.7		13.6	20.1	16.4	8.7	12.4	12.1
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3			0.3		0.2	0.9	0.0	2.4	0.1	0.1
Delay (s)		24.3			21.9		13.8	21.0	16.5	11.1	12.5	12.2
Level of Service		C			C		B	C	B	B	B	B
Approach Delay (s)		24.3			21.9			20.0			11.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	68.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1406	67	96	617	37	114	116	157	25	45	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1818	1583		1819	
Flt Permitted	0.39	1.00	1.00	0.06	1.00	1.00		0.82	1.00		0.74	
Satd. Flow (perm)	728	3539	1583	113	3539	1583		1526	1583		1366	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	1562	74	107	686	41	127	129	174	28	50	4
RTOR Reduction (vph)	0	0	31	0	0	17	0	0	13	0	2	0
Lane Group Flow (vph)	22	1562	43	107	686	24	0	256	161	0	80	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		pm+ov	Perm		
Protected Phases	7	4		3	8			2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	61.8	59.7	59.7	74.6	66.5	66.5		25.0	33.9		25.0	
Effective Green, g (s)	61.8	59.7	59.7	74.6	66.5	66.5		25.0	33.9		25.0	
Actuated g/C Ratio	0.55	0.53	0.53	0.67	0.60	0.60		0.22	0.30		0.22	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)	423	1893	847	208	2109	943		342	566		306	
v/s Ratio Prot	0.00	c0.44		c0.04	0.19				0.02			
v/s Ratio Perm	0.03		0.03	0.30		0.02		c0.17	0.08		0.06	
v/c Ratio	0.05	0.83	0.05	0.51	0.33	0.03		0.75	0.29		0.26	
Uniform Delay, d1	11.3	21.6	12.4	19.0	11.3	9.3		40.4	29.6		35.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.1	3.1	0.0	2.1	0.1	0.0		8.7	0.3		0.5	
Delay (s)	11.3	24.7	12.4	21.2	11.4	9.3		49.0	29.9		36.2	
Level of Service	B	C	B	C	B	A		D	C		D	
Approach Delay (s)		24.0			12.5			41.3			36.2	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	111.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1941	168	575	961	240	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	7.0	6.0	6.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2157	187	639	1068	267	659
RTOR Reduction (vph)	0	11	0	0	0	1
Lane Group Flow (vph)	2157	176	639	1068	267	658
Turn Type		pm+ov	Prot			pt+ov
Protected Phases	4	5	3	8	5	5 3
Permitted Phases		4				
Actuated Green, G (s)	57.2	81.3	29.7	92.9	24.1	59.8
Effective Green, g (s)	57.2	81.3	29.7	92.9	24.1	59.8
Actuated g/C Ratio	0.44	0.63	0.23	0.71	0.19	0.46
Clearance Time (s)	7.0	6.0	6.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2237	990	784	3634	636	728
v/s Ratio Prot	c0.42	0.03	0.19	0.21	0.08	c0.42
v/s Ratio Perm		0.08				
v/c Ratio	0.96	0.18	0.82	0.29	0.42	0.90
Uniform Delay, d1	35.4	10.3	47.5	6.7	46.8	32.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.7	0.1	6.5	0.0	0.4	14.7
Delay (s)	47.1	10.4	54.1	6.7	47.2	47.1
Level of Service	D	B	D	A	D	D
Approach Delay (s)	44.2			24.5	47.2	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	38.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1111	1494	173	94	884	637	97	1031	332	711	302	548
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1234	1660	192	104	982	708	108	1146	369	790	336	609
RTOR Reduction (vph)	0	0	76	0	0	138	0	0	66	0	0	364
Lane Group Flow (vph)	1234	1660	116	104	982	570	108	1146	303	790	336	245
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	50.0	82.5	82.5	7.0	39.5	39.5	7.0	38.0	38.0	23.0	54.0	54.0
Effective Green, g (s)	53.0	87.0	87.0	10.0	44.0	44.0	10.0	41.0	41.0	26.0	57.0	57.0
Actuated g/C Ratio	0.29	0.48	0.48	0.06	0.24	0.24	0.06	0.23	0.23	0.14	0.32	0.32
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1011	2458	765	191	1243	387	191	806	361	496	1121	501
v/s Ratio Prot	c0.36	0.33		0.03	0.19		0.03	c0.32		c0.23	0.09	
v/s Ratio Perm			0.07			c0.36			0.19			0.16
v/c Ratio	1.22	0.68	0.15	0.54	0.79	1.47	0.57	1.42	0.84	1.59	0.30	0.49
Uniform Delay, d1	63.5	35.7	25.9	82.8	63.7	68.0	82.9	69.5	66.4	77.0	46.4	49.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	108.3	1.5	0.4	3.2	5.2	227.0	3.8	197.1	16.0	276.2	0.2	0.8
Delay (s)	171.8	37.2	26.3	85.9	68.8	295.0	86.7	266.6	82.3	353.2	46.6	50.5
Level of Service	F	D	C	F	E	F	F	F	F	F	D	D
Approach Delay (s)		90.3			159.1			212.7			187.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	149.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	103	240	433	719	336	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.34	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	638	3539	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	114	267	481	799	373	130
RTOR Reduction (vph)	0	60	0	0	0	86
Lane Group Flow (vph)	114	207	481	799	373	44
Turn Type		pm+ov	pm+pt			pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	9.5	34.0	42.5	42.5	12.0	21.5
Effective Green, g (s)	9.5	34.0	42.5	42.5	12.0	21.5
Actuated g/C Ratio	0.15	0.53	0.66	0.66	0.19	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	989	857	2350	664	680
v/s Ratio Prot	c0.06	0.08	c0.21	0.23	0.11	0.01
v/s Ratio Perm		0.05	c0.16			0.02
v/c Ratio	0.43	0.21	0.56	0.34	0.56	0.06
Uniform Delay, d1	24.8	7.9	5.6	4.7	23.6	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.1	0.8	0.1	1.1	0.0
Delay (s)	25.9	8.0	6.4	4.8	24.7	14.5
Level of Service	C	A	A	A	C	B
Approach Delay (s)	13.4			5.4	22.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	1226	282	305	661	21	195	175	713	137	221	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	4.0	3.0	4.0	7.0	3.0	6.0	3.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	2787	3433	1863	1583
Flt Permitted	0.35	1.00	1.00	0.95	1.00	1.00	0.30	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	648	5085	1583	3433	5085	1583	561	1863	2787	3433	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	187	1362	313	339	734	23	217	194	792	152	246	107
RTOR Reduction (vph)	0	0	174	0	0	12	0	0	299	0	0	88
Lane Group Flow (vph)	187	1362	139	339	734	11	217	194	493	152	246	19
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Prot	Prot		Perm
Protected Phases	5	2		1	6		3	8	8	7	4	
Permitted Phases	2		2			6	8					4
Actuated Green, G (s)	75.5	63.4	63.4	19.2	70.5	70.5	47.5	31.9	31.9	10.5	26.8	26.8
Effective Green, g (s)	75.5	66.4	66.4	22.2	73.5	70.5	51.4	31.9	34.9	10.5	26.8	26.8
Actuated g/C Ratio	0.50	0.44	0.44	0.15	0.49	0.47	0.34	0.21	0.23	0.07	0.18	0.18
Clearance Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	417	2251	701	508	2492	744	342	396	648	240	333	283
v/s Ratio Prot	0.04	c0.27		c0.10	0.14		c0.08	0.10	c0.18	0.04	0.13	
v/s Ratio Perm	0.19		0.09			0.01	0.14					0.01
v/c Ratio	0.45	0.61	0.20	0.67	0.29	0.01	0.63	0.49	0.76	0.63	0.74	0.07
Uniform Delay, d1	20.7	31.8	25.5	60.4	22.8	21.2	38.1	51.9	53.7	67.9	58.3	51.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.2	0.6	3.3	0.3	0.0	3.8	1.0	5.2	5.4	8.3	0.1
Delay (s)	21.5	33.0	26.2	63.7	23.1	21.2	41.9	52.9	58.9	73.2	66.6	51.3
Level of Service	C	C	C	E	C	C	D	D	E	E	E	D
Approach Delay (s)		30.7			35.6			54.9			65.4	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM Average Control Delay	41.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	64	109	104	40	142	113	212	358	169	102	177	88
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	71	121	116	44	158	126	236	398	188	113	197	98

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	132	176	123	204	434	387	212	196
Volume Left (vph)	71	0	44	0	236	0	113	0
Volume Right (vph)	0	116	0	126	0	188	0	98
Hadj (s)	0.30	-0.43	0.21	-0.40	0.31	-0.31	0.30	-0.32
Departure Headway (s)	8.7	7.9	8.5	7.9	7.8	7.1	8.3	7.7
Degree Utilization, x	0.32	0.39	0.29	0.45	0.94	0.77	0.49	0.42
Capacity (veh/h)	403	440	408	441	457	494	412	452
Control Delay (s)	14.5	14.7	13.8	16.1	54.2	28.8	17.8	14.9
Approach Delay (s)	14.6		15.2		42.2		16.4	
Approach LOS	B		C		E		C	

Intersection Summary			
Delay	27.3		
HCM Level of Service	D		
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	42	7	19	50	72	9	16	53	20	4	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	47	8	21	56	80	10	18	59	22	4	10
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	136			54			144	240	23	204	168	28
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	136			54			144	240	23	204	168	28
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	97	94	97	99	99
cM capacity (veh/h)	1446			1549			787	648	1048	670	710	1041

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	8	23	23	8	21	28	28	80	87	37
Volume Left	8	0	0	0	21	0	0	0	10	22
Volume Right	0	0	0	8	0	0	0	80	59	10
cSH	1446	1700	1700	1700	1549	1700	1700	1700	899	748
Volume to Capacity	0.01	0.01	0.01	0.00	0.01	0.02	0.02	0.05	0.10	0.05
Queue Length 95th (ft)	0	0	0	0	1	0	0	0	8	4
Control Delay (s)	7.5	0.0	0.0	0.0	7.4	0.0	0.0	0.0	9.4	10.1
Lane LOS	A				A				A	B
Approach Delay (s)	0.9				1.0				9.4	10.1
Approach LOS									A	B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2109	939	262	0	51
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2343	1043	291	0	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			811			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	1334				1824	348
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1315				1808	323
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	92
cM capacity (veh/h)	518				70	669

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	781	781	781	348	348	348	291	57
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	291	57
cSH	1700	1700	1700	1700	1700	1700	1700	669
Volume to Capacity	0.46	0.46	0.46	0.20	0.20	0.20	0.17	0.08
Queue Length 95th (ft)	0	0	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9
Lane LOS								B
Approach Delay (s)	0.0			0.0				10.9
Approach LOS								B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	83	1565	774	235	100	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	5085	1583	1770	1583
Flt Permitted	0.27	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	497	3539	5085	1583	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	1739	860	261	111	69
RTOR Reduction (vph)	0	0	0	120	0	53
Lane Group Flow (vph)	92	1739	860	141	111	16
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		8	5
Permitted Phases	2			6		8
Actuated Green, G (s)	54.9	54.9	41.9	41.9	10.7	17.7
Effective Green, g (s)	54.9	54.9	41.9	41.9	10.7	17.7
Actuated g/C Ratio	0.71	0.71	0.54	0.54	0.14	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	466	2504	2746	855	244	483
v/s Ratio Prot	0.02	c0.49	0.17		c0.06	0.00
v/s Ratio Perm	0.12			0.09		0.01
v/c Ratio	0.20	0.69	0.31	0.16	0.45	0.03
Uniform Delay, d1	3.9	6.5	9.9	9.0	30.8	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.9	0.1	0.1	1.3	0.0
Delay (s)	4.1	7.4	9.9	9.1	32.1	23.3
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.2	9.8		28.7	
Approach LOS		A	A		C	

Intersection Summary			
HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	63	3	1	148	32	21	0	11	11	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	70	3	1	164	36	23	0	12	12	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	200			73			172	289	37	247	273	100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	200			73			172	289	37	247	273	100
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	99	98	100	100
cM capacity (veh/h)	1370			1524			772	615	1028	675	628	936

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	43	38	83	118	36	12
Volume Left	8	0	1	0	23	12
Volume Right	0	3	0	36	12	0
cSH	1370	1700	1524	1700	844	675
Volume to Capacity	0.01	0.02	0.00	0.07	0.04	0.02
Queue Length 95th (ft)	0	0	0	0	3	1
Control Delay (s)	1.4	0.0	0.1	0.0	9.5	10.4
Lane LOS	A		A		A	B
Approach Delay (s)	0.8		0.0		9.5	10.4
Approach LOS					A	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	83	1	4	171	50	7	0	29	19	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	92	1	4	190	56	8	0	32	21	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	246			93			200	349	47	307	322	123
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	246			93			200	349	47	307	322	123
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			100			99	100	97	96	100	100
cM capacity (veh/h)	1318			1499			738	571	1013	601	592	905

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	47	47	99	151	40	22
Volume Left	1	0	4	0	8	21
Volume Right	0	1	0	56	32	1
cSH	1318	1700	1499	1700	944	611
Volume to Capacity	0.00	0.03	0.00	0.09	0.04	0.04
Queue Length 95th (ft)	0	0	0	0	3	3
Control Delay (s)	0.2	0.0	0.4	0.0	9.0	11.1
Lane LOS	A		A		A	B
Approach Delay (s)	0.1		0.1		9.0	11.1
Approach LOS					A	B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	196	8	61	221	17	6	11	26	16	15	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	218	9	68	246	19	7	12	29	18	17	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	264			227			491	624	109	532	614	123
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			227			491	624	109	532	614	123
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			95			98	97	97	95	96	100
cM capacity (veh/h)	1297			1339			427	379	924	391	384	905

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	3	109	109	9	68	123	123	19	48	34
Volume Left	3	0	0	0	68	0	0	0	7	18
Volume Right	0	0	0	9	0	0	0	19	29	0
cSH	1297	1700	1700	1700	1339	1700	1700	1700	604	387
Volume to Capacity	0.00	0.06	0.06	0.01	0.05	0.07	0.07	0.01	0.08	0.09
Queue Length 95th (ft)	0	0	0	0	4	0	0	0	6	7
Control Delay (s)	7.8	0.0	0.0	0.0	7.8	0.0	0.0	0.0	11.5	15.2
Lane LOS	A				A				B	C
Approach Delay (s)	0.1				1.6				11.5	15.2
Approach LOS									B	C

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	106	0	0	52	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	118	0	0	58	0	0	0	0	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	58			118			176	176	118	176	176	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			118			176	176	118	176	176	58
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 %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1546			1470			787	718	934	787	718	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	118	58	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1546	1470	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	8.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	58	49	12	38	2	35	10	8	40	18	270
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	133	64	54	13	42	2	39	11	9	44	20	300
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	44			119			738	429	92	443	456	43
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			119			738	429	92	443	456	43
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 %	91			99			82	98	99	91	96	71
cM capacity (veh/h)	1564			1469			212	470	966	474	454	1027

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	252	58	59	364
Volume Left	133	13	39	44
Volume Right	54	2	9	300
cSH	1564	1469	272	848
Volume to Capacity	0.09	0.01	0.22	0.43
Queue Length 95th (ft)	7	1	20	55
Control Delay (s)	4.3	1.8	21.8	12.4
Lane LOS	A	A	C	B
Approach Delay (s)	4.3	1.8	21.8	12.4
Approach LOS			C	B

Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	169	201	70	84	135	92
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	188	223	78	93	150	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476	86			171	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476	86			171	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	77			89	
cM capacity (veh/h)	463	956			1403	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	411	52	119	184	68
Volume Left	188	0	0	150	0
Volume Right	223	0	93	0	0
cSH	643	1700	1700	1403	1700
Volume to Capacity	0.64	0.03	0.07	0.11	0.04
Queue Length 95th (ft)	115	0	0	9	0
Control Delay (s)	20.0	0.0	0.0	6.6	0.0
Lane LOS	C			A	
Approach Delay (s)	20.0	0.0		4.8	
Approach LOS	C				

Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	335	252	217	44	138	293	70	256	3	59	569	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	372	280	241	49	153	326	78	284	3	66	632	34

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	512	381	126	402	220	146	382	351
Volume Left (vph)	372	0	49	0	78	0	66	0
Volume Right (vph)	0	241	0	326	0	3	0	34
Hadj (s)	0.40	-0.41	0.23	-0.53	0.21	0.02	0.12	-0.03
Departure Headway (s)	9.6	8.8	9.7	9.0	10.0	9.8	9.2	9.0
Degree Utilization, x	1.36	0.93	0.34	1.01	0.61	0.40	0.97	0.88
Capacity (veh/h)	386	404	345	389	342	340	386	380
Control Delay (s)	203.7	56.6	16.5	75.8	26.1	17.8	68.8	49.5
Approach Delay (s)	141.0		61.7		22.8		59.6	
Approach LOS	F		F		C		F	

Intersection Summary			
Delay	83.6		
HCM Level of Service	F		
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	252	217	44	138	293	139	256	28	183	569	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		0.95			0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.96			0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3327			3197		1770	3539	1583	1770	3539	1583
Flt Permitted		0.62			0.79		0.27	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)		2112			2524		503	3539	1583	918	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	372	280	241	49	153	326	154	284	31	203	632	148
RTOR Reduction (vph)	0	40	0	0	176	0	0	0	25	0	0	113
Lane Group Flow (vph)	0	853	0	0	352	0	154	284	6	203	632	35
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		40.0			40.0		25.9	17.9	17.9	31.5	20.7	20.7
Effective Green, g (s)		40.0			40.0		25.9	17.9	17.9	31.5	20.7	20.7
Actuated g/C Ratio		0.46			0.46		0.30	0.21	0.21	0.36	0.24	0.24
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		974			1164		267	731	327	440	845	378
v/s Ratio Prot							0.05	0.08		c0.06	c0.18	
v/s Ratio Perm		c0.40			0.14		0.12		0.00	0.11		0.02
v/c Ratio		0.92dl			0.30		0.58	0.39	0.02	0.46	0.75	0.09
Uniform Delay, d1		21.1			14.6		23.6	29.7	27.4	19.9	30.6	25.7
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.9			0.1		3.0	0.3	0.0	0.8	3.6	0.1
Delay (s)		30.0			14.8		26.6	30.0	27.4	20.7	34.2	25.8
Level of Service		C			B		C	C	C	C	C	C
Approach Delay (s)		30.0			14.8			28.7			30.2	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	86.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	781	99	186	1756	40	65	58	96	24	110	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1815	1583		1834	
Flt Permitted	0.07	1.00	1.00	0.24	1.00	1.00		0.68	1.00		0.92	
Satd. Flow (perm)	134	3539	1583	452	3539	1583		1260	1583		1707	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	868	110	207	1951	44	72	64	107	27	122	8
RTOR Reduction (vph)	0	0	50	0	0	14	0	0	77	0	2	0
Lane Group Flow (vph)	4	868	60	207	1951	30	0	136	30	0	155	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		pm+ov	Perm		
Protected Phases	7	4		3	8			2	3		6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.9	55.4	55.4	71.3	64.8	64.8		18.6	28.5		18.6	
Effective Green, g (s)	55.9	55.4	55.4	71.3	64.8	64.8		18.6	28.5		18.6	
Actuated g/C Ratio	0.55	0.54	0.54	0.70	0.64	0.64		0.18	0.28		0.18	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)	82	1924	861	444	2251	1007		230	536		312	
v/s Ratio Prot	0.00	0.25		c0.05	c0.55				0.01			
v/s Ratio Perm	0.03		0.04	0.28		0.02		c0.11	0.01		0.09	
v/c Ratio	0.05	0.45	0.07	0.47	0.87	0.03		0.59	0.06		0.50	
Uniform Delay, d1	16.1	14.1	11.0	7.1	15.0	6.9		38.2	26.9		37.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.2	0.2	0.0	0.8	3.8	0.0		4.0	0.0		1.3	
Delay (s)	16.3	14.2	11.1	7.8	18.8	6.9		42.2	26.9		38.7	
Level of Service	B	B	B	A	B	A		D	C		D	
Approach Delay (s)		13.9			17.6			35.5			38.7	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1188	316	1160	1924	249	771
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1320	351	1289	2138	277	857
RTOR Reduction (vph)	0	6	0	0	0	1
Lane Group Flow (vph)	1320	345	1289	2138	277	856
Turn Type		pm+ov	Prot			pt+ov
Protected Phases	4	5	3	8	5	5 3
Permitted Phases		4				
Actuated Green, G (s)	36.7	61.0	51.0	93.7	24.3	81.3
Effective Green, g (s)	36.7	61.0	51.0	93.7	24.3	81.3
Actuated g/C Ratio	0.28	0.47	0.39	0.72	0.19	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1436	816	1347	3665	642	990
v/s Ratio Prot	c0.26	0.08	c0.38	0.42	0.08	c0.54
v/s Ratio Perm		0.14				
v/c Ratio	0.92	0.42	0.96	0.58	0.43	0.86
Uniform Delay, d1	45.2	22.8	38.4	8.7	46.7	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	0.4	15.3	0.2	0.5	8.0
Delay (s)	54.9	23.2	53.7	9.0	47.2	27.9
Level of Service	D	C	D	A	D	C
Approach Delay (s)	48.2			25.8	32.6	
Approach LOS	D			C	C	

Intersection Summary			
HCM Average Control Delay	33.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	720	1149	206	424	1761	1029	213	422	168	696	972	1194
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	516	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	800	1277	229	471	1957	1143	237	469	187	773	1080	1327
RTOR Reduction (vph)	0	0	141	0	0	228	0	0	157	0	0	194
Lane Group Flow (vph)	800	1277	88	471	1957	915	237	469	30	773	1080	1133
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8	4		4
Actuated Green, G (s)	19.0	51.6	51.6	20.9	53.5	53.5	14.1	21.0	21.0	55.0	33.9	33.9
Effective Green, g (s)	22.0	56.1	56.1	23.9	58.0	58.0	17.1	24.0	24.0	58.0	36.9	36.9
Actuated g/C Ratio	0.15	0.37	0.37	0.16	0.39	0.39	0.11	0.16	0.16	0.39	0.25	0.25
Clearance Time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	504	1902	592	547	1966	612	391	566	253	783	871	389
v/s Ratio Prot	c0.23	0.25		0.14	0.38		0.07	0.13		c0.20	0.31	
v/s Ratio Perm			0.06			c0.58			0.02	0.18		c0.72
v/c Ratio	1.59	0.67	0.15	0.86	1.00	1.50	0.61	0.83	0.12	0.99	1.24	2.91
Uniform Delay, d1	64.0	39.2	31.1	61.4	45.9	46.0	63.2	61.0	53.9	46.0	56.6	56.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	273.6	1.9	0.5	13.1	19.2	231.7	2.7	9.7	0.2	28.7	117.8	867.9
Delay (s)	337.6	41.2	31.7	74.5	65.1	277.7	65.9	70.7	54.2	74.7	174.3	924.5
Level of Service	F	D	C	E	E	F	E	E	D	E	F	F
Approach Delay (s)		143.1			134.4			66.0			463.1	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM Average Control Delay	235.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	127.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	127	465	256	608	1347	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	6.5	6.5	7.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.08	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	146	3539	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	517	284	676	1497	228
RTOR Reduction (vph)	0	5	0	0	0	70
Lane Group Flow (vph)	141	512	284	676	1497	158
Turn Type		pm+ov	pm+pt			pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	20.0	35.4	66.5	66.5	45.1	65.1
Effective Green, g (s)	20.0	35.4	66.5	66.5	45.1	65.1
Actuated g/C Ratio	0.20	0.35	0.66	0.66	0.45	0.65
Clearance Time (s)	7.0	6.0	6.0	6.5	6.5	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	354	560	347	2353	1596	1031
v/s Ratio Prot	0.08	c0.14	0.13	0.19	c0.42	0.03
v/s Ratio Perm		0.18	0.42			0.07
v/c Ratio	0.40	0.91	0.82	0.29	0.94	0.15
Uniform Delay, d1	34.8	30.8	29.1	6.9	26.1	6.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	19.5	13.9	0.3	11.9	0.3
Delay (s)	38.1	50.3	43.0	7.2	38.1	7.1
Level of Service	D	D	D	A	D	A
Approach Delay (s)	47.7			17.8	34.0	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	734	209	591	1662	53	321	225	447	239	260	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	4.0	4.0	4.0	7.0	3.0	7.0	4.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	2787	3433	1863	1583
Flt Permitted	0.09	1.00	1.00	0.95	1.00	1.00	0.20	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	176	5085	1583	3433	5085	1583	366	1863	2787	3433	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	212	816	232	657	1847	59	357	250	497	266	289	108
RTOR Reduction (vph)	0	0	162	0	0	31	0	0	379	0	0	89
Lane Group Flow (vph)	212	816	70	657	1847	28	357	250	118	266	289	19
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Prot	Prot		Perm
Protected Phases	5	2		1	6		3	8	8	7	4	
Permitted Phases	2		2			6	8					4
Actuated Green, G (s)	58.1	42.4	42.4	32.4	60.1	60.1	54.2	32.5	32.5	15.7	26.2	26.2
Effective Green, g (s)	58.1	45.4	45.4	35.4	63.1	60.1	57.2	32.5	35.5	15.7	26.2	26.2
Actuated g/C Ratio	0.39	0.30	0.30	0.24	0.42	0.40	0.38	0.22	0.24	0.10	0.17	0.17
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	1539	479	810	2139	634	383	404	660	359	325	276
v/s Ratio Prot	0.09	0.16		c0.19	c0.36		c0.16	0.13	0.04	0.08	0.16	
v/s Ratio Perm	0.26		0.04			0.02	c0.19					0.01
v/c Ratio	0.90	0.53	0.15	0.81	0.86	0.04	0.93	0.62	0.18	0.74	0.89	0.07
Uniform Delay, d1	41.7	43.4	38.2	54.1	39.5	27.4	38.1	53.1	45.6	65.2	60.5	51.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.6	1.3	0.6	6.2	4.9	0.1	29.3	2.8	0.1	8.0	24.2	0.1
Delay (s)	75.3	44.8	38.8	60.3	44.5	27.6	67.4	56.0	45.8	73.2	84.7	51.8
Level of Service	E	D	D	E	D	C	E	E	D	E	F	D
Approach Delay (s)		48.8			48.1			55.1			74.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	52.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	32	87	36	95	72	77	93	307	106	268	403	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	36	97	40	106	80	86	103	341	118	298	448	117

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	84	88	146	126	274	288	522	341
Volume Left (vph)	36	0	106	0	103	0	298	0
Volume Right (vph)	0	40	0	86	0	118	0	117
Hadj (s)	0.25	-0.28	0.40	-0.44	0.22	-0.25	0.32	-0.21
Departure Headway (s)	8.6	8.1	8.5	7.7	7.6	7.2	7.4	6.9
Degree Utilization, x	0.20	0.20	0.35	0.27	0.58	0.57	1.07	0.65
Capacity (veh/h)	400	424	407	449	457	485	479	511
Control Delay (s)	12.6	11.9	14.8	12.3	19.4	18.1	86.2	20.4
Approach Delay (s)	12.2		13.6		18.7		60.2	
Approach LOS	B		B		C		F	

Intersection Summary			
Delay	36.5		
HCM Level of Service	E		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	60	0	50	0	33	42	116	45	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	67	0	56	0	37	47	129	50	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	56			0			158	189	0	226	161	28
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	56			0			158	189	0	226	161	28
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			96			100	95	96	80	93	100
cM capacity (veh/h)	1547			1622			726	676	1084	631	700	1041

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	0	0	67	56	83	179
Volume Left	0	0	67	0	0	129
Volume Right	0	0	0	56	47	0
cSH	1700	1700	1622	1700	857	649
Volume to Capacity	0.00	0.00	0.04	0.03	0.10	0.28
Queue Length 95th (ft)	0	0	3	0	8	28
Control Delay (s)	0.0	0.0	7.3	0.0	9.7	12.6
Lane LOS			A		A	B
Approach Delay (s)	0.0		4.0		9.7	12.6
Approach LOS					A	B

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1504	1981	194	0	92
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1671	2201	216	0	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			811			
pX, platoon unblocked	0.80				0.80	0.80
vC, conflicting volume	2417				2758	734
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1911				2335	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	88
cM capacity (veh/h)	247				25	872

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	557	557	557	734	734	734	216	102
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	216	102
cSH	1700	1700	1700	1700	1700	1700	1700	872
Volume to Capacity	0.33	0.33	0.33	0.43	0.43	0.43	0.13	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS								A
Approach Delay (s)	0.0			0.0				9.7
Approach LOS								A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	46	853	1977	146	282	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	5085	1583	1770	1583
Flt Permitted	0.06	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	108	3539	5085	1583	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	51	948	2197	162	313	138
RTOR Reduction (vph)	0	0	0	70	0	3
Lane Group Flow (vph)	51	948	2197	92	313	135
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		8	5
Permitted Phases	2			6		8
Actuated Green, G (s)	75.2	75.2	63.2	63.2	24.3	30.3
Effective Green, g (s)	75.2	75.2	63.2	63.2	24.3	30.3
Actuated g/C Ratio	0.67	0.67	0.57	0.57	0.22	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	162	2387	2882	897	386	515
v/s Ratio Prot	0.02	c0.27	c0.43		c0.18	0.01
v/s Ratio Perm	0.20			0.06		0.07
v/c Ratio	0.31	0.40	0.76	0.10	0.81	0.26
Uniform Delay, d1	14.7	8.1	18.4	11.1	41.4	31.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.1	1.2	0.1	12.2	0.3
Delay (s)	15.8	8.2	19.7	11.2	53.6	32.1
Level of Service	B	A	B	B	D	C
Approach Delay (s)		8.6	19.1		47.0	
Approach LOS		A	B		D	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	111.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	243	1	12	111	15	14	0	13	43	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	270	1	13	123	17	16	0	14	48	0	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	140			271			387	457	136	328	449	70
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			271			387	457	136	328	449	70
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	100	98	92	100	99
cM capacity (veh/h)	1441			1289			535	490	888	584	495	978

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	145	136	75	78	30	56
Volume Left	10	0	13	0	16	48
Volume Right	0	1	0	17	14	8
cSH	1441	1700	1289	1700	662	619
Volume to Capacity	0.01	0.08	0.01	0.05	0.05	0.09
Queue Length 95th (ft)	1	0	1	0	4	7
Control Delay (s)	0.6	0.0	1.5	0.0	10.7	11.4
Lane LOS	A		A		B	B
Approach Delay (s)	0.3		0.7		10.7	11.4
Approach LOS					B	B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	295	1	17	130	29	0	0	21	73	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	328	1	19	144	32	0	0	23	81	0	3
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	177			329			446	547	164	390	532	88
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	177			329			446	547	164	390	532	88
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			98			100	100	97	84	100	100
cM capacity (veh/h)	1397			1227			488	435	851	522	444	952

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	166	165	91	104	23	84
Volume Left	2	0	19	0	0	81
Volume Right	0	1	0	32	23	3
cSH	1397	1700	1227	1700	851	531
Volume to Capacity	0.00	0.10	0.02	0.06	0.03	0.16
Queue Length 95th (ft)	0	0	1	0	2	14
Control Delay (s)	0.1	0.0	1.8	0.0	9.3	13.1
Lane LOS	A		A		A	B
Approach Delay (s)	0.1		0.8		9.3	13.1
Approach LOS					A	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		