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Memorandum

To: George Phillips

Organization/Company: Loudoun County Office of Transportation Services, Virginia

From: John F. Callow

Date: September 3, 2009

Project Name/Subject: Hybrid Energy Park

PHR+A Project Number: 16206-1-0

Patton Harris Rust & Associates (PHR+A) has prepared this memorandum for the proposed Hybrid Energy Park (ZMAP 2009-0005) to be located to the east of Sycolin Road (Route 643), south of Cochran Mill Road (Route 653) and west of Gant Lane (Route 652), in Loudoun County, Virginia. The purpose of this memorandum is to summarize the trip generation and traffic operation for the proposed site. The Hybrid Energy Park will be located on 90.5 acres and is proposed for MR-HI zoning. The existing zoning is TR-10 and JLMA-20. This document is prepared to support the rezoning and special exception/commission permit applications for the proposed Hybrid Energy Park.

The site access will be provided via Gant Lane located along the south side of Cochran Mill Road. The development land uses would include Hybrid Energy Park, which would accommodate 25-full time employees split over three shifts. The development would generate a total of 89 daily trips.

The traffic statement outlines the comparison to the Virginia Department of Transportation (VDOT) Chapter 527 requirements (which are not satisfied) and a description of traffic conditions with and without the proposed use. Overall, the proposed use can be accommodated with the existing roadway infrastructure network.

VDOT Chapter 527 Requirements

As part of the requirements of VDOT's Chapter 527 regulations, a traffic impact analysis must be submitted with any rezoning or special exception action if the site trip generation is over a certain threshold. Future trips associated with the Hybrid Energy Park do not satisfy VDOT Chapter 527 volume criteria of 250 vehicles per hour and/or 2,500 vehicles per day new trips for a non-residential development. Therefore, a VDOT 527 review is not required with the rezoning plan submission.

Roadway Context

- Gant Lane (Route 652): Gant Lane is located along the south side of Cochran Mill Road (Route 652). It is a two-lane dirt road. No speed limit is posted. Gant Lane will provide access to the site.
- Cochran Mill Road (Route 653): Cochran Mill Road is a two-lane undivided roadway connecting Route 7 to the east and Sycolin Road to the west. The posted speed limit in the vicinity is 25 mph.
- Sycolin Road: Sycolin Road is a two-lane undivided road in the vicinity of the site. It connects the Leesburg Bypass to the north and beyond and Belmont Ridge Road to the south. It has a posted speed limit of 35 mph.

Existing Traffic Conditions

PHR+A conducted AM/PM peak hour counts at the intersection of Cochran Mill Road/Gant Lane. Counts at the intersection of Sycolin Road/Cochran Mill Road were obtained from the report titled: Traffic Impact Study of Stonewall Secure Business Park, by Wells & Associates, dated November 5, 2008.

Figure 1 is provided to show the 2009 existing weekday AM/PM peak hour traffic volumes and average daily trips (ADT) at the study area intersections. Figure 1 also shows the existing lane geometry and AM/PM peak hour levels of service.

Background Traffic Conditions

A build-out year of 2014 is assumed for this study. Build-out year plus 10 is not required for this study. In order to determine 2014 traffic conditions, all trips relating to specific future “other developments” located within the vicinity of the site were incorporated. Using the 7th Edition of the Institute of Transportation Engineers’ (ITE) Trip Generation Report, PHR+A has provided **Table 1** below to summarize the 2014 “other developments” trip generation. Development land use and occupancy summary was based upon the study titled: Traffic Impact Study of Stonewall Secure Business Park, by Wells & Associates, dated November 5, 2008.

Figure 2 is provided to show the 2014 background weekday AM/PM peak hour traffic volumes and average daily trips (ADT) at the study area intersections. Figure 2 also shows the respective background lane geometry and AM/PM peak hour levels of service.

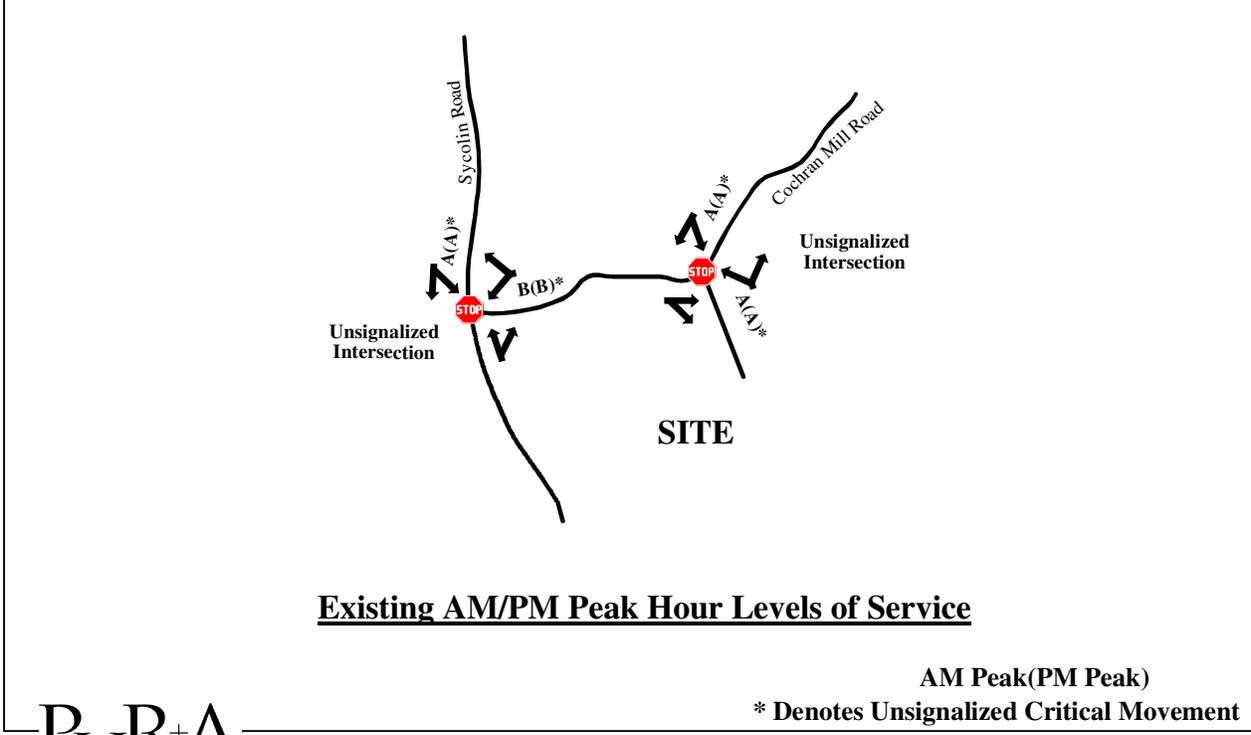
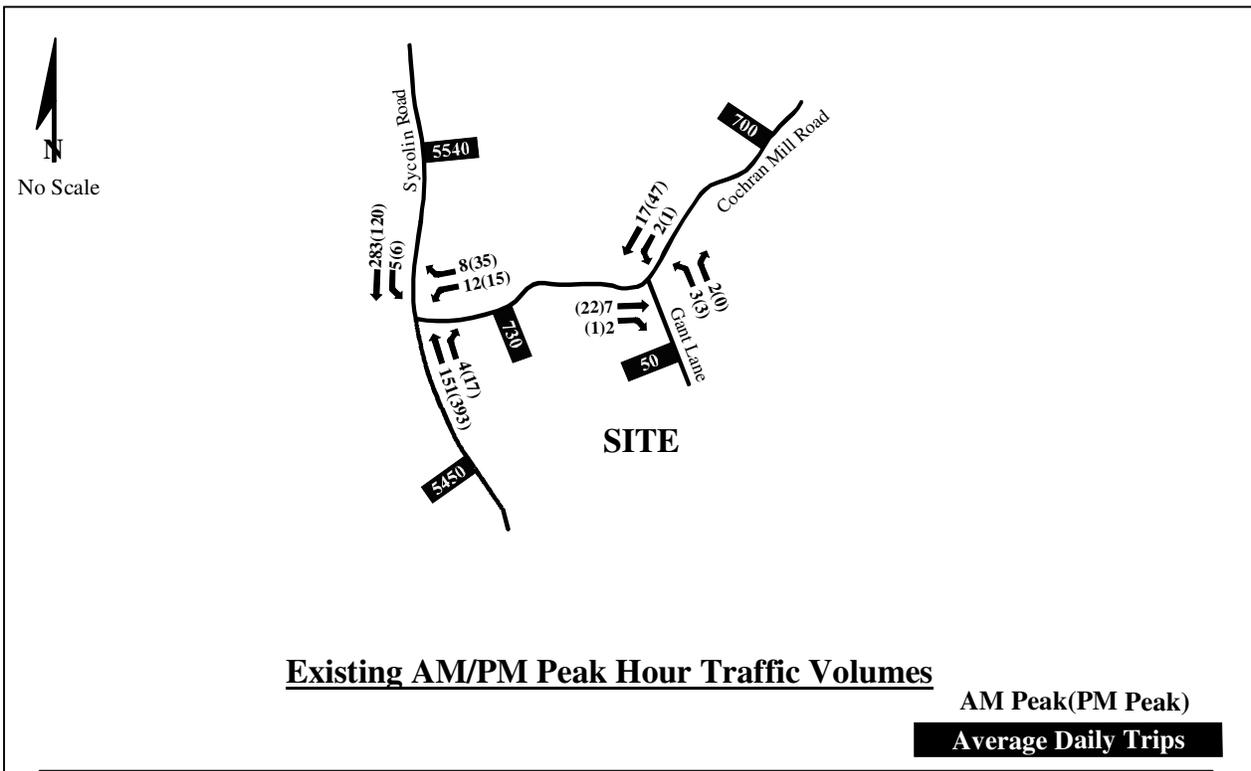


Figure 1

Existing Traffic Conditions

Table 1
2014 "Other Developments"
Trip Generation Summary

Code	Land Use	Amount	AM Peak Hour			PM Peak Hour			Weekday ADT	2011 Occupancy
			In	Out	Total	In	Out	Total		
1. Oaklawn at Leesburg										
230	Townhouse (Section 1)	8 units	1	6	7	5	3	8	75	8%
230	Townhouse (Section 2)	7 units	1	5	6	5	2	7	66	8%
710	General Office (Lead Bay C)	11,546 SF	29	4	33	16	76	92	253	20%
710	General Office (Lead Bay D)	12,960 SF	32	4	37	16	77	93	277	20%
710	General Office (Lead Bay MS)	1,640 SF	6	1	7	14	67	81	56	20%
820	Retail	3,280 SF	12	8	20	32	34	66	737	20%
	Total Trips		82	28	110	87	260	347	1,464	
2. Fort Evans Plaza II										
710	General Office	13,200 SF	33	4	37	16	78	94	281	20%
820	Retail	48,000 SF	62	39	101	185	201	386	4,214	20%
	Total Trips		95	43	138	201	279	480	4,495	
3. Homewood Suites Hotel										
310	Hotel	18 Rooms	3	2	5	6	5	11	110	20%
	Total Trips		3	2	5	6	5	11	110	
4. Winwood Children's Center										
565	Day Care	2000 SF	14	12	26	16	17	33	159	20%
	Total Trips		14	12	26	16	17	33	159	
5. Patriot Office Park										
710	General Office	20,600 SF	47	6	53	17	85	102	395	20%
	Total Trips		47	6	53	17	85	102	395	
6. Tavistock Office Building										
710	General Office	6,600 SF	19	3	21	15	72	86	165	20%
	Total Trips		19	3	21	15	72	86	165	
7. Village at Leesburg										
220	Apartment	27 units	3	14	17	21	11	32	311	8%
710	General Office	28,880 SF	61	8	69	19	92	111	513	20%
820	Retail	64,000 SF	73	47	120	224	242	466	5,081	20%
850	Supermarket	28,000 SF	56	35	91	174	167	341	2,863	20%
	Total Trips		193	104	297	438	513	950	8,768	
8. Leesburg Commerce Center										
720	Med/Dental Office Bldg	14,250 SF	28	7	35	14	38	51	368	40%
820	Retail	4,950 SF	16	10	26	41	45	86	963	40%
	Total Trips		44	17	61	55	82	138	1,330	
9. Park Center I & II										
710	General Office	16,470 SF	39	5	44	17	81	97	333	90%
	Total Trips		39	5	44	17	81	97	333	
10. Goose Creek Preserve										
210	Single-Family Detached	16 units	5	16	21	13	8	21	162	8%
220	Apartment	10 units	2	7	9	15	8	23	212	8%
230	Townhouse	14 units	2	8	10	8	4	12	118	8%
	Total Trips		9	31	40	36	20	56	492	
11. Goose Creek Village North										
220	Apartment	24 units	3	12	15	20	11	31	295	8%
230	Townhouse	21 units	3	12	15	11	6	17	171	8%
820	Retail	32,900 SF	49	31	80	144	156	301	3,297	20%
	Total Trips		55	55	110	175	173	349	3,763	
12. Goose Creek Village South										
230	Townhouse	7 units	1	5	6	5	2	7	70	8%
	Total Trips		1	5	6	5	2	7	70	
13. Goose Creek Bend										
210	Single-Family Detached	8 units	4	11	15	7	4	11	81	28%
	Total Trips		4	11	15	7	4	11	81	
14. Belmont Ridge										
210	Single-Family Detached	2 units	3	8	11	3	1	4	22	8%
	Total Trips		3	8	11	3	1	4	22	
15. Belmont Glen Village (Rouse Property)										
210	Single-Family Detached	16 units	5	15	20	13	7	20	157	8%
	Total Trips		5	15	20	13	7	20	157	
16. Broadlands										
210	Single-Family Detached	186 units	35	105	140	118	69	187	1,859	83%
220	Apartment	261 units	26	105	131	105	56	161	1,717	83%
230	Townhouse	173 units	14	66	80	63	31	94	1,025	83%
	Total Trips		75	276	351	286	156	442	4,601	
17. Play to Win Recreational Facility										
N/A	Indoor Recreational Facility	225,000 SF	28	22	50	252	149	401	3,592	100%
488	Soccer Complex	6 Fields	4	4	8	86	38	124	428	100%
492	Health Club	61,500 SF	31	43	74	127	122	249	2,025	100%
710	Office	18,500 SF	43	6	49	17	83	100	364	100%
	Total Trips		106	75	181	482	392	874	6,409	
18. Village Center at Belmont Greene (Bloom Grocery)										
820	Retail	21,486 SF	38	24	62	109	118	227	2,499	20%
	Total Trips		38	24	62	109	118	227	2,499	
19. PMW Farms at Festival Lakes										
210	Single-Family Detached	12 units	5	13	18	9	6	15	116	8%
230	Townhouse	11 units	2	7	9	7	3	10	97	8%
	Total Trips		7	20	27	16	9	25	213	

Note: Development land use and occupancy are based upon Traffic Impact Analysis for Stonewall Secure Business Park, dated November 5, 2008, by Wells & Associates

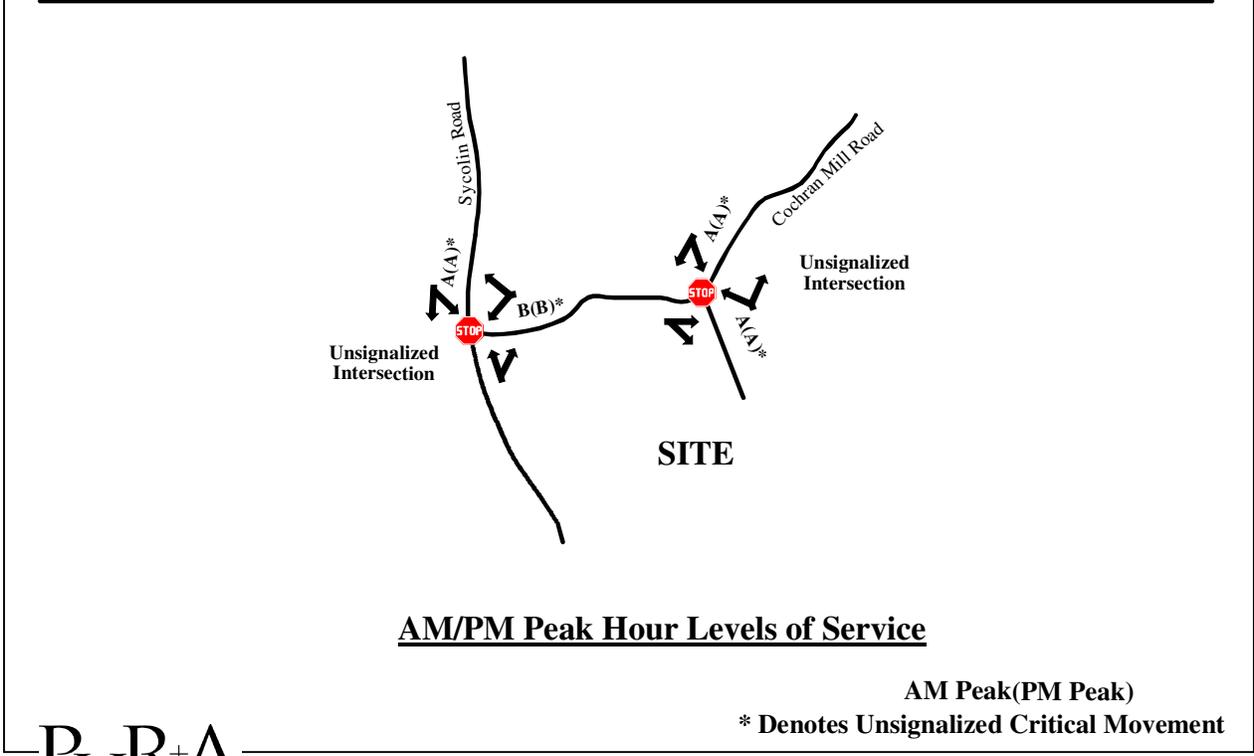
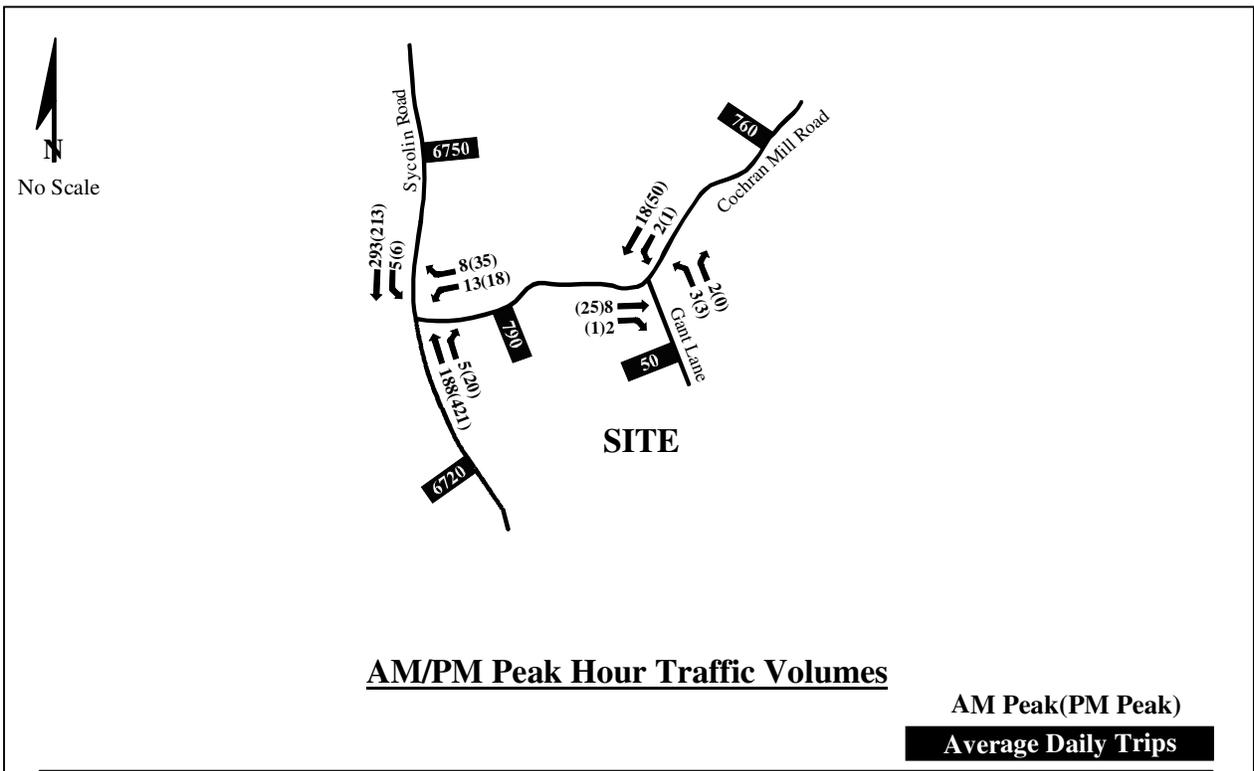


Figure 2

2014 Background Traffic Conditions

Site Trip Generation

The development land uses would include Hybrid Energy Park located within the proposed MR-HI property, which would accommodate 25-full time employees. The development would generate a total of 89 daily trips. **Table 2** is provided below to show the peak hour trips associated with the proposed development.

**Table 2
Hybrid Energy Park
2014 Trip Generation Summary**

ITE CODE	Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
N/A	Hybrid Energy Park	25 Employees	22	2	24	3	23	26	89
		Total Trips	22	2	24	3	23	26	89

Site Traffic Distribution And Traffic Assignments

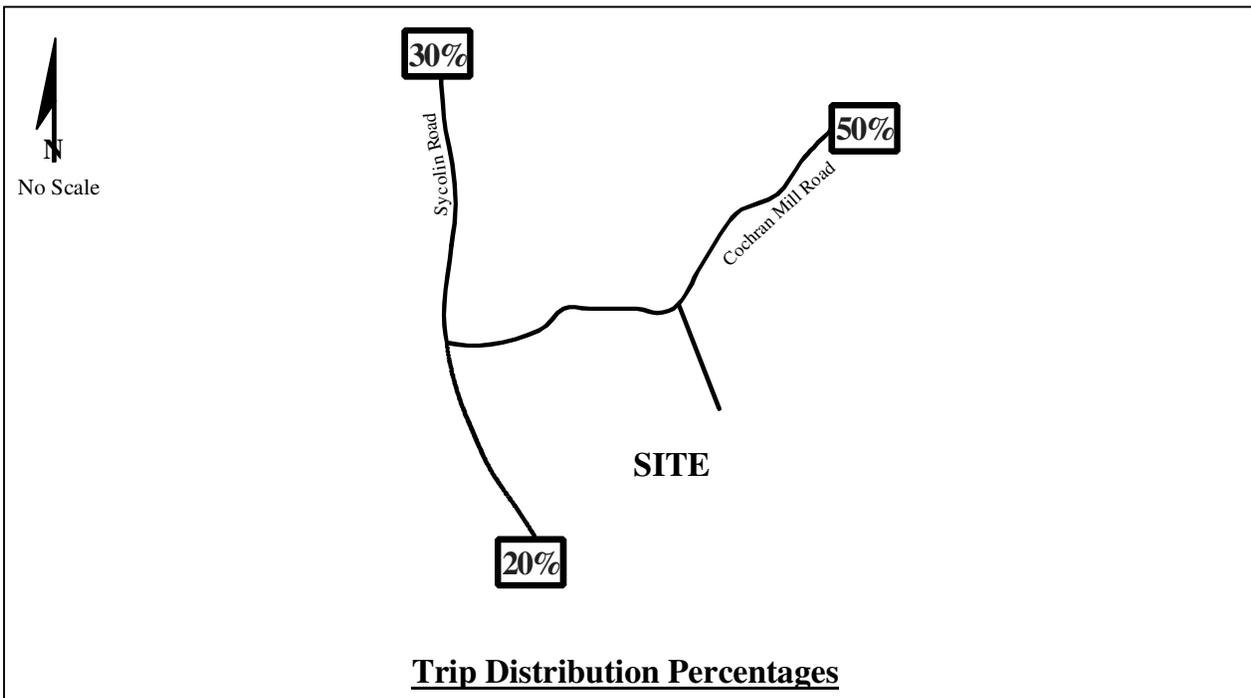
PHR+A utilized the trip distribution percentages shown in **Figure 3** to assign the Hybrid Energy Park trips (Table 2) throughout the study area roadway network. **Figure 3** also provides the corresponding development-generated weekday AM/PM peak hour traffic volumes and ADT assignments.

2014 Build-out Traffic Conditions

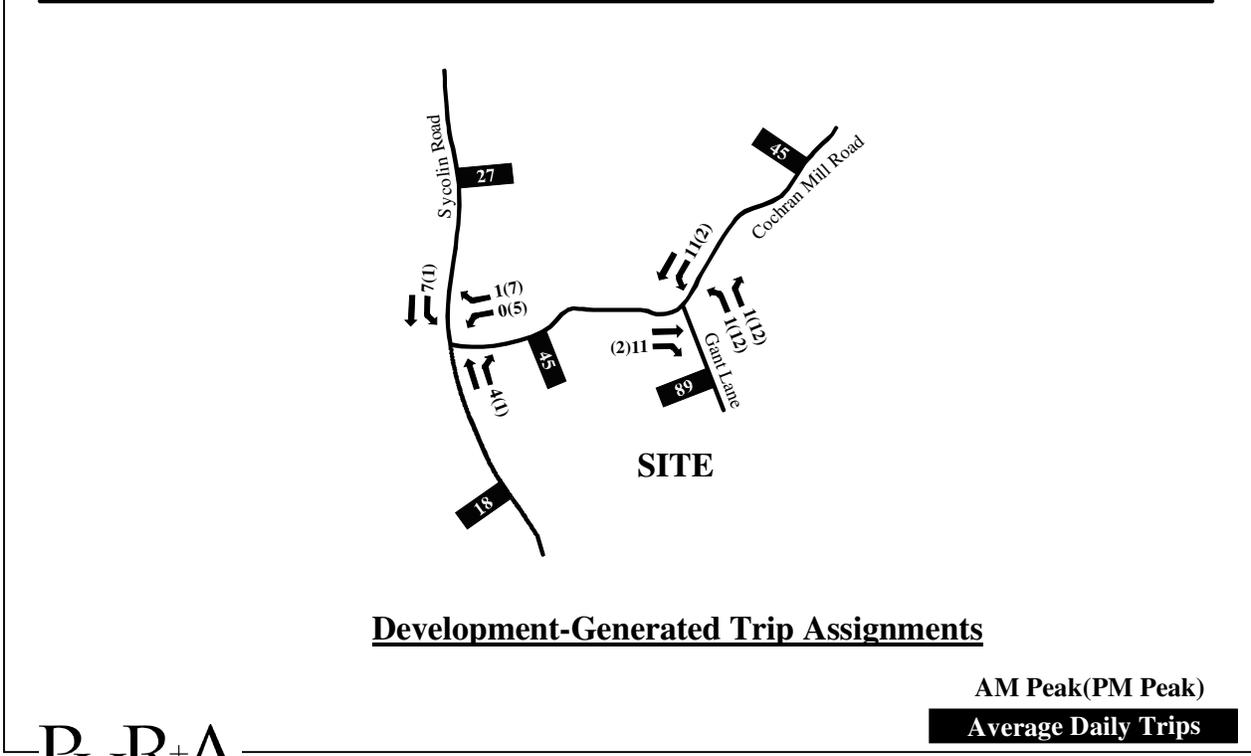
The Hybrid Energy Park trips were added to the 2014 background traffic volumes to obtain 2014 build-out conditions. **Figure 4** shows the 2014 build-out weekday ADT as well as AM/PM peak hour traffic volumes at key locations. **Figure 4** also shows the respective 2014 build-out lane geometry and weekday AM/PM peak hour levels of service.

Conclusion

Based upon the HCS+ analysis, the study area intersections of Cochran Mill Road/Gant Lane and Cochran Mill Road/Sycolin Road will operate with levels of service “B” or better during 2014 build-out conditions. Trips generated by the proposed Hybrid Energy Park will have minimal impact on the study area network and can be easily accommodated by the existing infrastructure.



Trip Distribution Percentages



Development-Generated Trip Assignments



Figure 3

Trip Distribution and Trip Assignments

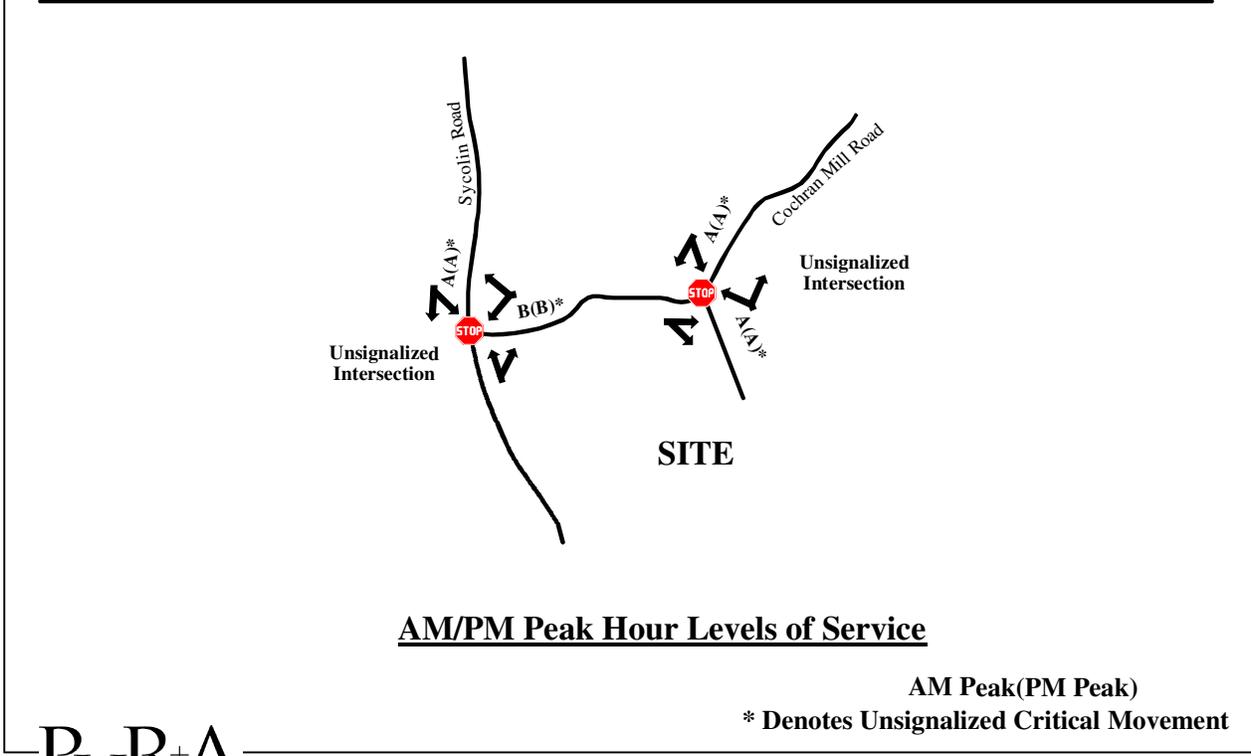
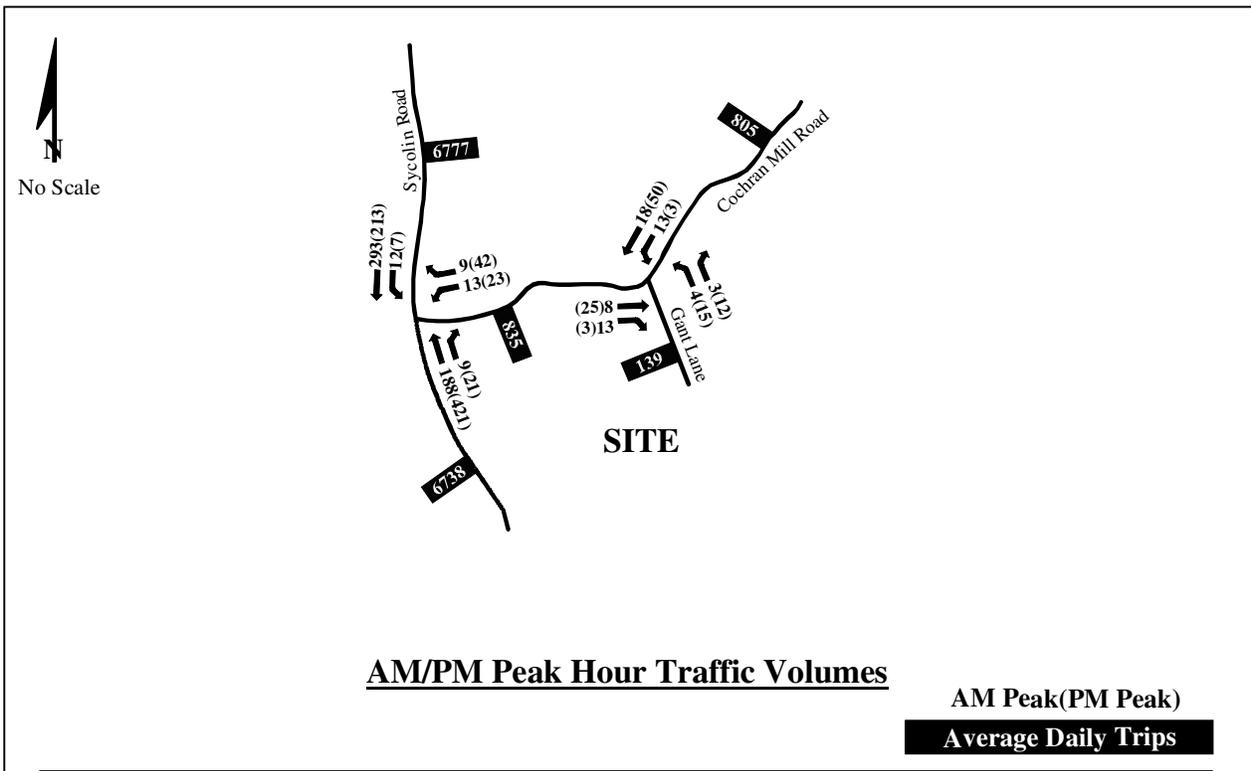


Figure 4

2014 Build-out Traffic Conditions

APPENDIX

Scoping Document



Scoping Document

To: George Phillips

Organization/Company: Loudoun County Office of Transportation Services, Virginia.

From: John F. Callow

Date: August 17, 2009

Project Name/Subject: Hybrid Energy Park

PHR+A Project Number: 16206-1-0

Patton Harris Rust & Associates (PHR+A) has prepared this scoping document for the proposed Hybrid Energy Park at Stonewall Secure Business Park development (ZMAP 2008-0017) to be located to the east of Sycolin Road, south of Cochran Mill Road and west of Gant Lane, in Loudoun County, Virginia. The Hybrid Energy Park will be located on 90.5 acres of the 294-acre Stonewall Secure Business Park. This document is prepared to support the rezoning and special exception/commission permit applications for the proposed Hybrid Energy Park.

The following supplemental materials are suggested to be included in the traffic study to satisfy the County's F.S.M. traffic Study Guidelines:

Background Information:

- **Location:** east of Sycolin Road, south of Cochran Mill Road and west of Gant Lane
- **Acreage:** 90.5 acres
- **Existing Zoning:** TR-10, JLMA-20
- **Proposed Zoning:** MR-III
- **General Use:** The development land uses would include the Hybrid Energy Park located within the proposed PD-GI zoned portion of the Stonewall Secure Business Park, which would accommodate 25 full time employees. The development would generate a total of 89 daily trips. Access will be provided via Gant Lane.

VDOT Chapter 527 Requirements:

None anticipated. Future trips associated with 25 employees do not satisfy VDOT Chapter 527 volume criteria of 250 vehicles per hour and/or 2,500 vehicles per day new trips for a non-residential development.

Traffic Study Elements:

- Study Area: Include existing intersections of Route 653 (Cochran Mill Road)/Route 652 (Gant Lane) and Route 653 (Cochran Mill Road)/Route 643 (Sycolin Road).
- Traffic Count Locations: Route 653 (Cochran Mill Road)/Route 652 (Gant Lane), sample counts at Route 653 (Cochran Mill Road)/Route 643 (Sycolin Road).
- Trip Generation:

Table 1
Development: Hybrid Energy Park
Trip Generation

Code	Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
N/A	Hybrid Energy Park	25 Employees	22	2	24	3	23	26	89
		Total Trips	22	2	24	3	23	26	89

- Traffic Volume Projections: Year 2014. No forecasts for build-out plus 10 years.
- LOS Analysis: Analyze existing conditions, 2014 background conditions and 2014 build-out conditions.
- Minimum Roadway/Intersection LOS standards: LOS "D".
- Background Traffic Assumptions: Background developments listed under Phase 1 - Year 2011 of Table 2 below will be included considering the project build-out year of 2014.

Table 2 is copied verbatim from the Stonewall Secure Business Park Traffic Impact Study, by Wells & Associates, dated November 2008 to summarize the land uses and occupancy summary.

Table 2
Stonewall Secure Business Park
"Other Developments" Land Use and Occupancy Summary

Code	Land Use	Total Amount	2008 Occupancy (Existing)	2011 Occupancy (Phase 1)	2016 Occupancy (Phase 2)	2020 Occupancy (Phase 3)	2030 Occupancy (Design Year)
1. Oaklawn at Leesburg							
230	Townhouse (Section 1)	100 units	0%	0%	23%	53%	100%
230	Townhouse (Section 2)	86 units	0%	0%	23%	53%	100%
710	General Office (Lnad Bay C)	57,730 SF	0%	20%	41%	70%	100%
710	General Office (Lnad Bay D)	64,800 SF	0%	20%	41%	70%	100%
710	General Office (Lnad Bay MS)	8,200 SF	0%	20%	41%	70%	100%
820	Retail	16,400 SF	0%	20%	41%	70%	100%
2. Fort Evans Plaza II							
710	General Office	66,000 SF	0%	20%	41%	70%	100%
820	Retail	240,000 SF	0%	20%	41%	70%	100%
3. Homewood Suites Hotel							
310	Hotel	91 Rooms	0%	20%	41%	100%	100%
4. Winwood Children's Center							
565	Day Care	10,000 SF	0%	20%	41%	100%	100%
5. Patriot Office Park							
710	General Office	103,000 SF	0%	20%	41%	70%	100%
6. Tavistock Office Building							
710	General Office	33,000 SF	0%	20%	41%	70%	100%
7. Village at Leesburg							
220	Apartment	335 units	0%	0%	23%	53%	100%
710	General Office	144,400 SF	0%	20%	41%	70%	100%
820	Retail	320,000 SF	0%	20%	41%	70%	100%
850	Supermarket	140,000 SF	0%	20%	41%	70%	100%
8. Leesburg Commerce Center							
720	Med/Dental Office Bldg	35,625 SF	25%	40%	56%	78%	100%
820	Retail	12,375 SF	25%	40%	56%	78%	100%
9. Park Center I & II							
710	General Office	18,300 SF	87%	90%	92%	100%	100%
10. Goose Creek Preserve							
210	Single-Family Detached	202 units	0%	0%	23%	53%	100%
220	Apartment	128 units	0%	0%	23%	53%	100%
230	Townhouse	170 units	0%	0%	23%	53%	100%
11. Goose Creek Village North							
220	Apartment	300 units	0%	0%	23%	53%	100%
230	Townhouse	264 units	0%	0%	23%	53%	100%
820	Retail	164,500 SF	0%	20%	41%	70%	100%
12. Goose Creek Village South							
230	Townhouse	92 units	0%	0%	23%	53%	100%
13. Goose Creek Bend							
210	Single-Family Detached	29 units	22%	0%	40%	63%	100%
14. Belmont Ridge							
210	Single-Family Detached	28 units	0%	0%	23%	53%	100%
15. Belmont Glen Village (Rouse Property)							
210	Single-Family Detached	196 units	0%	0%	23%	53%	100%
16. Broadlands							
210	Single-Family Detached	224 units	81%	81%	85%	100%	100%
220	Apartment	314 units	81%	81%	85%	100%	100%
230	Townhouse	209 units	81%	81%	85%	100%	100%
17. Play to Win Recreational Facility							
N/A	Indoor Recreational Facility	225,000 SF	0%	100%	100%	100%	100%
488	Soccer Complex	6 Fields	0%	100%	100%	100%	100%
492	Health Club	61,500 SF	0%	100%	100%	100%	100%
710	Office	18,500 SF	0%	100%	100%	100%	100%
18. Village Center at Belmont Greene (Bloom Grocery)							
820	Retail	107,430 SF	0%	20%	41%	70%	100%
19. PMW Farms at Festival Lakes							
210	Single-Family Detached	145 units	0%	0%	23%	53%	100%
230	Townhouse	135 units	0%	0%	23%	53%	100%

Source: Wells & Associates

- Trip Distribution: Based upon the existing counts for splits.
- LOS Calculations Assumptions: Highway Capacity Software HCS+ for unsignalized intersections. Use defaults and existing peak hour factors. Provide CD for HCS analysis.
- Mode Choice: Assume no transit service.
- Safety Locations: Study will summarize any road safety hazard as identified by ISTEA set-aside funding criteria for the study area.
- Traffic Mitigation measures: Suggest improvements, if required.
- Bicycle & Pedestrian Accommodations: Identify existing conditions.

Please advise in the signature block below if the work scope is acceptable. Thank you for your assistance on the proposed project. A copy of the authorized work scope will be included in the Appendix section of the traffic study.

Sincerely,



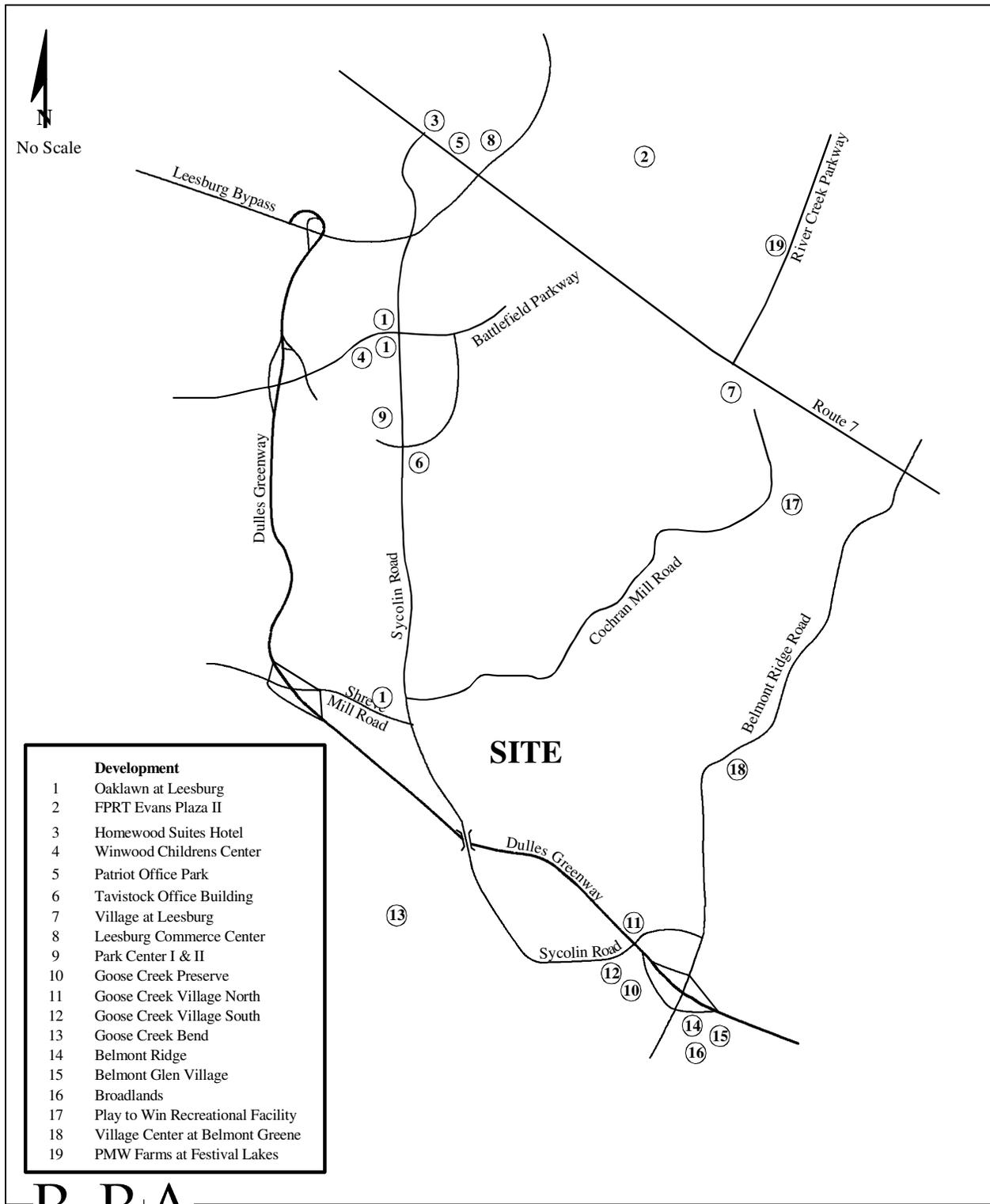
John F. Callow

Acknowledged and accepted this 17th day of August, 2009.

By: George Phillips
George Phillips

For: Traffic Scope As Above
Loudoun County Office of Transportation Services

Background Developments



- | Development | |
|-------------|-----------------------------------|
| 1 | Oaklawn at Leesburg |
| 2 | FPRT Evans Plaza II |
| 3 | Homewood Suites Hotel |
| 4 | Winwood Childrens Center |
| 5 | Patriot Office Park |
| 6 | Tavistock Office Building |
| 7 | Village at Leesburg |
| 8 | Leesburg Commerce Center |
| 9 | Park Center I & II |
| 10 | Goose Creek Preserve |
| 11 | Goose Creek Village North |
| 12 | Goose Creek Village South |
| 13 | Goose Creek Bend |
| 14 | Belmont Ridge |
| 15 | Belmont Glen Village |
| 16 | Broadlands |
| 17 | Play to Win Recreational Facility |
| 18 | Village Center at Belmont Greene |
| 19 | PMW Farms at Festival Lakes |



Figure A

Location Map: Background Developments

Table A
"Other Developments" Trips at Sycolin Road & Cochran Mill Road intersection

Other Developments	AM Peak						PM Peak					
	NB		SB		WB		NB		SB		WB	
	T	R	L	T	L	R	T	R	L	T	L	R
1. Oaklawn at Leesburg	14	0	0	5	0	0	15	0	0	44	0	0
2. Fort Evans Plaza II	0	0	0	0	0	0	0	0	0	0	0	0
3. Homewood Suites Hotel	0	0	0	0	0	0	0	0	0	0	0	0
4. Winwood Children's Center	2	0	0	1	0	0	2	0	0	2	0	0
5. Patriot Office Park	0	0	0	0	0	0	0	0	0	0	0	0
6. Tavistock Office Building	5	0	0	1	0	0	4	0	0	20	0	0
7. Village at Leesburg	0	1	0	0	1	0	0	3	0	0	3	0
8. Leesburg Commerce Center	0	0	0	0	0	0	0	0	0	0	0	0
9. Park Center I & II	11	0	0	1	0	0	4	0	0	22	0	0
10. Goose Creek Preserve	1	0	0	0	0	0	0	0	0	1	0	0
11. Goose Creek Village North	1	0	0	0	0	0	1	0	0	1	0	0
12. Goose Creek Village South	0	0	0	0	0	0	0	0	0	0	0	0
13. Goose Creek Bend	4	0	0	1	0	0	1	0	0	2	0	0
14. Belmont Ridge	0	0	0	0	0	0	0	0	0	0	0	0
15. Belmont Glen Village	0	0	0	0	0	0	0	0	0	0	0	0
16. Broadlands	0	0	0	0	0	0	0	0	0	0	0	0
17. Play to Win Recreational Facility	0	0	0	0	0	0	0	0	0	0	0	0
18. Village Center at Belmont	0	0	0	0	0	0	0	0	0	0	0	0
19. PMW Farms at Festival Lakes	0	0	0	0	0	0	0	0	0	0	0	0
Total Trips	38	1	0	9	1	0	27	3	0	92	3	0

HCS+ Worksheets

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	Existing		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		7	2	2	17		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	7	2	2	18	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				3		2	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	2	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		2		5			
C (m) (veh/h)		1611		989			
v/c		0.00		0.01			
95% queue length		0.00		0.02			
Control Delay (s/veh)		7.2		8.7			
LOS		A		A			
Approach Delay (s/veh)	--	--	8.7				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	Existing		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		22	1	1	47		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	24	1	1	52	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				3		0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	0	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		1		3			
C (m) (veh/h)		1589		881			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay (s/veh)		7.3		9.1			
LOS		A		A			
Approach Delay (s/veh)	--	--		9.1			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	Existing		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		151	4	5	283		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	167	4	5	314	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				12		8	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	13	0	8	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		5		21			
C (m) (veh/h)		1406		626			
v/c		0.00		0.03			
95% queue length		0.01		0.10			
Control Delay (s/veh)		7.6		11.0			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.0				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	Existing		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		393	17	6	120		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	436	18	6	133	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				15		35	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	38	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		6		54			
C (m) (veh/h)		1107		561			
v/c		0.01		0.10			
95% queue length		0.02		0.32			
Control Delay (s/veh)		8.3		12.1			
LOS		A		B			
Approach Delay (s/veh)	--	--	12.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Background		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		8	2	2	18		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	8	2	2	20	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				3		2	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	2	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		2		5			
C (m) (veh/h)		1610		986			
v/c		0.00		0.01			
95% queue length		0.00		0.02			
Control Delay (s/veh)		7.2		8.7			
LOS		A		A			
Approach Delay (s/veh)	--	--	8.7				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Background		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		25	1	1	50		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	27	1	1	55	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				3		0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	0	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		1		3			
C (m) (veh/h)		1585		873			
v/c		0.00		0.00			
95% queue length		0.00		0.01			
Control Delay (s/veh)		7.3		9.1			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.1				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Background		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		188	5	5	293		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	208	5	5	325	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				13		8	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	8	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		5		22			
C (m) (veh/h)		1357		582			
v/c		0.00		0.04			
95% queue length		0.01		0.12			
Control Delay (s/veh)		7.7		11.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.4				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Background		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		421	20	0	213		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	467	22	0	236	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				18		35	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	38	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		0		58			
C (m) (veh/h)		1074		504			
v/c		0.00		0.12			
95% queue length		0.00		0.39			
Control Delay (s/veh)		8.4		13.1			
LOS		A		B			
Approach Delay (s/veh)	--	--	13.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Build-out		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		8	13	13	18		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	8	14	14	20	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				4		3	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	0	3	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		14		7			
C (m) (veh/h)		1593		959			
v/c		0.01		0.01			
95% queue length		0.03		0.02			
Control Delay (s/veh)		7.3		8.8			
LOS		A		A			
Approach Delay (s/veh)	--	--	8.8				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Gant Lane & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Build-out		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Gant Lane</i>				North/South Street: <i>Cochran Mill Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		25	3	3	50		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	27	3	3	55	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				15		12	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	13	
Percent Heavy Vehicles	0	0	0	20	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		3		29			
C (m) (veh/h)		1583		939			
v/c		0.00		0.03			
95% queue length		0.01		0.10			
Control Delay (s/veh)		7.3		9.0			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.0				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Build-out		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		188	9	12	293		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	208	10	13	325	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				13		9	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	10	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		13		24			
C (m) (veh/h)		1352		583			
v/c		0.01		0.04			
95% queue length		0.03		0.13			
Control Delay (s/veh)		7.7		11.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.4				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	8/26/2009			Analysis Year	2014 Build-out		
Analysis Time Period	PM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Cochran Mill Road</i>				North/South Street: <i>Sycolin Road</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		421	21	7	213		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	467	23	7	236	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				23		42	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	25	0	46	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (veh/h)		7		71			
C (m) (veh/h)		1073		497			
v/c		0.01		0.14			
95% queue length		0.02		0.50			
Control Delay (s/veh)		8.4		13.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	13.4				
Approach LOS	--	--	B				

Traffic Counts

PHR&A TRAFFIC COUNT SUMMARY
Loudoun Water Parcel 15/ Gant Lane F -- 10348-2-0

E/W Street: Gant Lane
N/S Street: Cochran Mill Rd
Location: Loudoun County

Source: PHR+A
Date: Tuesday, May 5, 2009
Name: DK

AM 15 Minute Traffic Volumes

	Cochran Mill Rd Northbound			Cochran Mill Rd Southbound			Gant Lane Eastbound			Gant Lane Westbound			Intersection Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 - 6:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
6:45 - 7:00 AM	0	6	0	0	4	0	0	0	0	0	0	0	10
7:00 - 7:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
7:15 - 7:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
7:30 - 7:45 AM	0	2	0	0	5	0	0	0	0	0	0	0	7
7:45 - 8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:00 - 8:15 AM	0	1	1	2	1	3	0	4	1	0	1	2	8
8:15 - 8:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
8:30 - 8:45 AM	0	2	1	3	1	4	0	5	0	0	1	1	9
8:45 - 9:00 AM	0	2	0	2	0	8	0	8	2	0	0	2	12

AM Peak 15 Minute Traffic Volume

8:45 - 9:00 AM	0	2	0	2	0	8	0	8	2	0	0	2	12
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AM Hourly Traffic Volumes

	Cochran Mill Rd Northbound			Cochran Mill Rd Southbound			Gant Lane Eastbound			Gant Lane Westbound			Intersection Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:30 - 7:30 AM	0	11	0	0	12	0	0	0	0	0	0	0	23
6:45 - 7:45 AM	0	11	0	0	15	0	0	0	0	0	0	0	26
7:00 - 8:00 AM	0	7	0	0	13	0	0	0	0	0	0	0	20
7:15 - 8:15 AM	0	5	1	1	15	0	1	0	1	2	0	0	24
7:30 - 8:30 AM	0	6	1	7	1	12	0	13	1	2	0	0	22
7:45 - 8:45 AM	0	6	2	8	2	11	0	13	1	0	2	3	24
8:00 - 9:00 AM	0	6	2	8	2	17	0	19	3	0	2	5	32

AM Peak Hour Traffic Volume

8:00 - 9:00 AM	0	6	2	8	2	17	0	19	3	0	2	5	32
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PM Peak Hour Factors

	1.00			0.59			0.63			0.67		
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Trucks/Buses

8:00 - 9:00 AM	0	0	1	1	0	3	0	3	1	0	0	0	5
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0% 13% 18% 16% 20% 16%

Cochran Mill Road & Gant Lane
 Time: PM Peak Hour
 Location: Leesburg, VA
 Analyst: PHR+A

File Name : Cochran Mill Road (Route 653) & Gant Lane (Route 652)_PM
 Site Code :
 Start Date : 5/12/2009
 Page No : 1

Groups Printed-

Start Time	Cochran Mill Road (Route 653)						Gant Lane (Route 652)						Cochran Mill Road (Route 653)									
	From North			From East			From East			From South			From West									
	Left	Thru Cars	Thru Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru Cars	Thru Truck	Left	Thru	Right	Left	Thru	Right	App. Total	App. Total	Int. Total	
04:00 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	5
04:15 PM	1	3	1	0	0	0	1	0	0	0	3	0	1	0	0	0	0	0	4	0	0	10
04:30 PM	0	15	2	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	3	0	0	21
04:45 PM	0	16	0	0	0	0	1	0	0	0	8	4	0	0	0	0	0	0	12	0	0	29
Total	1	38	3	0	0	0	3	0	0	3	14	5	1	0	0	0	0	0	20	0	0	65
05:00 PM	0	10	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	14
05:15 PM	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	7
05:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	3
05:45 PM	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
Total	0	18	1	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	9	0	0	28
Grand Total	1	56	4	0	0	0	3	0	0	3	22	6	1	0	0	0	0	0	29	0	0	93
Approach %	1.6	91.8	6.6	0	0	0	100	0	0	0	75.9	20.7	3.4	0	0	0	0	0	31.2	0	0	0
Total %	1.1	60.2	4.3	0	0	0	3.2	0	0	3.2	23.7	6.5	1.1	0	0	0	0	0	0	0	0	0

Start Time	Cochran Mill Road (Route 653)						Gant Lane (Route 652)						Cochran Mill Road (Route 653)									
	From North			From East			From East			From South			From West									
	Left	Thru Cars	Thru Truck	Left	Thru	Right	Left	Thru Cars	Thru Truck	Left	Thru Cars	Thru Truck	Left	Thru	Right	Left	Thru	Right	App. Total	App. Total	Int. Total	
04:15 PM	1	3	1	0	0	0	1	0	0	1	3	0	1	0	0	0	0	0	4	0	0	10
04:30 PM	0	15	2	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	3	0	0	21
04:45 PM	0	16	0	0	0	0	1	0	0	0	8	4	0	0	0	0	0	0	12	0	0	29
05:00 PM	0	10	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	14
Total Volume	1	44	3	0	0	0	3	0	0	3	16	6	1	0	0	0	0	0	23	0	0	74
% App. Total	2.1	91.7	6.2	0	0	0	100	0	0	0	69.6	26.1	4.3	0	0	0	0	0	47.9	0	0	63.8
PHF	.250	.688	.375	.000	.000	.000	.750	.000	.750	.500	.375	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.638