



Memorandum

To: George Phillips

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

From: Harshit Thaker

Date: February 19, 2010

Project Name/Subject: Hybrid Energy Park – Revised Study (ZMAP 2009-0005)

PHR+A Project Number: 16206-1-0

Patton Harris Rust & Associates (PHR+A) has prepared this report as an addendum to: *Hybrid Energy Park Traffic Study*, by PHR+A, dated September 3, 2009. This memorandum is prepared in response to the Loudoun County Office of Transportation Services (OTS) comments, dated February 9, 2010. Specifically, this document focuses on the following issues:

- Site access is assumed via a new private driveway to be located along the east side of Sycolin Road (Route 643), approximately 200 feet north of the Dulles Greenway bridge crossing. The previous study assumed a site access via Gant Lane located along the south side of Cochran Mill Road. Access point is shown on the Engineer's plan.
- The proposed site access via Sycolin Road is assumed to solely serve the Hybrid Energy Park. Access to the planned Loudoun Water Parcel 15 Facility will not be provided via this driveway.
- Analyses are provided for turn-lane warrants along Sycolin Road at the proposed site entrance.
- All other methodology including background development trips, proposed land use and associated trip generation and trip distribution remain consistent with the previously submitted Hybrid Energy Park Traffic Study, by PHR+A, dated September 3, 2009.

The revised traffic analyses are provided for all the study area intersections of Sycolin Road & Cochran Mill Road, Cochran Mill Road & Gant Lane and Sycolin Road and Proposed Site-driveway during existing, 2014 background and 2014 build-out traffic conditions.

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 and through volumes along Sycolin Road near proposed site-driveway 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.

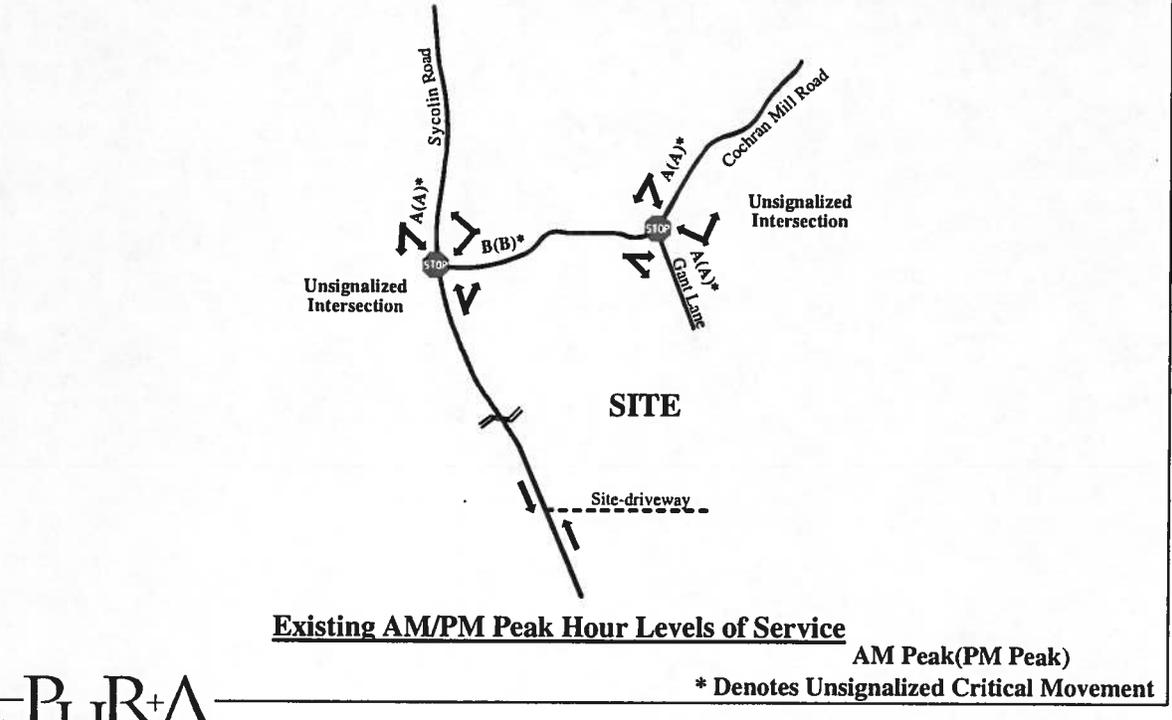
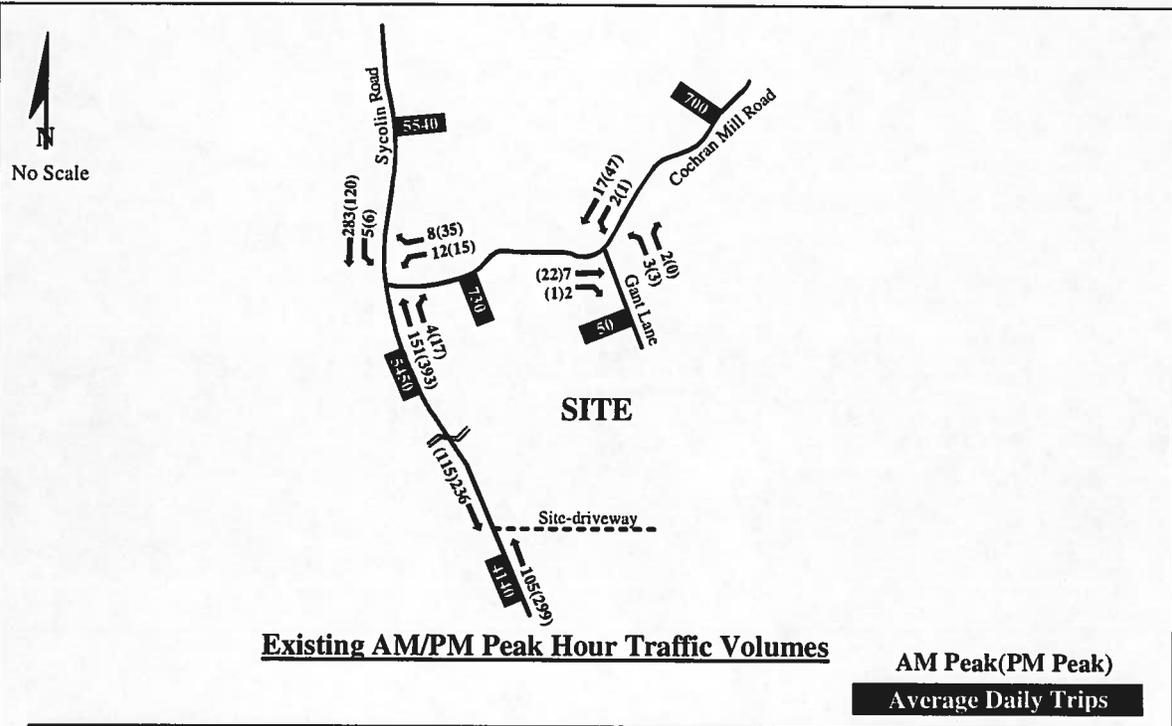


Figure 1 Existing Traffic Conditions

Table 1
2014 "Other Developments"
Trip Generation Summary

Code	Land Use	Annual	AM Peak Hour			PM Peak Hour			Weekday ADT	2011 Occupancy
			In	Out	Total	In	Out	Total		
I. 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	
II. 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	
III. Homewood Suites Hotel										
310	Hotel	18 Rooms	3	2	5	6	5	11	110	20%
	Total Trips		3	2	5	6	5	11	110	
IV. 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	
V. 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	
VI. 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	
VII. 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	
VIII. 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	83	138	1,330	
IX. 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	
X. 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	
XI. 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	
XII. 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	
XIII. 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	
XIV. 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	
XV. Belmont Glen Village (Reserve Property)										
210	Single-Family Detached	16 units	5	15	20	13	7	20	157	8%
	Total Trips		5	15	20	13	7	20	157	
XVI. Broadlands										
210	Single-Family Detached	165 units	35	105	140	110	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	
XVII. Play to Win Recreational Facility										
N/A	Indoor Recreational Facility	225,000 SF	28	22	50	252	149	401	3,592	100%
418	Soccer Complex	6 Fields	4	4	8	8	38	124	438	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	
XVIII. Village Center at Belmont Greene (Blomn Grocery)										
820	Retail	21,486 SF	38	24	62	109	116	227	2,499	20%
	Total Trips		38	24	62	109	116	227	2,499	
XIX. PAIW 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 Stonehill Secure Business Park, dated November 5, 2008, by Wells & Associates

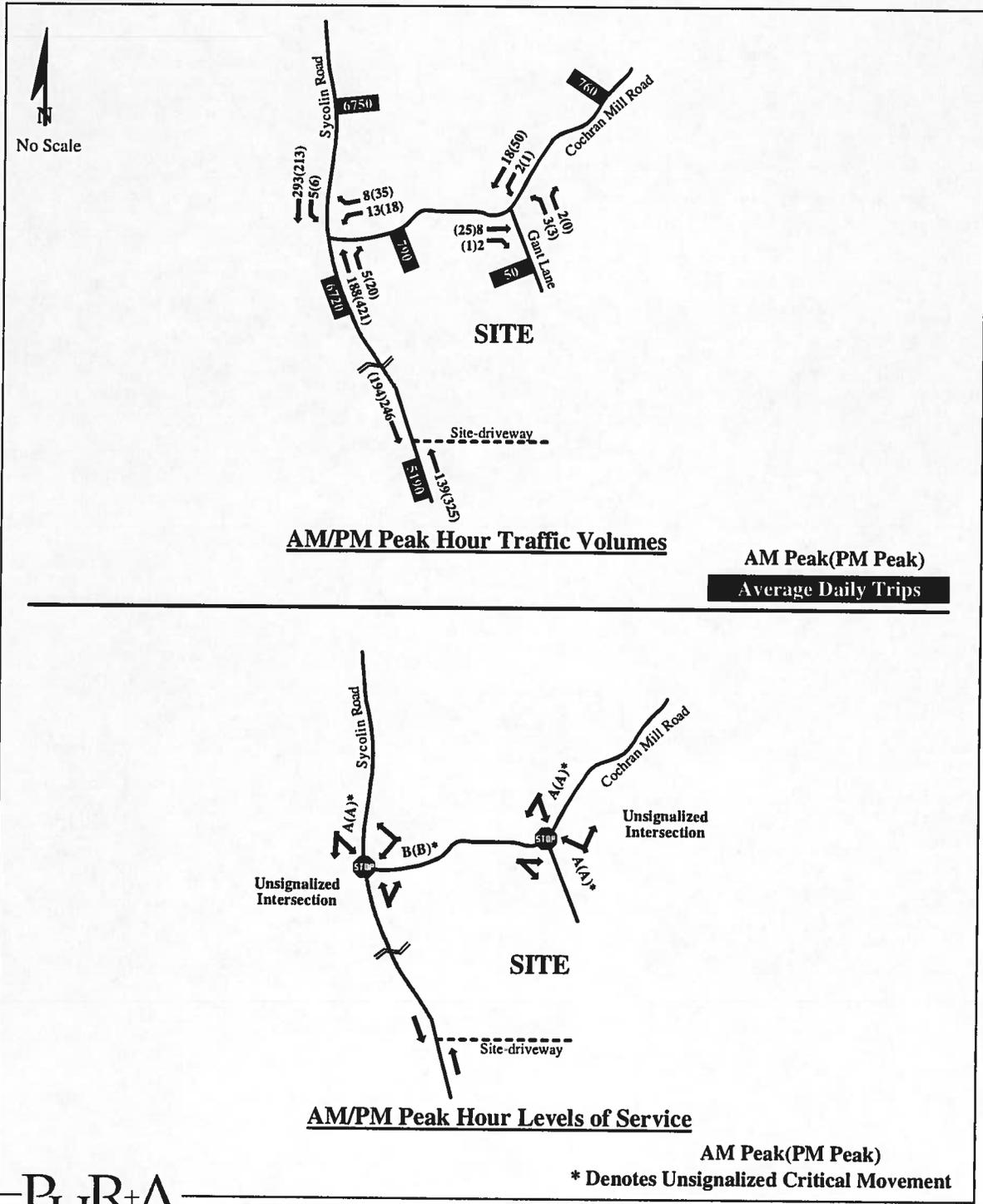


Figure 2

2014 Background Traffic Conditions

Site Trip Generation

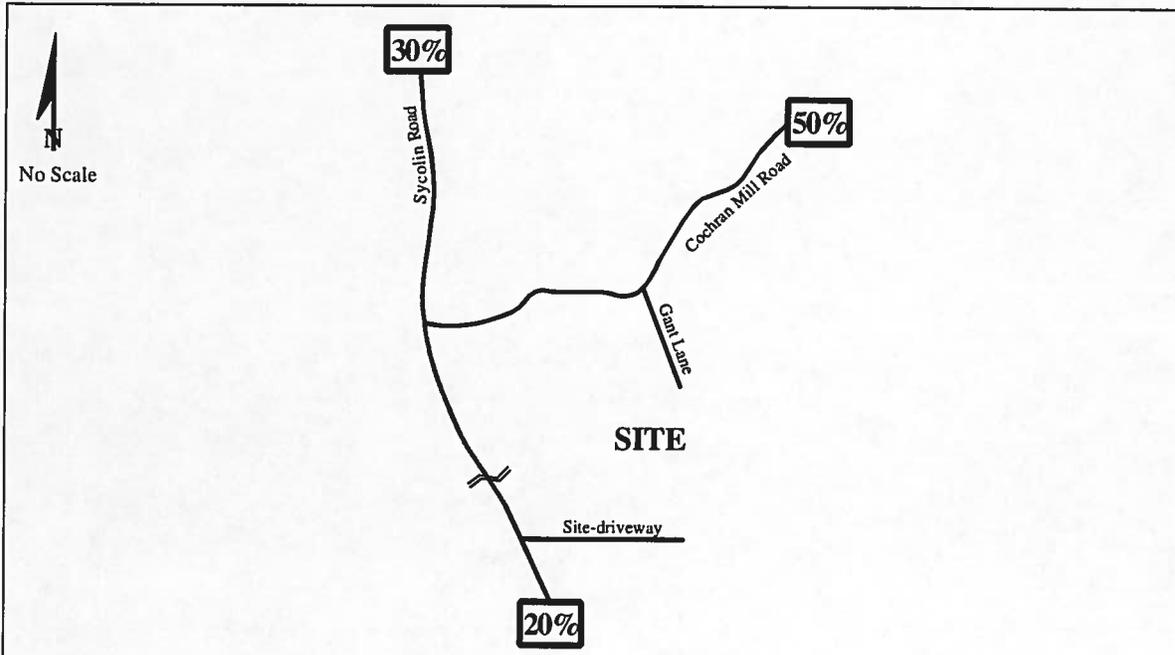
The development land uses would include Hybrid Energy Park located within the proposed MR-HI property, which would accommodate 25-full time employees. The development would generate a total of 89 daily trips. **Table 2** is provided below to show the peak hour trips associated with the proposed development.

Table 2
Hybrid Energy Park
2014 Trip Generation Summary

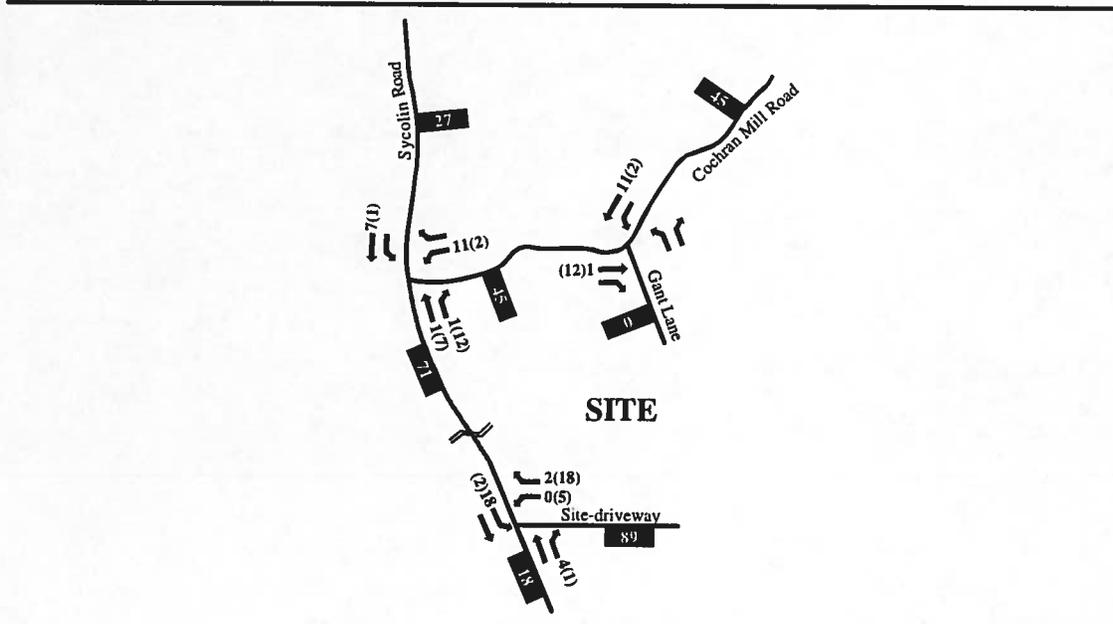
ITE CODE	Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
N/A	Hybrid Energy Park	25 Employees	22	2	24	3	23	26	89
		Total Trips	22	2	24	3	23	26	89

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.



Trip Distribution Percentages



Development-Generated Trip Assignments AM Peak(PM Peak)
Average Daily Trips



Figure 3 Trip Distribution and Trip 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.

Turn-lane Warrant Analyses

In order to determine the left-turn lane and right-turn lane requirements along Sycolin Road at the site-driveway, warrant analyses were completed per the "VDOT Road Design Manual". Accordingly, separate turn-lane or taper lane is not required along Sycolin Road at the site-driveway.

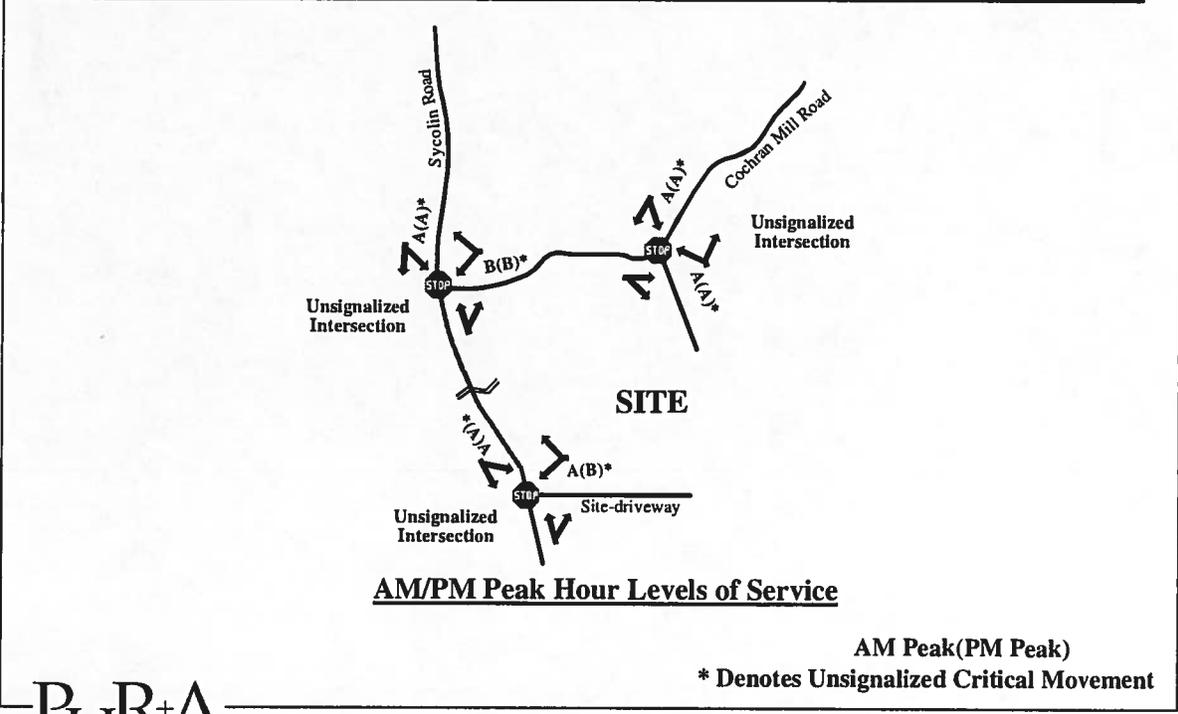
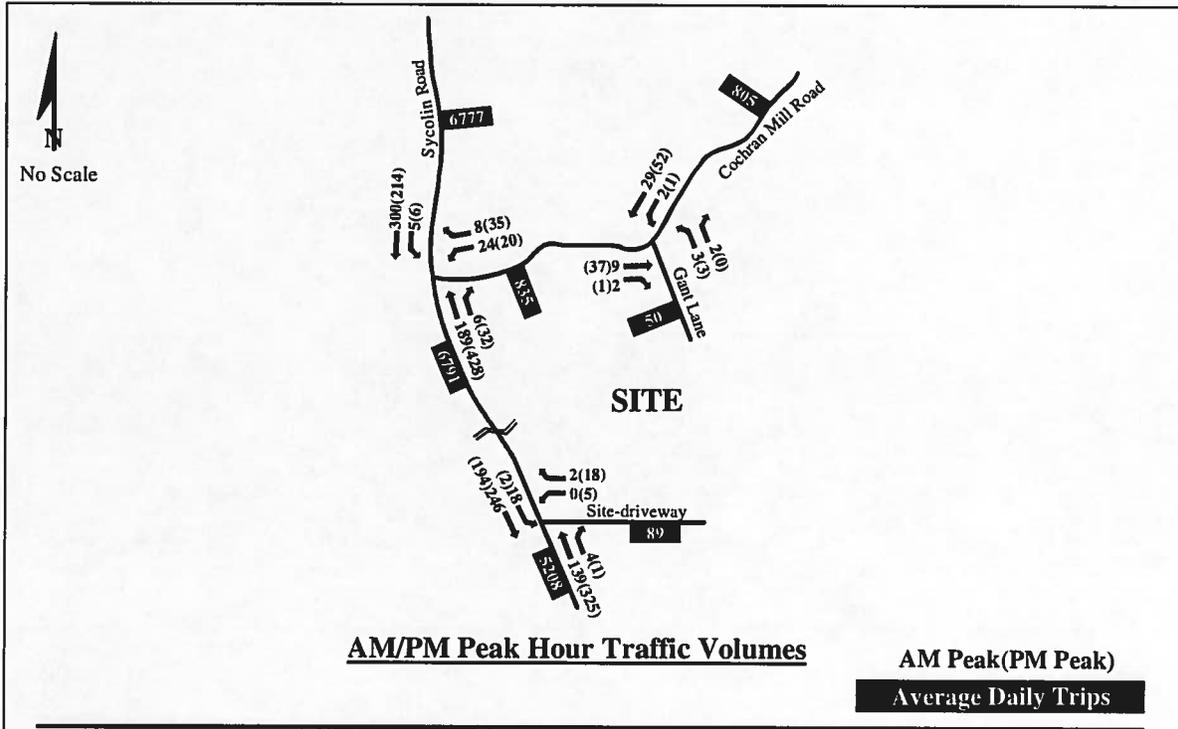


Figure 4

2014 Build-out Traffic Conditions

Conclusion

Based upon the HCS+ analysis, the study area intersections of Cochran Mill Road/Gant Lane, Cochran Mill Road/Sycolin Road and Sycolin Road/Site-driveway 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. No safety issues are identified at the study area intersections.

APPENDIX

Scoping Document



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Chantilly, Virginia 20151
Phone: 703.449.6700
Fax: 703.449.6714

Memorandum

To: George Phillips

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

From: John F. Callow

Date: February 12, 2010

Project Name/Subject: Hybrid Energy Park at Stonewall Business Park Development

PHR+A Project Number: 16206-1-0

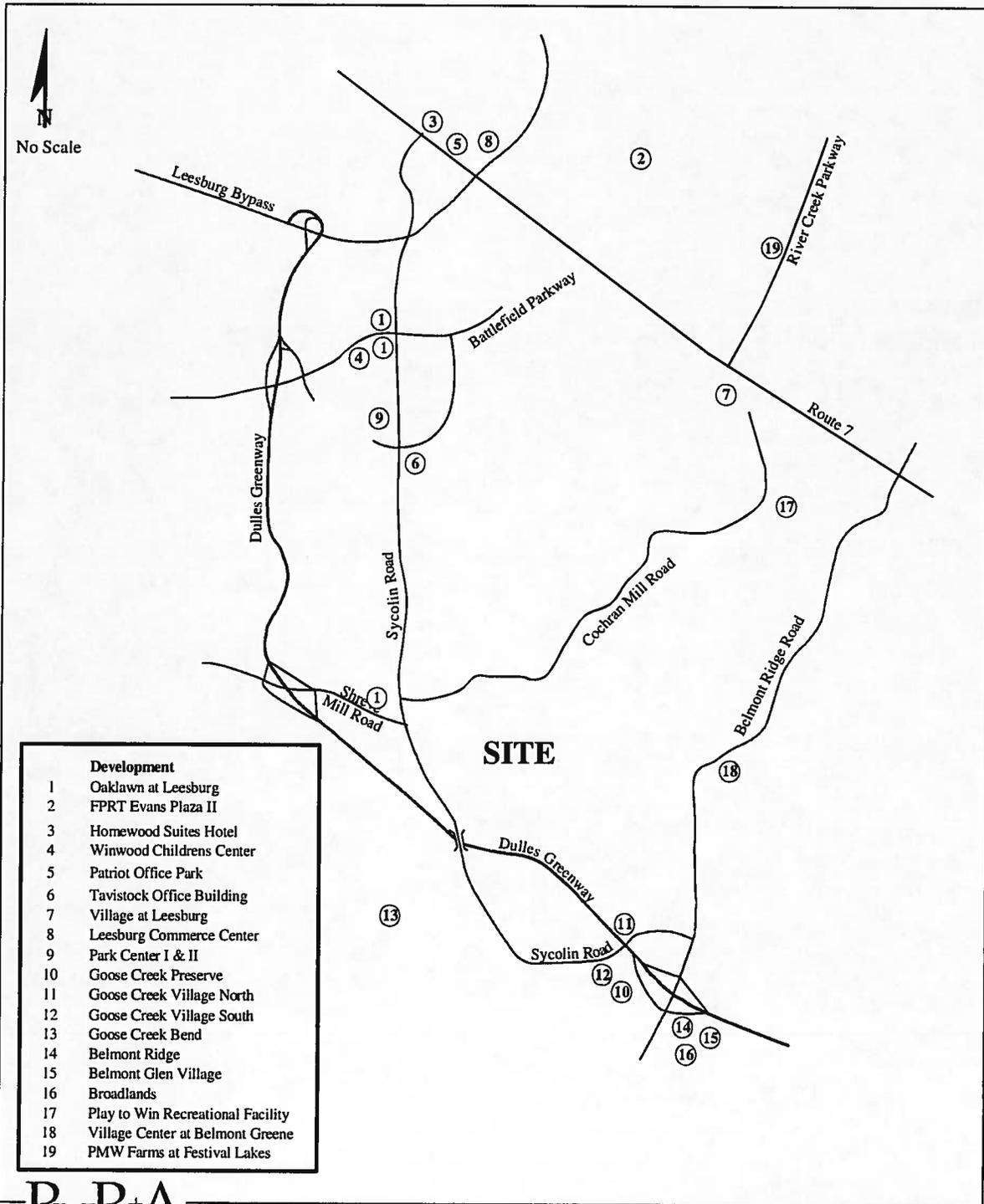
Patton Harris Rust & Associates (PHR+A) has prepared this document to summarize the scope and methodology for the proposed revisions to the Hybrid Energy Park Traffic Study, prepared by PHR+A, dated September 3, 2009. The September 2009 study was prepared to support the rezoning and special exception/commission permit applications for the proposed Hybrid Energy Park. That study will be amended to reflect the change in access to the site.

The revised study will specifically include the following:

- The site location and proposed zoning (MR-HI) would remain consistent with the aforementioned study.
- The development land use of Hybrid Energy Park located within the proposed PD-GI zoned portion of the Stonewall Secure Business Park would also remain the same as the last study.
- The assumptions for the future background developments trips would remain consistent with the aforementioned September 3, 2009 study.
- The trip distribution and mode choice criteria would also not change from the previous study.
- The development would support 25 full-time employees generating 89 daily peak hour trips as assumed in the previous study.
- The development acreage will be increased to 101 acres (increase of 10 acres) in the revised study in order to accommodate the proposed new private access road.
- Site access will be provided via a new private driveway to be located along the east side of Sycolin Road (Route 643), approximately 200 feet north of the Dulles Greenway bridge crossing. The previous study assumed a site access via Gane Lane located along the south side of Cochran Mill Road.
- The proposed site access will solely serve the Hybrid Energy Park. Access to the planned Loudoun Water Parcel 15 Facility will not be provided via this driveway.

Based on the aforementioned assumptions/criteria, the September 3, 2009 traffic study will be revised and weekday AM/PM peak hour analyses will be provided for the 2014 build-out traffic conditions at the intersections of Sycolin Road/Cochran Mill Road, Gant Lane/Cochran Mill Road and Sycolin Road/Proposed Site-driveway. Note that the existing and build-out traffic condition analyses will remain consistent with the September 3, 2009 study.

Background Developments



PHR+A

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 12
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	12
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	12
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	12
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 Hybrid Energy Park								
East/West Street: Cochran Mill Road				North/South Street: Sycolin Road				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
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	12
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	12
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	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	2/19/2010			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)		189	6	5	300		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	210	6	5	333	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)				24		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	26	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		34			
C (m) (veh/h)		1354		542			
v/c		0.00		0.06			
95% queue length		0.01		0.20			
Control Delay (s/veh)		7.7		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	Sycolin Rd & Cochran Mill Rd		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed				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)		428	32	6	214		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	475	35	6	237	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)				20		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	22	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		60			
C (m) (veh/h)		1055		486			
v/c		0.01		0.12			
95% queue length		0.02		0.42			
Control Delay (s/veh)		8.4		13.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	13.4				
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	2/19/2010			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)		9	2	2	29		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	10	2	2	32	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)		1607		973			
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	2/19/2010			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)		37	1	1	52			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	41	1	1	57	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	12
Lane Configuration		LT		LR				
v (veh/h)		1		3				
C (m) (veh/h)		1567		855				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay (s/veh)		7.3		9.2				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	PHR+A			Intersection	Sycolin Rd & Site-driveway		
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA		
Date Performed	2/19/2010			Analysis Year	2014 Build-out		
Analysis Time Period	AM Peak						
Project Description <i>Hybrid Energy Park</i>							
East/West Street: <i>Site-driveway</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)		139	4	18	246		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	0	154	4	20	273	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)				0		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	0	0	2	
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)		20		2			
C (m) (veh/h)		1422		890			
v/c		0.01		0.00			
95% queue length		0.04		0.01			
Control Delay (s/veh)		7.6		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 & Site-driveway			
Agency/Co.	PHR+A			Jurisdiction	Loudoun County, VA			
Date Performed	2/19/2010			Analysis Year	2014 Build-out			
Analysis Time Period	PM Peak							
Project Description <i>Hybrid Energy Park</i>								
East/West Street: <i>Site-driveway</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)		325	1	2	194			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	361	1	2	215	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)				5		18		
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	5	0	20		
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	12
Lane Configuration		LT		LR				
v (veh/h)		2		25				
C (m) (veh/h)		1197		628				
v/c		0.00		0.04				
95% queue length		0.01		0.12				
Control Delay (s/veh)		8.0		11.0				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.0					
Approach LOS	--	--	B					

Traffic Counts

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

EW 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		Total
6:30 - 6:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:45 - 7:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	10
7:00 - 7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	4
7:15 - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 - 7:45 AM	0	2	0	0	2	0	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	0	4
8:00 - 8:15 AM	0	1	1	0	2	1	0	1	0	0	0	0	0	8
8:15 - 8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	3
8:30 - 8:45 AM	0	2	1	0	3	1	0	0	0	0	0	0	0	9
8:45 - 9:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	12
AM Peak 15 Minute Traffic Volume														
8:45 - 9:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	12

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		Total
6:30 - 7:30 AM	0	11	0	0	12	0	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	0	26
7:00 - 8:00 AM	0	7	0	0	13	0	0	0	0	0	0	0	0	20
7:15 - 8:15 AM	0	5	1	0	16	1	0	1	0	0	0	0	0	24
7:30 - 8:30 AM	0	6	1	0	13	1	0	1	0	0	0	0	0	22
7:45 - 8:45 AM	0	6	2	0	13	1	0	2	0	0	0	0	0	24
8:00 - 9:00 AM	0	6	2	0	19	3	0	2	0	0	0	0	0	32
AM Peak Hour Traffic Volume														
8:00 - 9:00 AM	0	6	2	0	19	3	0	2	0	0	0	0	0	32
PM Peak Hour Factors												0.59	0.63	0.67

Trucks/Buses

8:00 - 9:00 AM	0	0	1	1	0	3	0	3	1	0	0	0	0	0	5
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 West					
	From North			From East			From East			From South			From South			From West			From West			From West		
	Left	Thru Cars	Thru Truck	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru Cars	Thru Truck	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	1	3	1	0	5	1	0	0	1	0	3	0	1	4	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	15	2	0	17	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	21
04:45 PM	0	16	0	0	16	1	0	0	1	0	8	4	0	12	0	0	0	0	0	0	0	0	0	29
Total	1	38	3	0	42	3	0	0	3	0	14	5	1	20	0	0	0	0	0	0	0	0	0	65
05:00 PM	0	10	0	0	10	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	14
05:15 PM	0	5	0	0	5	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	1	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	0	18	1	0	19	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	28
Grand Total	1	56	4	0	61	3	0	0	3	0	22	6	1	29	0	0	0	0	0	0	0	0	0	93
Approch %	1.6	91.8	6.6	0	65.6	100	0	0	3.2	0	75.9	20.7	3.4	31.2	0	0	0	0	0	0	0	0	0	0
Total %	1.1	60.2	4.3	0	65.6	3.2	0	0	3.2	0	23.7	6.5	1.1	31.2	0	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 West					
	From North			From East			From East			From South			From South			From West			From West			From West		
	Left	Thru Cars	Thru Truck	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru Cars	Thru Truck	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
04:15 PM	1	3	1	0	5	1	0	0	1	0	3	0	1	4	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	15	2	0	17	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	21
04:45 PM	0	16	0	0	16	0	0	0	0	0	8	4	0	12	0	0	0	0	0	0	0	0	0	29
05:00 PM	0	10	0	0	10	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	14
Total Volume	1	44	3	0	48	3	0	0	3	0	16	6	1	23	0	0	0	0	0	0	0	0	0	74
% App. Total	2.1	91.7	6.2	0	65.6	100	0	0	4.3	0	69.6	26.1	4.3	31.2	0	0	0	0	0	0	0	0	0	0
PHF	.250	.688	.375	.000	.706	.750	.000	.000	.750	.000	.500	.375	.250	.479	.000	.000	.000	.000	.000	.000	.000	.000	.000	.638