

Columbia Pike/ Washington Boulevard

Interchange Modification Report *UPDATE*

Appendix

Prepared for:



Federal Highway Administration
Eastern Federal Lands Highway Division

Prepared By:

Kimley»Horn

March 2020

Appendix A

Stakeholder Letters Regarding IMR Update



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

May 14, 2019

Cara Sydnor, PMP
Arlington National Cemetery
Southern Expansion Program Integrator
USACE, Norfolk District

Re: ANCSE Draft Traffic Analysis

Ms. Sydnor,

Thank you for the opportunity to review and comment on the ANCSE Draft Traffic Analysis dated April 15, 2019.

As you know, in a letter from the Commissioner to Ms. Katharine Kelley dated April 16, 2019 the traffic data in the previously approved IMR is old and does not incorporate new development planned or proposed. This must be done in order to complete a re-evaluation of the IMR previously approved by the Department.

Following are some specific comments on the Draft provided:

1. The study does not consider the impact of Amazon HQ2, the 9/11 Visitor's Center, changing development along Columbia Pike and the Southern Gateway to Arlington National Cemetery. The study builds the 2040 traffic projections for multiple scenarios using the IMR study traffic volume as base, VDOT historic traffic data, and the Metropolitan Washington Council of Governments (MWCOG) Version 2.3.57 regional travel model which lacks the Amazon HQ2.
2. Current traffic count data was only collected in 2018 from three (3) intersections for this study. For the rest of the intersections, traffic forecast from the Columbia Pike/Washington Blvd IMR was used. However, the forecast for the IMR was based on traffic count data collected from 2012-2014, which is at least 5 years old at this time. Per TOSAM, the appropriate age of traffic count data is two years.

Ms. Cara Sydnor

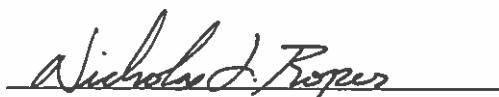
May 14, 2019

Page 2

3. VISSIM was selected as the appropriate software for the Columbia Pike/Washington Blvd IMR, but Synchro was used for this study. Since the analysis results from Synchro and VISSIM are different, the improvements/mitigations proposed in the IMR and this study are on different basis. What's the particular reason/justification of not using VISSIM for this study?
4. “Equivalent” LOS is used in the report. Please note “equivalent” LOS is based on the MOE’s generated from microsimulation software. For Synchro output, no need to label LOS as “equivalent”.
5. The study indicates that gate inspection may potentially cause entering traffic queue spills back onto S Joyce St. Details about the impact on traffic operation on S Joyce St, the intersection of S Joyce St and Columbia Pike, Columbia Pike, as well as necessary mitigations should be looked into and discussed in the study.
6. Since this study serves as a validation for the Columbia Pike/Washington Blvd IMR as indicated in the report, the following should be addressed as well.
 - a. Traffic impact on the operation of the interchange and freeway.
 - b. Changes/updates needed to the conceptual signing design.

If you have any questions regarding the above comments, please contact Steve Bates at 703-259-2949 or via email Stephen.bates@VDOT.Virginia.Gov.

Sincerely,


Nicholas J. Roper, P.E.
District Project Development Engineer



DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation & Development Services

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3344 FAX 703-228-3594 www.arlingtonva.us

April 21, 2019

Ms. Cara Sydnor, PMP
Arlington National Cemetery
Southern Expansion Program Integrator
USACE, Norfolk District

Subject: Arlington's comments on the ANCSE Draft Traffic Analysis

Dear Ms. Sydnor,

Thank you for the opportunity to comment on the ANCSE Draft Traffic Analysis. Arlington recognizes its location in the regional transportation network and takes its stewardship role of our multimodal transportation system very seriously. Our multimodal transportation infrastructure and services are used by our 226,000 residents, 227,000 workers, businesses and institutions such as ANC and the Pentagon, visitors and through travelers every day. Our comments are organized in two sections. The first are the macro-level comments on the analysis. These are described below. The second is a more detailed set of review comments that are captured in Attachment A.

First, the current draft traffic study lacks any appropriate framing of Columbia Pike and its regional connections in the assessment. We recommend the inclusion of this framing. Columbia Pike and the connections with Joyce Street and Washington Boulevard is extremely important to the community and the regional transportation network. This segment of Columbia provides the dominant connection for transit service to Pentagon City and is one of only two primary routes that service the Pentagon. This link is used by over 500 Metrobus and ART public transit trips per weekday and carries upwards of 10,000 persons per weekday. We fully expect both the number of buses and ridership to grow as both the Columbia Pike Corridor and the Pentagon City/Crystal City/Potomac Yard continue to develop. This segment also provides the only direct pedestrian and bicycle connection from Central Arlington south of Arlington Boulevard and the Columbia Pike Corridor to the Pentagon, Pentagon City/Crystal City/Potomac Yard and to the District of Columbia, especially important for visitors accessing the growing number of memorials in the vicinity of the Pentagon and ANC. This segment is an important vehicular connection between the Columbia Pike Corridor and the Pentagon, Pentagon City/Crystal City/Potomac Yard and to other regional transportation links. It also serves as an important emergency access route for the Pentagon and the above referenced neighborhoods and will serve as a major walk-out corridor in an emergency situation that affects the Pentagon and other major centers south and east of I-395. This corridor needs to be designed to be highly functional and attractive for all users including the Cemetery.

Second, the draft traffic study is based on the outcomes of an aging IMR, which was conditionally approved by VDOT. While this IMR preparation was led by Arlington with substantial input by ANC, VDOT and other agencies, it does not fully address the changed conditions that we face today. It did not capture the proposed relocation of the ANC maintenance facility and its associated trips to the current proposed location, nor did it include any proposed vehicular access or estimated vehicular trips for the current proposed site of the 9-11 Memorial Visitor Center, now planned for the southwest quadrant of the interchange. It also did not reflect the more recent major land use changes that are planned in Pentagon

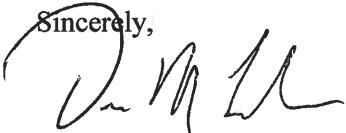
City where a major corporation is moving forward with plans for new construction of a 4.2 million square foot office campus that will equal the employment of the Pentagon within 12 years. In addition, Arlington has experienced a surge of bicycle and scooter use in the last 12 months that is triggering a reassessment of the adequacy of our sidewalk and bicycle infrastructure throughout the County inclusive of Columbia Pike and Pentagon City/Crystal City. We believe that it is in the best interest of all stakeholders to issue an update of the IMR to reflect these changed conditions.

Third, the draft traffic study uses a simple Synchro analysis that is only focused on vehicle traffic. Columbia Pike and Joyce Street are intensely multimodal and expected to become more so over time. In the peak travel period, buses run every 3-4 minutes. Any back-ups on Columbia Pike or Joyce Street due to the proposal could have major negative impacts on Metrobus and ART service. This is of particular concern at the Joyce Street access where all vehicles will have to be processed through security. Arlington recommends VISSIM as the appropriate tool which could be integrated with the VISSIM model for Pentagon City/Crystal City/Potomac Yard. VISSIM will also be able to capture current and future non-motorized trips in the study area.

Fourth, it appears that the methodology for sizing the parking garage south of Columbia Pike isn't fully grounded. The major stated driver of this parking garage is the replacement of the unregulated on-street parking on Southgate Road, 159 spaces of the 244 proposed for this garage. Most of this parking appears to be spill-over from Joint Base Myer Henderson Hall and the Pentagon, with a few commercial vehicles added to the mix. None of these user groups would be likely parkers in a secure garage on ANC grounds. In addition, the ANC employee parking information is based on existing facilities that are not easily transit accessible. The proposed facility location is immediately adjacent to very high frequency bus service with direct connections to the Pentagon and Pentagon City Metrorail Stations. This section of the analysis needs further development.

Our more technical comments on the draft analysis are captured in Attachment A. Given the breath of issues identified in this review, we find that the overall study is deficient and cannot reliably identify the potential and probable impacts of the project, and the appropriate mitigation measures. Additional effort will be needed to revise this study to fully address these issues. Please feel free to contact me if you have any questions.

Sincerely,



Dennis M. Leach, Director
Division of Transportation & Development Services

cc: Mark Schwartz, County Manager, Arlington County
Michelle Cowan, County Assistant Manager, Arlington County
Stephen MacIsaac, County Attorney and Deputy, Arlington County
Brian Stout, Legislative Liaison, County Managers Office, Arlington County
Hui Wang, Bureau Chief, DES-Transportation TE&O, Arlington County
Susan Finotti, Project Manager, DES-Transportation, Arlington County
Tim O'Hora, Assistant Bureau Chief, DES-Real Estate, Arlington County

Attachment A: Arlington Transportation Engineering & Operations: Design Team & Signal Team Comments on the ANC Southern Expansion Draft Traffic Analysis

- The study used the IMR buildout year 2040 scenario as the base scenario. The IMR was done with different build scenario, it can't be used as a valid baseline. A current year, 2017 or 2018, should be used for base scenario.
- Include all related traffic data assessments in the appendix – including the traffic counts conducted in October 2018, Southgate Road parking occupancy data
- A trip-generation table showing existing trips based off the driveway counts shall be included as well as a proposed trip generation based on an ITE Land Use code that is most similar to the site – the Park Land Use and existing staff numbers/expansions is not sufficient. The Operations Complex should account for all potential trips (person trips preferably) based on square footage in order to account for other potential future department expansions, etc.
- The Signals Team will review the signal warrants but considerations to spacing of signalized intersections should be taken into consideration as intersections that are placed too closely affect the progression of a corridor.
- Since 2015 – the Arlington County Crosswalk Guidelines have been updated. Please validate proposal against the most recent County Crosswalk guidelines.
- Provide additional justification or methodology on the assumption of 40 to 50 peds/hour at Intersection 4. This can be done through visitor parking data for the Air Force Memorial during peak times.
- Provide methodology on ADT estimates from 2015 to 2040 for Columbia Pike and Southgate Road. We assume it's based off the IMR – but please confirm.
- Consider the impact of security checks at the gate and driver dwell times that may cause queuing onto South Joyce Street. Provide adequate storage for vehicles on-site to prevent possible spill-over into the travel lanes of S. Joyce Street
- Please provide a “volume removed” diagram for all intersections reflecting the current service complex closing; and a “volume added” diagram reflecting the volume introduced by the new complex and gates.
- From the turning volume graphics (B-3/B-4), the recommended operation is right in right out at the S Joyce St gate. However, the right-out volume from the complex is shown as 0. Please check the data and/or the trip distribution.

- From the turning volume graphics (B-2/B-3/B-4) The directional volume of 6 and 8 shows discrepancy of traffic heading west and east on Columbia Pike. Are some of the volume right out from gate 8 making u-turns at the next intersection? The turns heading in the WB direction on Columbia Pike from Intersections 6 & 8 should be accounted for.
- From the report – 80% of the personnel at the Operations Complex drive and park meanwhile 21% take MetroBus or Carpool. The auto mode split is high today for Colombia Pike when compared to other sites – this study should have mitigation measures on how to lower the auto mode split and increase transit, bike, walk modes through improvements in accessibility, transit, etc. The proposed operations complex has 3-minute peak period bus service connecting to the Pentagon City Metro Station
- All of Arlington's current Traffic Studies are now incorporating multimodal assessments and this study shall conform to the Multimodal Transportation Assessment (MMTA) needs such as:
 - a. Multimodal trip generation
 - b. Curbside management information
 - c. Transit Facilities
 - d. Transit Ridership (As available, to be provided by Arlington County)
 - e. Bike/pedestrian facilities
 - f. Multimodal Initiatives
 - g. Bus services within the study area
- New Operations Complex Parking Demand – The report does not include any reduction in parking spaces in factoring in Columbia Pike Transit Service. Considering the availability of high frequency of transit on Columbia Pike; the mode choice should have been impacted heavily.
- SYNCHRO Models: The County did not get a chance to review or approve the proposed SYNCHRO models used for the analysis (i.e. the County is running a cycle length of 130 seconds along Columbia Pike and the report shows 120 second cycle length in the future)
- The report mentions that traffic impact due to the Pentagon Memorial Visitor Education Center (PMVEC). The proposed memorial will use S Joyce St; which will increase traffic impacts. These impacts should be accounted for in the study
- Proposed mitigation at Columbia Pike and Washington Boulevard ramps – the proposed right two lanes to Washington Blvd ramps need to be reconsidered if pedestrians/cyclists are foreseen to traverse in this area or cross the roadway with direct conflict with the dual-rights.

Appendix B

Framework Document and Letters of Support



FINAL

Revisions

**Arlington National Cemetery Southern Expansion (ANCSE) and
Defense Access Road (DAR) Projects**

Columbia Pike/Washington Boulevard Interchange Modification Report (IMR) Update

FRAMEWORK DOCUMENT

1. INTRODUCTION

For the Federal Highway Administration (FHWA) and Arlington National Cemetery (ANC) to move forward with their respective projects—ANC Southern Expansion (ANCSE) and the associated Defense Access Road (DAR) project to realign Columbia Pike—an update is needed to the previously completed Interchange Modification Report (IMR) for the Columbia Pike/Washington Boulevard interchange (adjacent to the Pentagon). This document outlines the approach FHWA Eastern Federal Lands Highway Division (EFLHD) will take to complete this IMR update, in close coordination with the Virginia Department of Transportation (VDOT), Arlington County, ANC, and the U.S. Army Corps of Engineers (USACE), collectively the “Project Partners.” The intent of this document is to confirm consensus from the Project Partners on the IMR update approach and to set up efficient processes for reviews by the Project Partners of IMR update submittals. The desired outcome of these processes is the approval of the IMR by VDOT [and FHWA] as an essential step in implementing the ANCSE and DAR projects.

2. BACKGROUND

Arlington County, in close coordination with VDOT, originally completed the IMR for the Columbia Pike/Washington Boulevard interchange near the Pentagon. The need for the interchange modification was a result of Arlington County’s desire to realign and improve the operation and safety of Columbia Pike and of ANC’s desire to expand southward to gain more contiguous burial space. The IMR was conditionally approved by VDOT in November 2017. (It should be noted that approval authority was granted to VDOT by FHWA given that this interchange is not on the interstate system.)

While the IMR was approved in 2017, it was initiated in 2014 and relied on traffic data collected from October 2011 through October 2014. The IMR was finalized with the knowledge at that time of the ANCSE project, including the ANC Maintenance Complex remaining in its current location and the proposed Pentagon 9/11 Memorial Visitors Center site in the northwest quadrant of the interchange. The revised ANCSE plan includes relocating the maintenance complex to the land south of Columbia Pike, opposite the Air Force Memorial. The proposed site of the Pentagon 9/11 Memorial Visitors Center has also moved to the southwest quadrant of the interchange.

The IMR also was finalized prior to the awareness of major land use changes in Pentagon City, on the southern edge of the IMR project area. These major land use changes are being driven by Amazon's November 2018 selection of Pentagon City, Crystal City, and Potomac Yards for its second headquarters (Amazon HQ2). Amazon is moving forward with redevelopment of several parcels of land. In addition, several other companies and institutions are also moving forward with redevelopment plans, directly or indirectly spurred by the Amazon HQ2 development, also known as the "Amazon effect."

In support of the ANCSE project, a traffic study was prepared in April 2019 to update the IMR and reflect the changes to the ANCSE development plan (including the location of access points and parking facilities). The April 2019 traffic study cited the 2017 IMR as a source of the underlying traffic data.

Recognizing the age of the underlying traffic data and considering traffic impacts related to the "Amazon effect," VDOT and Arlington County have both indicated to ANC that the IMR should be updated and resubmitted for approval as a condition for moving forward with the ANCSE project and inherently the DAR project. Of note, the ANCSE Environmental Assessment (EA) is being done under the National Environmental Policy Act (NEPA) and includes in its scope both the expansion of the cemetery and the DAR project elements. A Finding of No Significant Impacts (FONSI) will be issued **by ANC** for the ANCSE project and a FONSI will be issued by FHWA for the DAR project; however, **the FHWA FONSI** is dependent upon an IMR accepted by the Partner Agencies and approved by VDOT [and FHWA].

Given this background, this framework document has been prepared to identify the broad assumptions for the IMR update and to document the approach for the various analyses. This IMR update is being prepared to specifically respond to three project elements:

- Updating the existing condition traffic data and all analyses that build on this data
- Modeling future conditions land use and socioeconomic data (housing, employment, and population) to capture the impacts of the "Amazon effect" and updating the analyses that build on this data
- Updating study area analyses to account for **traffic and multimodal travel behavior** changes related to the evolving ANCSE plan of development and potential site of the proposed Pentagon 9/11 Memorial Visitors Center

It should be noted that the purpose and need for the interchange modification is unchanged. Therefore, other than updating the IMR to be reflective of current conditions and a revised vision of the future, all other IMR assumptions that governed the **2017 IMR** are generally considered to be valid. This perspective guides the contents of the framework document.

3. STAKEHOLDER ACCEPTANCE

The undersigned parties from concur with the Interchange Modification Report Methods and assumptions for the Columbia Pike and Washington Boulevard Interchange as presented in this document.

VDOT (Northern District):

Signature

Printed Name

Title

Date

VDOT (Central Office):

Signature

Printed Name

Title

Date

FHWA EFLHD

Signature

Printed Name

Title

Arlington National Cemetery

PELOQUIN, MICHAEL
Digitally signed by
PELOQUIN, MICHAEL.DAVID.10437
47882
Date: 2019.09.18 13:47:52 -04'00'

Signature

Printed Name

Title

Date

Arlington County

Signature

Printed Name

Title

U.S. Army Corps of Engineers

SYDNR,CARA,YVON
Digitally signed by
SYDNR,CARA,YVON.D1147832890
Date: 2019.09.18 13:49:35 -04'00'

Signature

Printed Name

Title

Date

- (1) Signing of this document does not constitute approval of the Columbia Pike and Washington Boulevard Interchange Modification Report (IMR).
- (2) All members will use this document as a guide and reference as the study progresses through the various states of project development. If there are any agreed upon changes to the assumptions in this document, a revised document will be prepared and signed by the parties who originally signed it.

4. PROJECT DESCRIPTION

Columbia Pike is a vitally important corridor for Arlington County and the Washington DC region. As stated in Arlington County's letter to ANC sent on May 21, 2019:

Columbia Pike (Route 244) and the connections with Joyce Street and Washington Boulevard (Route 27) is extremely important to the Arlington County community and the regional surface transportation network. This segment of Columbia Pike provides the dominant connection for transit service to Pentagon City and is one of only two primary highway routes that service the Pentagon. This link is used by over 500 Metrobus and ART public transit trips per weekday and carries upwards of 10,000 persons per weekday. It is anticipated that both the number of daily bus operations and average daily bus transit ridership will continue to grow as both the Columbia Pike Corridor and the adjacent Pentagon City/Crystal City/Potomac Yard areas continue to develop.

This roadway segment also provides the only direct pedestrian and bicycle connection from the Central Arlington County area south of Arlington Boulevard (Route 50) and along the Columbia Pike Corridor to the Pentagon, Pentagon City/Crystal City/Potomac Yard areas and beyond to the District of Columbia, via the Arlington Memorial Bridge. This linkage is especially important for visitors accessing the growing number of memorials located in the vicinity of the Pentagon and ANC.

Given the needs of the Project Partners and the traveling public, it is critical that the Columbia Pike corridor be designed to accommodate the multimodal needs of all users, from residents and visitors of Arlington County to the operational staff and visitors of Arlington National Cemetery, the Air Force Memorial, the future Pentagon 9/11 Memorial Visitor's Center, and the Pentagon. This critical importance extends to the operation and design of Columbia Pike's interchange with Washington Boulevard (Route 27), immediately west of the Pentagon.

The 2017 IMR prepared by Arlington County was the result of Arlington County's effort to realign the east end of Columbia Pike and included the modification of the Columbia Pike/Washington Boulevard interchange. The realignment of Columbia Pike was being driven by (1) the need to improve multimodal transportation safety and operations in this area and (2) to support the potential for land exchange between Arlington County, ANC, and the Department of Defense (DoD) for the expansion of the cemetery. Through on-going discussions, the stakeholders agreed that the realignment of Columbia Pike and the modification of the interchange would not only provide more contiguous land for ANC, but also would benefit local and regional traffic and transit operations and provide more direct pedestrian and bicycle connections to regional trails and to destinations in the area, including Arlington National Cemetery, the Air Force Memorial, a future Pentagon 9/11 Memorial, and many other destinations along Columbia Pike and in Pentagon City.

The preferred IMR alternative as identified in the 2017 IMR is shown in **Figure 1**.

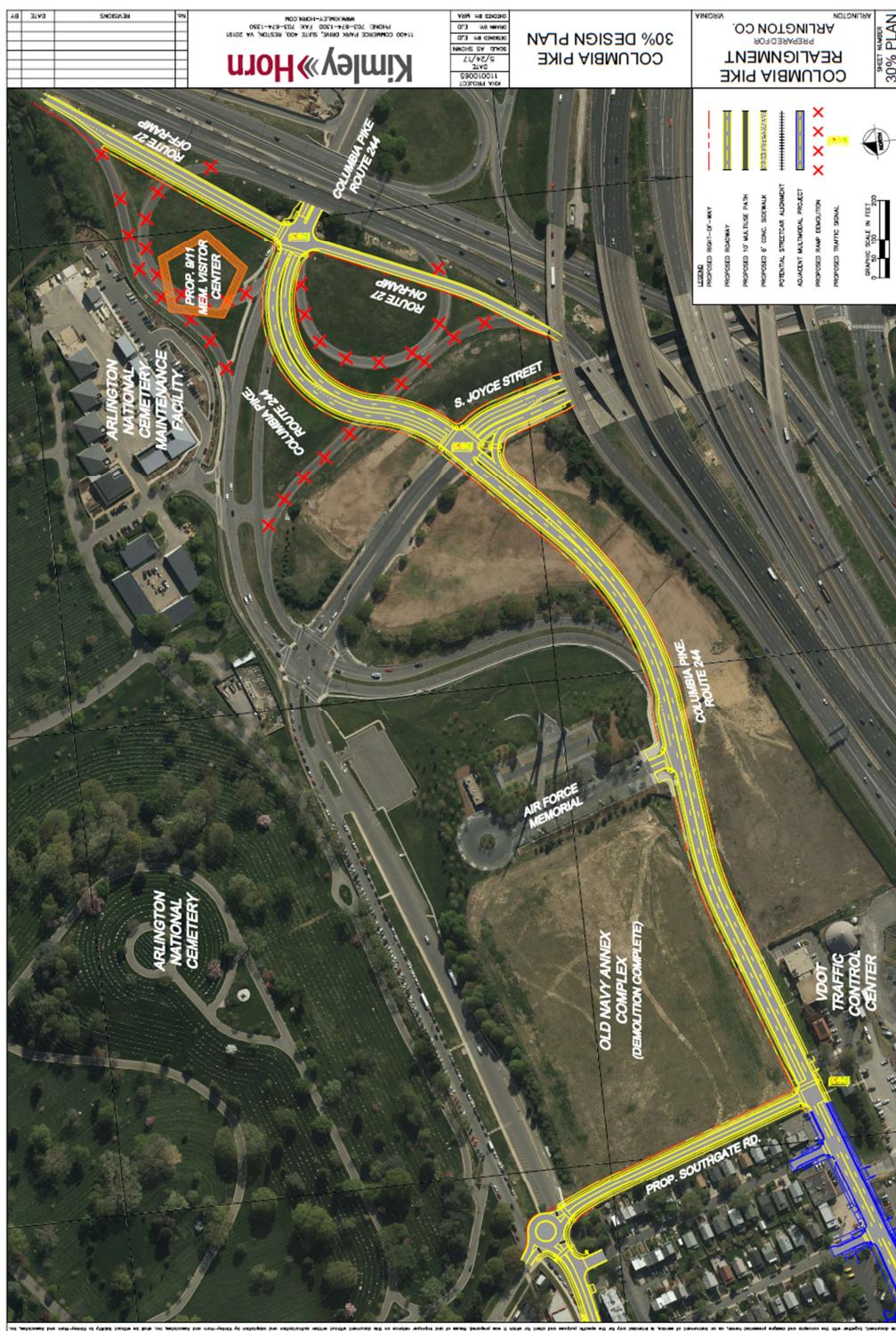
FINAL

Figure 1 – Interchange Modification Preferred Alternative (based on 2017 IMR)

The purpose and need of the 2017 IMR was stated as follows:

The rapid growth in the Northern Virginia Region has created a need for interchange modifications within Arlington County in the vicinity of the Pentagon and Arlington National Cemetery. The purpose of the interchange modifications and the complimentary realignment of Columbia Pike described in this IMR are as follows:

- *To improve safety and security*
- *To allow for more contiguous land for Arlington National Cemetery expansion (in concert with the previous demolition of Navy Annex facilities)*
- *To improve traffic and transit operations at signalized intersections*
- *To provide for more efficient pedestrian and bicycle access along Columbia Pike and through its interchange with Washington Boulevard*
- *To improve multimodal access to regional destinations and maintain consistency with the Arlington County Master Transportation Plan, Arlington County Multimodal Street Improvements Project, ANC expansion plans, and Pentagon 9/11 Memorial Visitors Center plans*

In April 2019, Arlington **National** Cemetery submitted the ANCSE Traffic Study to VDOT and Arlington County for review. This purpose of the traffic study was to:

- Document the findings of the traffic impact analysis for the change in the land use proposed by the Arlington National Cemetery (ANC) Southern Expansion project
- Serve as validation for the Columbia Pike/Washington Boulevard IMR completed in 2017 to ensure the planned improvements are still valid with the anticipated land use changes along Columbia Pike, and to determine if additional improvements are needed

The proposed land use changes includes relocating the existing ANC Service Complex to the south side of Columbia Pike; construction a parking garage on the site of the new Operations Complex (replacing the Service Complex) to provide parking spaces for ANC employees, replacing in-kind lost on-street parking spaces along S. Southgate Road, and replacing parking at the Air Force Memorial (AFM); and to construct addition access points along Columbia Pike and S. Joyce Street.

In April and May of 2019, VDOT and Arlington County submitted letters to ANC which questioned the continued validity of the 2017 IMR and its use as the basis for the ANCSE Traffic Study. Both agencies noted that the IMR must be updated to include the consideration of the future Amazon campus and related developments with respect to the changes these developments will have on housing, commuting, and other socioeconomic factors.

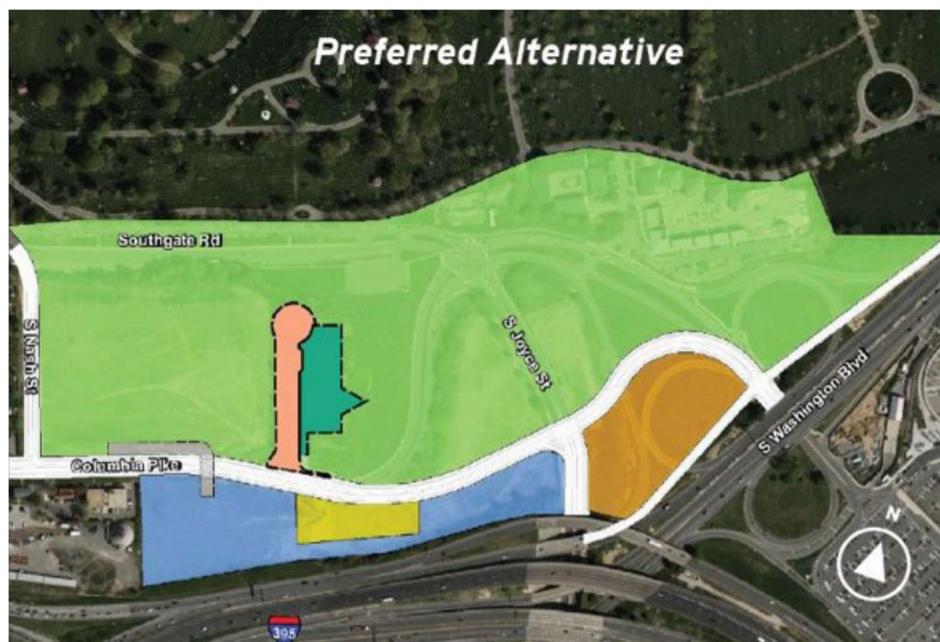
As part of the need to update the IMR, VDOT identified the following needs:

- Reflect an accurate understanding of travel demand and forecasted multimodal transportation needs
- Include projected traffic counts at proposed intersections along Columbia Pike taking into account development south of Columbia Pike including the proposed ANC service complex, the Pentagon 9/11 Memorial Visitors Center, and the Air Force Memorial
- Provide additional information with respect to the proposed southern gateway to ANC and its expected impact on traffic

In updating the IMR, Arlington County identified the following needs:

- Capture the proposed relocation of the ANC maintenance facility and its associated trips to the current proposed location
- Include proposed vehicular access and/or estimated vehicular trips for the current proposed site of the Pentagon 9/11 Memorial Visitor Center
- Reflect the more recent major land use changes that are planned in Pentagon City (i.e., the 4.2 million square foot Amazon Campus)
- Reassess the adequacy of sidewalk and bicycle infrastructure in response to a surge of bicycle and scooter use

Based on the stated needs by VDOT and Arlington County, EFLHD has initiated an effort to update the IMR as part of both the ANCSE and DAR projects. The ANCSE project Preference Alternative is shown in **Figure 2**.



LEGEND

| | | | |
|------------------------------|--|--|--|
| Proposed New Interment Area | | Future Visitor Education Center (by others) | |
| Proposed Parking | | Proposed Roadway Alignment | |
| Relocated Operations Complex | | Air Force Memorial (Monument to remain) | |
| Proposed Underpass | | Air Force Memorial Integrated Enhancement Area | |

Figure 2 – ANCSE Preferred Alternative

Note the proposed roadway alignments in Figure 2, which are essential to allow ANC to expand to the south. The roadway alignments comprise the DAR project and consist of the following elements:

- Realigned Columbia Pike
- Removal of a segment of S. Southgate Road and replacing it with a new S. Nash Street alignment
- Relocation S. Joyce Street intersection with Columbia Pike
- Modification of VA State Route 27 Interchange with Columbia Pike

These DAR project elements are shown with more detail in **Figure 3**.



Figure 3 – DAR ANCSE Preferred Alternative

The primary purpose of the IMR update, as identified in EFLHD's statement of work, is to interpret how the proposed alternative will perform operationally with respect to potential future year traffic and **future year multimodal travel behavior** related to anticipated increased private vehicle (SOV and HOV), public transportation, pedestrian and bicycle/scooter traffic demands, which may be generated by future land developments and future transportation infrastructure actions within the defined IMR study area. **Non-auto trips will be represented in VISSIM model based on pedestrian, bicycle, and vehicle classification counts were recorded at each study area intersection and along study area segments as part of the June 2019 data collection. The VISSIM analysis will also consider existing and programmed future transit routes.**

Future land use developments and transportation infrastructure changes may consist of the following and will be confirmed with VDOT and Arlington County prior to any analyses conducted as a part of this IMR:

- Future Amazon Headquarters office campus (anticipated to contain as many as 25,000 individual workers) that will affect the Pentagon City, Crystal City, and Potomac Yard area's current zoning and traffic generation, in the context of former BRAC areas
- Additional land development activities related to the Amazon HQ2 campus (the "Amazon effect") and allowed by Arlington County
- Relocation of the future Pentagon 9/11 Memorial Visitors Center site to the currently proposed Project Columbia Pike realignment and intersection with Joyce Street
- Realignment of access ramps to and from the Washington Boulevard (Route 27) grade-separated interchange with Columbia Pike (Route 244)
- S. Nash Street replacement for S. Southgate Road intersection with Columbia Pike; and
- Entrances along Columbia Pike to the ANC's relocated service complex, the Air Force Memorial site including pedestrian crossing from the relocated ANC Service Center to and from the Air Force Memorial, and the Pentagon 9/11 Memorial Visitors Centre site

5. POLICY POINTS

As detailed in VDOT Location and Design I&IM 200.9, FHWA's decision to approve an IMR request is dependent on the proposal satisfying and documenting the following 8 Policy Point requirements documented in FHWA's Interstate System Access Informational Guide. It is assumed that the purpose and need for the IMR has not changed. Accordingly, it is anticipated that the responses to the policy points will be consistent with the previously submitted IMR.

Responses to specific policy points will be updated where relevant based on the updated traffic, land use, and/or socioeconomic data that are the subject of this IMR update. The partial responses to the policy points, as included in the **2017 IMR** as listed below:

Policy Point 1: Need for the Access Point Revision

The request documented in this report is to provide a modification/reconfiguration of the access point at the Columbia Pike/Washington Boulevard interchange. The purpose and need for this interchange modification, as identified above, is not adequately satisfied by the existing interchange

configuration. Land use needs, specifically the contiguous southern expansion of the ANC property in order to provide more usable burial space, are limited by the current intersection configuration.

Maximization of usable and contiguous southern burial space for ANC can only be accomplished by the combined realignment of Columbia Pike, relocation of Southgate Road, and modification of interchange ramps. The modification of interchange ramps also creates developable space for a potential 9/11 Memorial Visitor Center.

The geometric limitations of the existing Columbia Pike alignment (steep grade and limited eastbound and westbound sight distances at the intersection with Joyce Street) contribute to operational issues and potential safety concerns. In the absence of the realignment of Columbia Pike and the interchange modification, these geometric issues, combined with the growth of study area traffic volumes, contribute to greater operational issues for the arterial street network and potential queue spillback that could impact Washington Boulevard.

It is anticipated that there will be no significant changes to this policy point response as a result of the IMR update.

Policy Point 2: Reasonable Alternatives

Nine unique Columbia Pike realignment and interchange modification alternatives were developed and considered as part of this effort. The alternatives were assessed using high-level screening evaluation criteria and a fatal flaw analysis. Out of all reasonable alternatives, a group of stakeholders which included the County, ANC, and VDOT identified a tight diamond configuration as the best and most reasonable alternative to achieve the purpose and need described above. It was recognized that a diamond interchange configuration could simultaneously provide the greatest amount of usable, contiguous burial space for the County while enhancing or at least preserving both interstate (i-395), limited access highways (Washington Boulevard), and arterial traffic operations.

The specific needs of this interchange modification cannot be adequately satisfied by transportation system management (TSM) or minor geometric revisions. TSM would not provide any additional contiguous space for the Cemetery nor are minor geometric revisions and traffic signal timing adjustments sufficient to accommodate the projected increase in study area traffic volumes.

The response to this policy point may be slightly updated to account for any design refinement resulting from the IMR update.

Policy Point 3: Operational and Collision Analyses

The response to this policy point will be significantly updated as a result of the IMR update.

Policy Point 4: Access Connections and Design

The proposed interchange modification will continue to provide for all traffic movements between Columbia Pike and Washington Boulevard. The interchange modifications associated with the preferred build alternative are expected to meet or exceed current design standards from the VDOT Road Design Manual and AASHTO A Policy on Geometric Design of Highways and Streets (the Green Book).

It is anticipated that there will be no significant changes to this policy point response as a result of the IMR update.

Policy Point 5: Land Use and Transportation Plans

The preferred build alternative is consistent with the Arlington County Comprehensive Long Range Plan. In addition, the preferred alternative complements the recent effort to prepare the Pre-Final Environmental Assessment Pentagon Master Plan Update and efforts to prepare the Programmatic Environmental Assessment for the Arlington National Cemetery Real Property Master Plan. The proposed interchange modification and associated realignment of Columbia Pike is compatible with the ongoing multimodal planning and design effort along Columbia Pike.

It is anticipated that the response to this policy point will be updated to describe how the interchange modification operates with respect to the “Amazon Effect” and other future land use changes that are the subject of this IMR update.

Policy Point 6: Future Interchanges

The interchange of Route 110 and Washington Boulevard is 0.55 miles north of the subject interchange. The western interchange of Columbia Pike and Washington Boulevard is 0.78 miles south of the subject interchange. Improvements to the bridge over the western interchange between Columbia Pike and Washington Boulevard were recently completed. Improvements to the bridge over the interchange of Route 110 and Washington Boulevard are under construction but will have no direct impact on capacity or traffic operations in the area. Additionally, the subject modifications have no direct impact on I-395.

It is anticipated that there will be no significant changes to this policy point response as a result of the IMR update.

Policy Point 7: Coordination

This interchange modification is the result of coordination between VDOT, ANC, and Arlington County. The purpose and need for the IMR was jointly developed to address current and future operational needs as well as provide for a much needed land agreement that increases the amount of contiguous burial space for ANC. The need for this modification and its resulting improvement to study area traffic operations and land use is supported by all relevant stakeholders.

Additional public involvement will be addressed in a separate but related NEPA effort.

It is anticipated that there will be no significant changes to this policy point response as a result of the IMR update.

Policy Point 8: Environmental Processes

Any major access project using federal funds will require compliance with all National Environmental Policy Act (NEPA) regulations. A NEPA document with all necessary environmental analysis and documentation must be completed before FHWA will fully approve an IMR study. As part of this

study, an environmental review using NEPA and State Environmental Review Process (SERP) procedures was conducted to identify and map known environmental resources and potential constraints. The preferred build alternative was reviewed for environmental impacts. Based on this review, there are no environmental fatal flaws or factors that would prohibit the construction of the preferred alternative.

This analysis is not intended to provide extensive examination of environmental and community impact issues that will be accomplished in the NEPA process but describes any known controversies or issues of community concern associated with this or related projects.

It is anticipated that an updated Environmental Assessment may be address as a separate but related update. The IMR update will consider an updated environmental due diligence and existing conditions review.

6. ANALYSIS YEARS / PERIODS

The base year (existing) for analysis will be 2019 with an assumed opening year of 2025. The design year identified for this project is 2045. The peak periods for analysis will consist of a morning (AM) peak hour between 6:00 – 9:00 AM and an evening (PM) peak hour between 3:00 – 7:00 PM. The determination of the specific peak hours within the peak periods will occur following the analysis of traffic data. Traffic data (intersection turning movement counts, hourly traffic volumes, queuing, and travel time runs) were collected in June 2019 per a data collection plan approved by VDOT and Arlington County.

7. ANALYSIS SCENARIOS

Based on the scope of the project, the assumed measures of effectiveness, and guidance provided in the VDOT's Traffic Operations and Safety Analysis Manual (TOSAM) – Version 1.0, the study team recommends the use of the VISSIM. Analyses will be performed for the following combination of years and geometric conditions:

- Existing (2019) – AM and PM peak hours (2 VISSIM models)
- No-Build – Opening (2025) and Design Year (2045) – AM and PM peak hours (Up to 4 VISSIM models)
- Build – Opening (2025) and Design Year (2045) – AM and PM peak hours (Up to 4 VISSIM models)

SYNCRHO will be used for the purposes of balancing volumes and developing/testing signal timing. Balanced volume and developed signal timings will be imported into VISSIM for analysis.

It is noted that TOSAM Version 2.0 may be in effect prior to the delivery of the IMR Update. VISSIM calibration and analysis conducted under this IMR Update will be aligned to the most current understanding of the anticipated TOSAM Version 2.0 changes. Deviations from TOSAM Version 1.0 will be documented.

Based on the 2017 IMR, all reasonable alternative intersection configurations have been eliminated as part of a fatal flaw analysis. As such, the IMR update will consider the analysis of the preferred alternative (**a tight diamond interchange configuration**) only, consistent with the approach identified in the previous IMR. Similarly, no TSM alternatives will be specifically examined as part of the IMR update due to the reasons identified in the response to Policy Point 2. **It is noted that the specific lane and signalization requirements of the preferred alternative will be determine/confirmed as a result of the IMR Update. Specifically, the IMR Update will evaluate whether the southbound off-ramp requires a second right turn lane as shown in the April ANC Traffic Study.**

8. PROJECT STUDY AREA

The project is located along Washington Boulevard (Route 27) and Columbia Pike. The project limits are Washington Boulevard (Route 27), Columbia Pike, Pentagon South Parking area, and the on and off ramps within and from Columbia Pike/Washington Boulevard interchange. In addition, the I-395 on and off-ramps to and from Washington Blvd and the Pentagon South Parking area are also included. The Project is bounded by DoD owned roadway and land to the east, the Air Force Memorial to the west, and I-395 to the south. The IMR Update study area is shown in **Figure 4** and includes the following facilities, interchange ramps, and intersections:

Facilities

- Northbound and southbound Washington Boulevard from I-395 to Route 110
- Eastbound and westbound Columbia Pike from S. Oak Street to the Pentagon parking lot
- Northbound and southbound S. Joyce St from north of Columbia Pike to south of Army Navy Drive
- Eastbound and westbound Army Navy Drive from west of S. Joyce St to east of Pentagon City Mall parking lot

Interchange Ramps

- Columbia Pike and Washington Boulevard – interchange ramps

Intersections

- Columbia Pike / Rotary Road
- Columbia Pike / **Future ANC Driveway**
- Columbia Pike / S. Joyce St
- Columbia Pike / Air Force Memorial Driveway
- Columbia Pike / VDOT Driveway
- Columbia Pike / S Orme St / Washington Boulevard (west interchange) ramps
- S. Joyce St / Army Navy Drive
- **S. Joyce St / Future ANC Ops Center driveway**
- Army Navy Drive / Pentagon City Mall parking lot
- **Army Navy Drive / S. Hayes Street**

Traffic data collection locations are shown on **Figures 5 through Figure 9**. Additional traffic data collected as part of the ANCSE traffic study will also be used in this IMR update.



Figure 4 – **Study Area Map (Existing Intersections)**

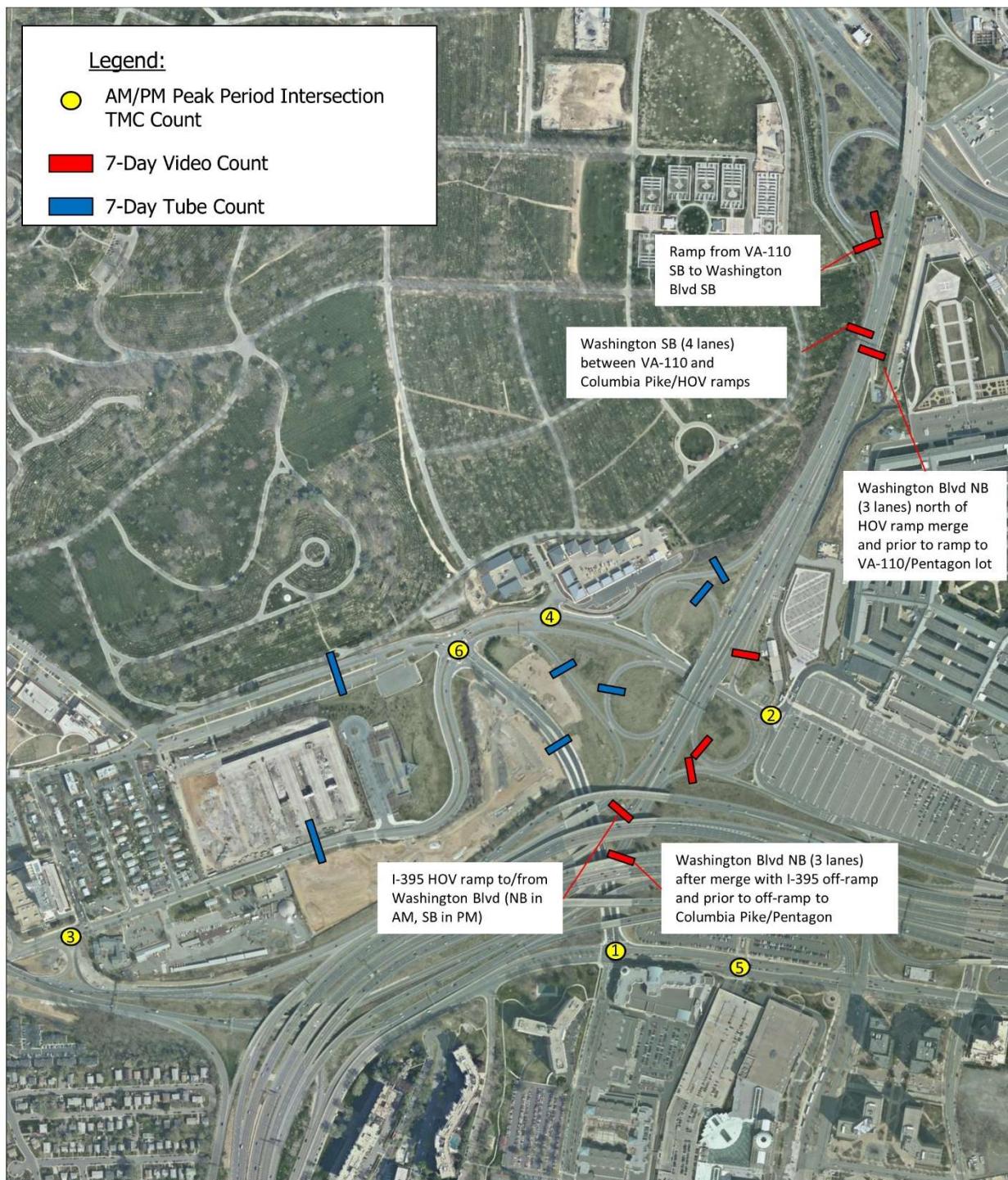


Figure 5 – Traffic Data Collection Map (TMC and Tube Counts)



Figure 6 – Traffic Data Collection Map (Travel Time Route A)



Figure 7 – Traffic Data Collection Map (Travel Time Route B)



Figure 8 – Traffic Data Collection Map (Travel Time Route C)

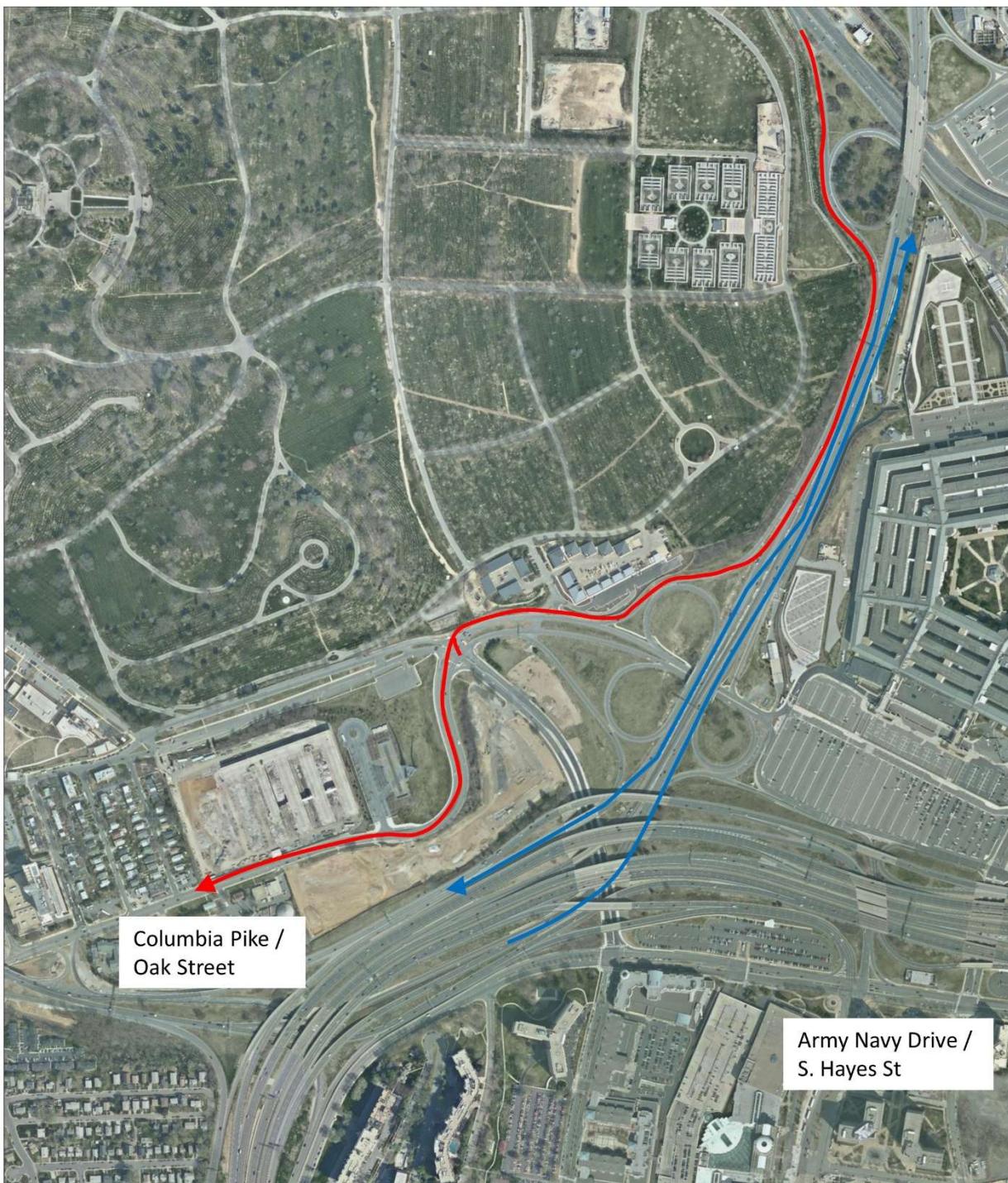


Figure 9 – Traffic Data Collection Map (Travel Time Route D)

9. TRAFFIC OPERATIONS ANALYSIS

The traffic operation analysis for all scenarios will be accomplished using PTV VISSIM traffic simulation software. All inputs and analysis methodologies are consistent with VDOT'S Traffic Operations and Safety Analysis Manual (TOSAM) – Version 1.0.

It is noted that TOSAM Version 2.0 may be in effect prior to the delivery of the IMR Update. VISSIM calibration and analysis conducted under this IMR Update will be aligned to the most current understanding of the anticipated TOSAM Version 2.0 changes. Deviations from TOSAM Version 1.0 will be documented.

Measures of Effectiveness (MOEs) for each of the analytical software are detailed in Section 12.

Traffic simulation modeling and analysis will be conducted using VISSIM 9.0, which is consistent with guidelines in VDOT's TOSAM. VISSIM will be used to model and analyze operations for the entire study area, including freeways, ramps, and intersections. Synchro Professional (latest version) will be used to optimize signal timings at all study area intersections. Once timings at each signalized intersection are optimized, the timings will be input into the VISSIM networks, and arterial signal operations will be analyzed within VISSIM in conjunction with freeway/ramp operations to best capture the impacts of the interplay between the arterial intersections and adjacent freeway.

Volume inputs and routes within the Existing AM and PM VISSIM models will be based on peak-hour volume balancing using the collected traffic count data. A technical memorandum will be prepared summarizing the balanced traffic volumes used to calibrate the Existing Conditions models.

The Existing Conditions models will be calibrated against the balanced traffic volumes as well as other traffic data, including travel times and queueing, in accordance with guidance from the TOSAM. The number of simulation runs (with different random number seeds) will be determined based on guidance from VDOT's TOSAM. A separate technical memorandum documenting the calibration targets and summarizing the results of the Existing VISSIM model calibration and MOEs (described in Section 12) will also be prepared.

Volume inputs and routes within the No-Build models for each of the IMR analysis years (Opening and Design) will be modified using future traffic forecast volumes developed according to the methodology described previously. Traffic signal timings for the future No-Build models will be optimized using Synchro software and then input into the No-Build VISSIM models. For the Build Conditions VISSIM model, the roadway network will be modified to reflect the proposed improvements. Volume inputs and routes will be modified as necessary based on the reconfigured interchange and other proposed changes in access in the Build condition.

10. TRAFFIC FORECASTS

MWCOG Model Calibration

The latest MWCOG travel demand model version (version 2.3.75) on the 3,722 traffic analysis zone (TAZ) system is being used in conjunction with Round 9.1 Cooperative Forecasts (socioeconomic data) for the Existing (2019), Opening (2025), and Design (2045) model years. The MWCOG model has been strategically modified with specific alterations to improve the accuracy and reliability of forecasts within

and near the study area, specifically for the Columbia Pike and Washington Boulevard corridors and roadways connected to the corridors.

Calibration Criteria and Thresholds

Calibration targets were developed based on guidance from the FHWA Transportation Model Improvement Program (TMIP) Travel Model Validation and Reasonableness Checking Manual and the Virginia Travel Demand Modeling Policies and Procedures Manual (VTM). Because the MWCOG/TPB Model has already been vetted through FHWA's TMIP Peer Review process, the validation process for the model is focused on the "fit" to the project study area and includes the following comparisons:

- Regional comparisons to VDOT AADTs at the daily level
 - Percent difference in total volume for cutlines
- Columbia Pike and Washington Boulevard study area comparisons to field traffic counts (AM/PM periods and daily)
 - R-squared between modeled volumes and counts on links
 - Percent difference in total volumes across links with counts
 - Percent root mean squared error (%RMSE) across all links with counts

Table 1 provides a listing of travel demand model calibration criteria.

Table 1. Travel Demand Model Calibration Criteria

| Calibration Scale | Calibration Check | Calibration Threshold |
|-------------------|--|-----------------------|
| Regional | % Difference in Total Volume for Cutlines | Cutline Volume |
| | | 50,000 |
| | | 10% |
| | | 100,000 |
| | | 10% |
| | | 150,000 |
| Study Area | R-Squared between modeled volume and counts on links | 0.88 |
| | % Difference in Total Volume Across All Links | 10% |
| | % RMSE Across All Links | 25% |

The following cutlines, shown in Figure 10 will be used in the calibration process:

- North Cutline
 - Washington Boulevard north/east of Route 110
 - Route 110 north/west of Washington Boulevard
 - George Washington Memorial Parkway north of I-395
- South Cutline
 - I-395 south/west of Washington Boulevard
 - Arlington Ridge Road south of I-395

- US 1 north of 23rd St
- George Washington Memorial Parkway south of I-395 and north of National Airport
- East Cutline
 - Theodore Roosevelt Bridge (I-66)
 - Memorial Bridge
 - 14th Street Bridge (I-395/US 1)
- West Cutline
 - US 50 (Arlington Boulevard) west of Washington Boulevard
 - Columbia Pike west of Washington Boulevard
 - I-395 south/west of Washington Boulevard

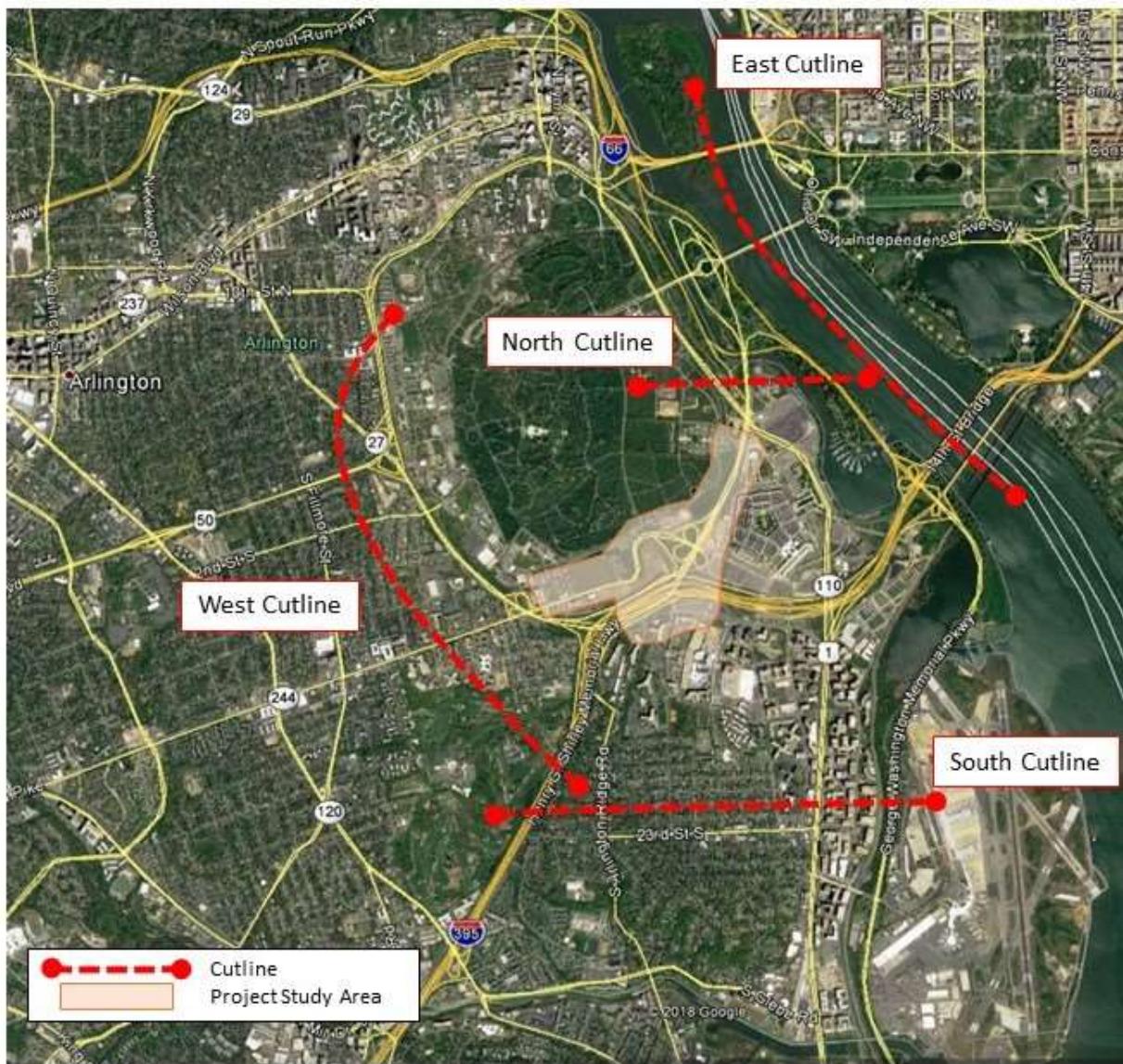


Figure 10 – Proposed Cutlines for Travel Demand Model Calibration

Future Traffic Forecasts

In coordination with Arlington County, VDOT, and FHWA, Kimley-Horn will develop balanced Existing AM and PM peak hour traffic volumes within the study area network as described previously. The Existing balanced volumes will serve as the starting point for developing future-year traffic forecasts. These volumes will be grown using outputs from the MWCOG travel demand model.

The network edits applied to calibrate the Existing (2019) year MWCOG travel demand model will be applied to future-year travel demand model networks. Future-year traffic volumes will be developed by post-processing travel demand model outputs following NCHRP 765 guidance. It is assumed that the same future forecast volumes will be used for the No-Build and Build scenarios for the same analysis years; these volumes may need to be redistributed within the network based on the proposed geometric changes.

Note that the MWCOG model's current land use forecasts (Round 9.1) do not yet account for the full build-out of the Amazon campus and associated redevelopment of the south Arlington neighborhoods. These developments will likely impact travel patterns within the project study area and will need to be accounted for within the travel demand model and forecasting process. Figure 11 provides a map of the relevant traffic analysis zones (TAZs) in the project study area and south of the project study area where redevelopment is anticipated. Table 2 provides an overview of the current land use forecasts for households, population, and employment for those zones. Kimley-Horn will coordinate with Arlington County and VDOT as to the most appropriate course of action to update the travel demand model with the most current anticipated development levels and assumed auto mode share. It is anticipated that one of the following measures will be taken to update the travel demand model:

- Adjustments to the input socioeconomic data for these targeted zones, including changes to the number of households, population, and employment (including a breakdown of employment types such as retail, office, hotel, etc.).
- Adjustments to the auto vehicle trip tables in the model for these targeted zones, which would be updated and replaced in the model prior to the highway assignment step. These trip tables would account for an assumed (to-be-determined) share of trips from these developments using non-vehicular modes of travel.

Traffic volume line diagrams depicting study network No-Build and Build volumes will be provided, illustrating AM and PM peak hour volumes based on existing and proposed land uses. Opening Year (2025) and Design Year (2045) traffic forecasts will be submitted to VDOT for review prior to conducting the operational analyses.



Figure 11 – MWCOG Network and Traffic Analysis Zones in Project Study Area and Amazon Campus Area.

FINAL

| MWCOG Zone | Location / Description | 2015 Forecasts | | | | 2025 Forecasts | | | | 2045 Forecasts | | | | 2015-2045 Growth | | | |
|------------|--|----------------|-------|--------|-------|----------------|--------|-------|-------|----------------|-------|-------|---------|------------------|-------|-------|-------|
| | | HH | Pop | Emp | HH | Pop | Emp | HH | Pop | Emp | HH | Pop | Emp | HH | Pop | Emp | HH |
| 1487 | ANC | 1 | 2 | 235 | 1 | 2 | 235 | 1 | 2 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | (92) |
| 1492 | Pentagon City Mall | 3,512 | 5,144 | 4,803 | 3,512 | 5,144 | 4,808 | 3,512 | 5,144 | 4,925 | 0 | 0 | 5 | 0 | 0 | 0 | 122 |
| 1493 | Pentagon City (east of mall) | 403 | 643 | 5,291 | 2,399 | 3,634 | 2,783 | 3,125 | 4,723 | 11,524 | 1,996 | 2,991 | (2,508) | 2,722 | 4,080 | 6,233 | |
| 1494 | South of CP/North of 395/west of Wash Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1495 | South of CP/North of 395/east of Wash Blvd | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1496 | Pentagon | 0 | 0 | 18,510 | 0 | 0 | 18,510 | 0 | 0 | 23,000 | 0 | 0 | 0 | 0 | 0 | 0 | 4,490 |
| 1499 | Long Bridge Park | 350 | 539 | 6,265 | 350 | 539 | 7,042 | 421 | 648 | 9,070 | 0 | 0 | 777 | 71 | 109 | 2,805 | |
| 1500 | Pentagon City (northeast) | 1,372 | 2,085 | 1,282 | 2,034 | 3,101 | 504 | 2,504 | 3,822 | 512 | 662 | 1,016 | (778) | 1,132 | 1,737 | (770) | |
| 1501 | Crystal City | 2,022 | 3,359 | 21,697 | 2,601 | 4,246 | 21,500 | 5,742 | 9,065 | 24,188 | 579 | 887 | (197) | 3,720 | 5,706 | 2,491 | |
| 1502 | Crystal City | 1,891 | 3,234 | 1,549 | 2,233 | 3,759 | 1,567 | 3,104 | 5,095 | 2,594 | 342 | 525 | 18 | 1,213 | 1,861 | 1,035 | |
| 1503 | Aurora Highlands | 245 | 558 | 115 | 251 | 576 | 115 | 259 | 596 | 116 | 6 | 18 | 0 | 14 | 38 | 1 | |
| 1504 | Crystal City | 514 | 1,020 | 302 | 514 | 1,020 | 269 | 514 | 1,020 | 308 | 0 | 0 | (33) | 0 | 0 | 6 | |

Table 2. MWCOG land use forecasts for traffic analysis zones in study area.

Background Transportation Improvements

In addition to the changes in land use associated with the Amazon campus, as well as the changes in land use and access assumed as part of the project Build alternative, the following background transportation improvements will be incorporated into the traffic forecasting and VISSIM models for both the 2025 and 2045 analysis years:

- Army Navy Drive Complete Streets¹: multimodal transportation improvements along Army Navy Drive from its intersection with S. Joyce St to 12th St, including conversion of the right-most lane of traffic in each direction to a bus-only lane and construction of a cycle track on the south side of the roadway.
- I-395 Express Lanes extension²: additional lane and revised operations from HOV-3+ during peak periods to HOT-3+ between the Turkeycock interchange in Alexandria and S. Eads St in Arlington

11. SAFETY ISSUES

Similar to the previous IMR, the IMR update will include a review of study area crash history. The analysis will be updated to consider the most recent 5-year history. This analysis will be conducted to identify any potential hot spot locations within the study area. A qualitative crash analysis will include the freeway segments and interchanges within the study area. A qualitative safety analysis, such as documenting existing crash densities and predominant crash types on the arterials, interchange ramps, and intersections will be used to determine existing safety issues in the study area. Crash data will be analyzed based on location, type, severity, time, and day to identify existing crash patterns and safety concerns in the study area. A qualitative assessment of future safety conditions related to the proposed modification will be provided.

Kimley-Horn will also use the ISATE (Enhanced Interchange Safety Analysis Tool) to evaluate existing safety conditions on Washington Boulevard (ramp terminals, merge, diverge, and weave sections) and the arterial.

12. SELECTION OF MEASURES OF EFFECTIVENESS (MOES)

The following measures of effectiveness (MOEs) will be used for the operational analysis of the roadway network under existing and future No-Build and Build conditions. Wherever possible, MOEs will be provided in graphical format or GIS maps. These MOEs will be developed according to guidance from the VDOT TOSAM.

Freeway Performance Measures

- Simulated Average Speed (mph)
- Simulated Average Density (veh/in/mile, color-coded similar to the equivalent Density-Based LOS Thresholds)
- Simulated Volume (vehicles per hour)

¹ <https://projects.arlingtonva.us/projects/army-navy-drive-complete-street/>

² http://www.virginiadot.org/projects/northernvirginia/395_express.asp

Arterial/Intersection Performance Measures

- Simulated Intersection Level of Service (LOS) and Average Control Delay. Reported by approach and by intersection (sec/veh, color-coded in similar fashion as the equivalent Highway Capacity Manual (HCM) Delay-Based LOS Thresholds). Delay will be reported as “microsimulation delay” per guidance from the VDOT TOSAM.
- Simulated Intersection Approach Queue. Reported by movement (feet).
- Simulated Travel Time. Reported for select network origin-destination travel paths (seconds).
- Percent of Demand Served. Simulated Volume (processed volumes) divided by Actual Volume (input volumes).

13. DEVIATIONS / MODIFICATIONS

This IMR Update will be prepared to be consistent with VDOT I&IM 200.9, the VDOT Traffic Operations and Safety Analysis Manual (TOSAM) – Version 1.0, and the anticipated changes of VDOT TOSAM Version 2.0 (as relevant). The IMR update methodology and assumptions will also be consistent with 2017 IMR except where deviations and modifications are anticipated in this Framework Document or a result of the major changes that are the subject of the IMR update. Should any additional deviation or modification occur during the preparation of this IMR update, those changes will be communicated to the appropriate project parties and this framework document may be revised.

14. DELIVERABLES AND REVIEW PERIODS

Table 3 identifies the anticipated deliverables up to and including the preparation of the IMR.

Table 3. Deliverable and Review Matrix

| Major Milestone Deliverable | Anticipated Review Period | Concurrent Tasks | EFLHD | VDOT | Arlington County | ANC | USACE |
|--|---------------------------|------------------|-------|------|------------------|-----|-------|
| Existing Traffic Volumes, Data Collection, VISSIM Calibration, and VISSIM Analysis Results Summary | Up to 3 Weeks | Concurrent | ✓ | ✓ | ✓ | ✓ | ✓ |
| Travel Demand Model Calibration Memorandum and Future Traffic Volume Forecasts (2025 and 2045), | | | ✓ | ✓ | ✓ | | |
| Future No-Build VISSIM Results | Up to 2 Weeks | Concurrent | ✓ | ✓ | ✓ | ✓ | ✓ |
| Future Build VISSIM Network (Review for geometry and access assumptions) | | | ✓ | ✓ | ✓ | | |
| Future Build VISSIM Results | Up to 2 Weeks | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Interchange Modification Report | Up to 3 Weeks | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Total Review Time | Up to 10 Weeks | | | | | | |

Appendix C

Traffic Data (Data Collection Strategy, Raw Counts, Travel Time Results, and Unbalanced Peak Hour Traffic Volumes)

MEMORANDUM

TO: Tom Shifflett, FHWA Eastern Federal Lands Highway Division

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE

DATE: May 31, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Revised Interchange Modification Report (IMR)
Proposed Traffic Data Collection Plan

This memo describes the proposed data collection plan associated with the Revised Interchange Modification Report (IMR) for the Columbia Pike/Washington Boulevard interchange in support of the Arlington National Cemetery Southern Expansion (ANCSE) project. Given the need to move ahead quickly with this IMR update, which is critical to the ANCSE project moving forward, **we are proposing to collect the updated traffic data starting next week**, i.e., prior to the end of the Arlington County Public Schools 2018-2019 school year. Otherwise, we would need to wait until mid-September.

Background

The Virginia Department of Transportation (VDOT) has requested a revision to the previous conditionally-approved IMR in an April 16, 2019 letter to the ANCSE project leadership. As part of the requested revisions, VDOT indicated that the required analyses must be based on current traffic data.

It is VDOT's and Arlington County's policy to collect data when public schools are in session. Arlington County Public Schools ends its current school year the week of June 17. Data collection should start during the week of June 3 (e.g., June 6 through June 13). If we miss this window, we will have to wait until mid-September to collect the data.

Data Collection Plan

Kimley-Horn, working on behalf of FHWA, has prepared the following data collection plan for the revised IMR. The proposed data collection plan is based on the following assumptions:

- The study area will be the same as the original IMR (conditionally approved in fall 2017).
- The IMR will be based on guidance and recommended procedures documented in the VDOT Traffic Operations and Safety Analysis Manual (TOSAM) version 1.0.

The proposed data collection plan will consist of:

- **Weekday Intersection Peak Period Intersection Turning Movement Counts**

5:30 AM to 9:30 AM, 3:00 PM to 7:00 PM

Vehicles, heavy vehicles, pedestrians, bicyclists

Locations:

1. Columbia Pike/South Joyce Street/Southgate Road
2. Columbia Pike/South Rotary Road
3. Columbia Pike/S. Orme Street/S. Washington Boulevard ramps
4. Columbia Pike/ANC Service Complex driveway
5. Army Navy Drive/Pentagon City Mall entrance/exit
6. South Joyce Street/Army Navy Drive

- **7-day continuous traffic volume counts:**

15-minute intervals, with Classification breakdown

Arterial/Freeway Mainline Locations:

1. S. Joyce Street (south of Columbia Pike)
2. S. Southgate Road (west of Columbia Pike)
3. Columbia Pike (west of S. Joyce Street)
4. Washington Boulevard East (north of Columbia Pike)
5. Washington Boulevard West (south of VA Route 110)

Ramp Locations

6. Washington Boulevard/Columbia Pike Interchange Ramps
 - a) Washington Boulevard west to westbound Columbia Pike
 - b) Washington Boulevard west to eastbound Columbia Pike
 - c) Washington Boulevard east to Rotary Road/Pentagon Parking Lot
 - d) Eastbound Columbia Pike to Washington Boulevard west
 - e) Eastbound Columbia Pike to Washington Boulevard east
 - f) Westbound Columbia Pike to Washington Boulevard east
 - g) Westbound Columbia Pike to Washington Boulevard west
7. Washington Boulevard ramp from I-395 HOV lanes
8. I-395 HOV Ramp to/from Washington Boulevard
9. Ramp from Route 110 southbound to Washington Boulevard west
10. Ramp from Washington Boulevard west to Route 110 northbound

- **Travel Times**

Weekday (7:00 AM to 9:00 AM, 4:30 PM to 6:30 PM)

Minimum of 10 runs per route, per direction

Routes:

1. Columbia Pike/Oak Street to Joyce Street to Army-Navy Drive/S. Hayes Street
2. Joyce Street/Pentagon Row to Columbia Pike/Rotary Road
3. Columbia Pike/Oak Street to Columbia Pike/Rotary Road
4. Washington Boulevard east through the study area

5. Washington Boulevard west through the study area
6. Washington Boulevard west to Columbia Pike

- **Queue Data**

Queue observation every 5 minutes

All intersection movements

Locations

1. Columbia Pike/South Joyce Street/Southgate Road
2. Columbia Pike/South Rotary Road
3. Columbia Pike/S. Orme Street/S. Washington Boulevard ramps
4. Columbia Pike/ANC Service Complex driveway
5. Army Navy Drive/Pentagon City Mall
6. South Joyce Street/Army Navy Drive
7. Washington Boulevard east (mainline)
8. Washington Boulevard west (mainline)
9. I-395 HOV Ramp to/from Washington Boulevard (ramp)

These data collection locations are shown in the attached figure.

Data Collection Dates

Traffic data will be collected prior to the summer closure of Arlington County Public Schools (June 19, 2019). The current data collection window is June 2 to June 16, 2019.

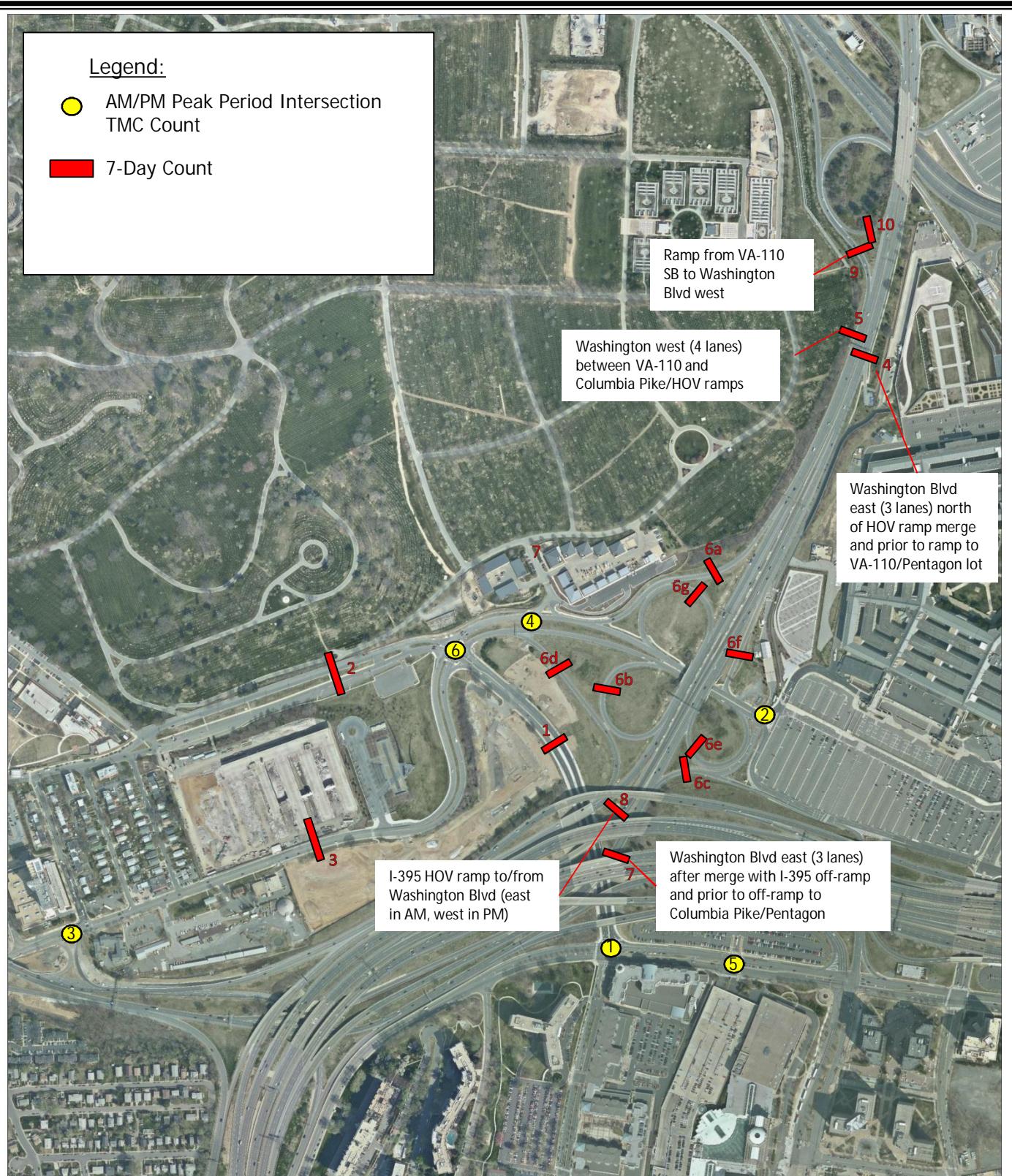
Other Assumptions

It is assumed that the ongoing WMATA platform improvements and station closures will not substantially affect the volume of traffic in the study area or the results of data collection. Kimley-Horn understands that shuttle buses and other transit options will run direct service to the Pentagon from Huntington, Franconia-Springfield, and Landmark Mall Metrorail Stations. It is assumed that commuters who typically use rail transit to reach the Pentagon will likely use the buses as opposed to driving. Commuters who typically use rail transit to travel into the district will likely use the buses and transfer at the Pentagon Metrorail station or travel via personal auto along I-395. Neither option should directly affect the amount of study area traffic in significant manner.

Closing

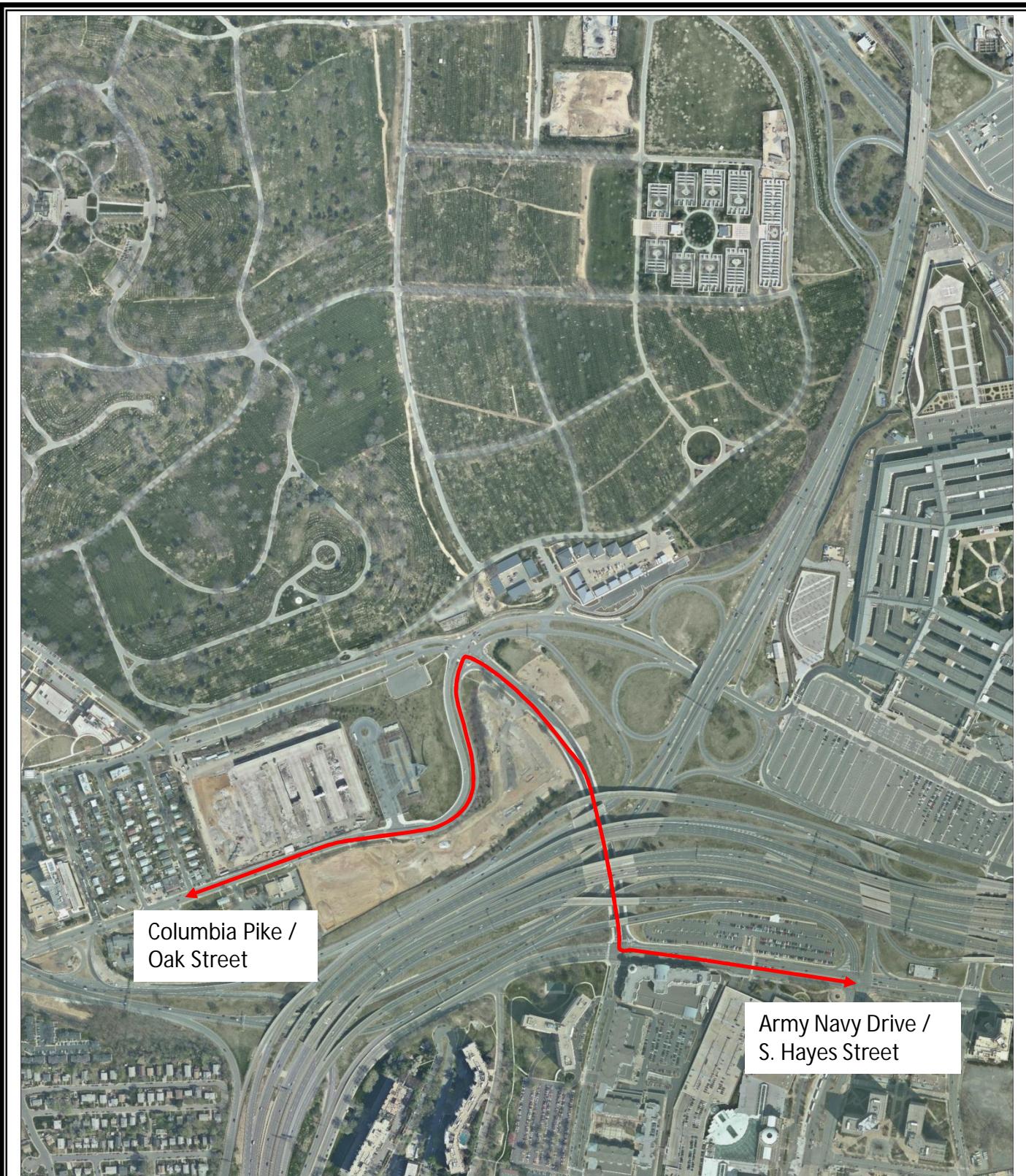
We would very much appreciate any comments you have on this plan by late Monday or early Tuesday (June 3 or 4) to expedite the data collection process. As we have discussed, a formal IMR scoping meeting with VDOT and Arlington County will occur in the near future. Thank you for your support.

Attachment: Figure showing proposed traffic data collection locations



Columbia Pike / Washington Boulevard Revised IMR Traffic Volume Collection Locations

Arlington County, Virginia



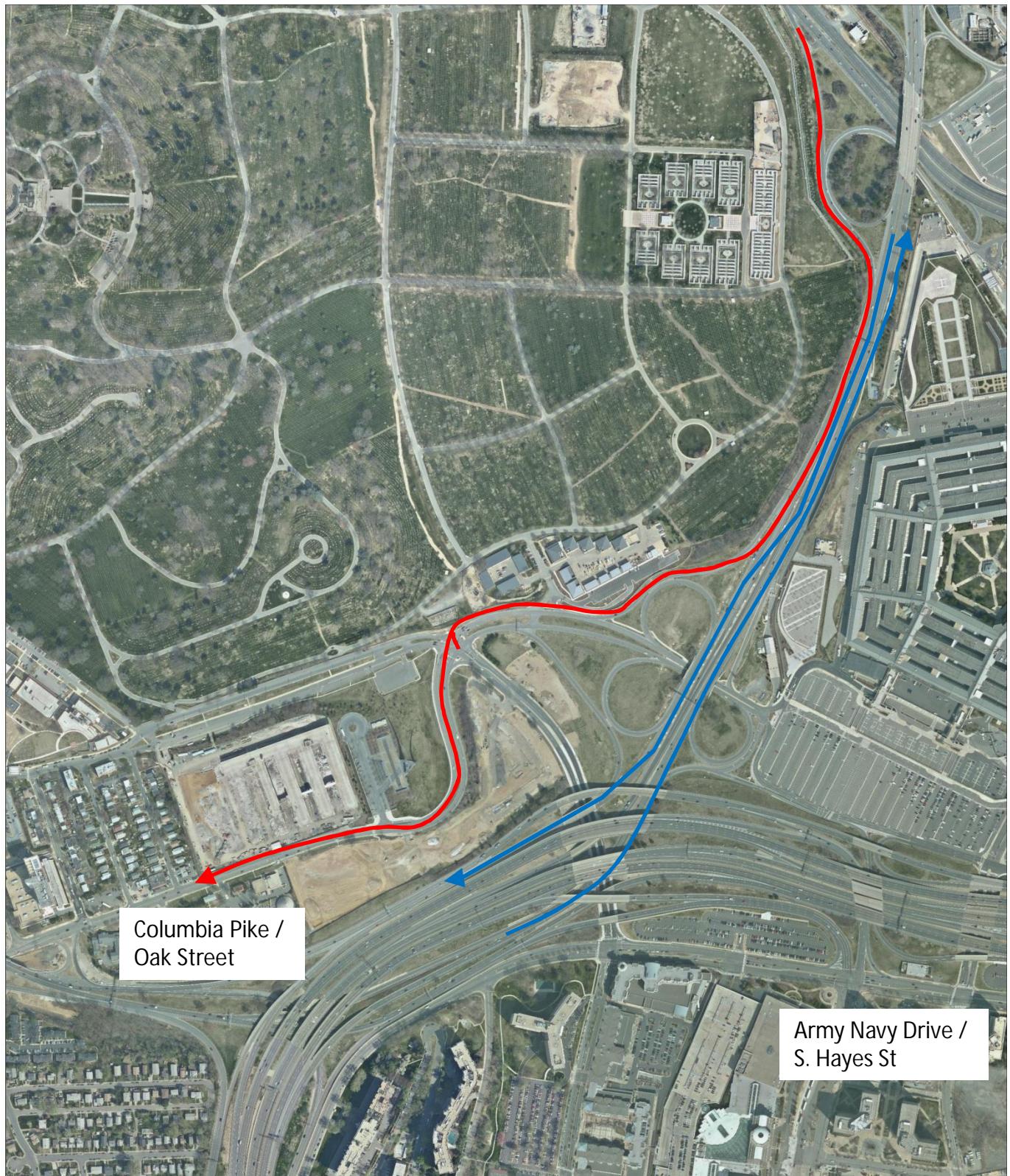
Columbia Pike / Washington Boulevard Revised IMR
Travel Time Routes 1:
Army Navy Drive – S. Joyce St – Columbia Pike (west)



Columbia Pike / Washington Boulevard Revised IMR
Travel Time Routes 2:
S. Joyce St – Columbia Pike (east) – Rotary Rd

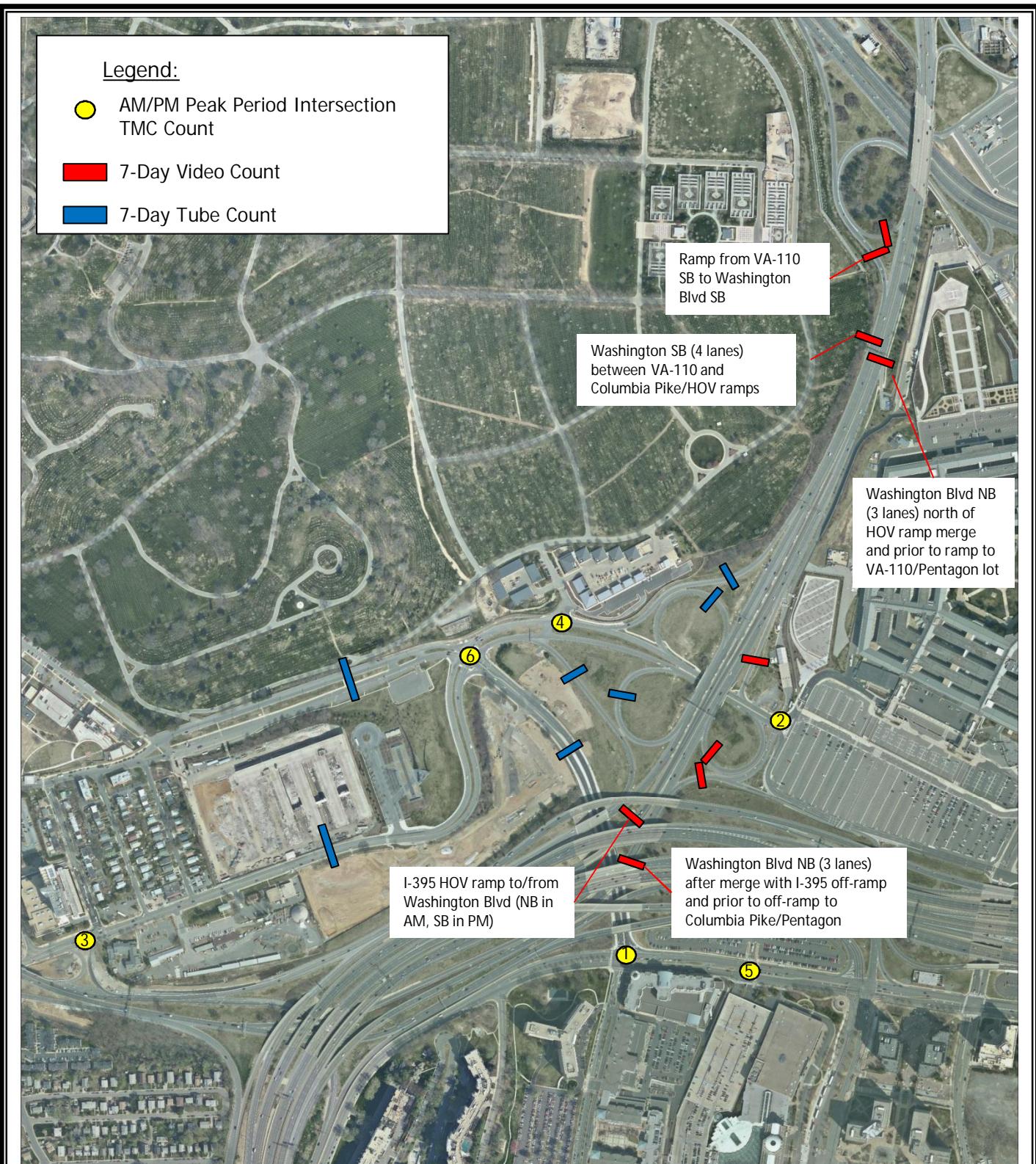


Columbia Pike / Washington Boulevard Revised IMR
Travel Time Routes 3:
Columbia Pike through Study Area



Columbia Pike / Washington Boulevard Revised IMR

4. Through Study Area Along Washington Boulevard east
5. Through Study Area along Washington Boulevard west
6. Washington Boulevard west to Columbia Pike/Oak Street



Columbia Pike / Washington Boulevard
Revised IMR
Data Collection Locations
Arlington County, Virginia

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Orme St & Columbia Pike
City: Arlington
Control: Signalized

Project ID: 19-11094-003
Date: 6/5/2019

| NS/EW Streets: | Total | | | | | | | | | | | | | | | |
|--------------------------------|---------------------|------------------|------------------|---------------|-------------------|---------------|------------------|---------------|------------------|-------------------|------------------|------------------|---------------|-------------------|----------------|---------------|
| | S Orme St | | | | S Orme St | | | | Columbia Pike | | | Columbia Pike | | | | |
| | 1.5 NL | 0.5 NT | 1 NR | 0 NU | 1 SL | 0 ST | 1 SR | 0 SU | 1 EL | 1.5 ET | 0.5 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | WESTBOUND | | | | |
| 5:30 AM | 22 | 20 | 16 | 0 | 1 | 0 | 4 | 0 | 4 | 22 | 8 | 0 | 0 | 13 | 1 | 0 |
| 5:45 AM | 23 | 24 | 9 | 0 | 0 | 0 | 7 | 0 | 9 | 29 | 8 | 0 | 0 | 20 | 0 | 0 |
| 6:00 AM | 25 | 19 | 5 | 0 | 0 | 0 | 12 | 0 | 7 | 41 | 15 | 0 | 0 | 22 | 2 | 0 |
| 6:15 AM | 27 | 30 | 13 | 0 | 1 | 0 | 9 | 0 | 5 | 37 | 18 | 0 | 0 | 28 | 0 | 0 |
| 6:30 AM | 34 | 14 | 15 | 0 | 3 | 0 | 9 | 0 | 5 | 56 | 23 | 0 | 0 | 33 | 0 | 0 |
| 6:45 AM | 29 | 42 | 27 | 0 | 3 | 0 | 20 | 0 | 18 | 65 | 27 | 0 | 0 | 28 | 2 | 0 |
| 7:00 AM | 33 | 23 | 10 | 0 | 1 | 0 | 25 | 0 | 17 | 72 | 34 | 0 | 0 | 65 | 0 | 0 |
| 7:15 AM | 26 | 36 | 7 | 0 | 3 | 0 | 12 | 0 | 16 | 67 | 48 | 0 | 0 | 59 | 1 | 0 |
| 7:30 AM | 32 | 22 | 8 | 0 | 0 | 0 | 19 | 0 | 28 | 91 | 46 | 1 | 0 | 42 | 4 | 0 |
| 7:45 AM | 40 | 28 | 11 | 0 | 7 | 0 | 19 | 0 | 17 | 98 | 59 | 1 | 0 | 68 | 3 | 1 |
| 8:00 AM | 31 | 22 | 8 | 0 | 6 | 0 | 32 | 0 | 14 | 109 | 51 | 0 | 0 | 52 | 3 | 0 |
| 8:15 AM | 38 | 30 | 10 | 0 | 11 | 0 | 16 | 0 | 16 | 109 | 53 | 0 | 0 | 60 | 2 | 0 |
| 8:30 AM | 30 | 29 | 7 | 0 | 6 | 0 | 20 | 0 | 18 | 104 | 49 | 0 | 0 | 62 | 2 | 0 |
| 8:45 AM | 44 | 23 | 3 | 0 | 3 | 0 | 13 | 0 | 11 | 95 | 47 | 1 | 0 | 44 | 0 | 0 |
| 9:00 AM | 45 | 18 | 13 | 0 | 2 | 0 | 22 | 0 | 18 | 81 | 35 | 1 | 0 | 48 | 3 | 0 |
| 9:15 AM | 29 | 20 | 14 | 0 | 4 | 0 | 18 | 0 | 11 | 71 | 40 | 0 | 0 | 46 | 4 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 508 46.86% | NT 400 36.90% | NR 176 16.24% | NU 0 0.00% | SL 51 16.56% | ST 0 0.00% | SR 257 83.44% | SU 0 0.00% | EL 214 11.11% | ET 1147 59.55% | ER 561 29.13% | EU 4 0.21% | WL 0 0.00% | WT 690 96.10% | WR 27 3.76% | WU 1 0.14% |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 139 | 109 | 36 | 0 | 30 | 0 | 87 | 0 | 65 | 420 | 212 | 1 | 0 | 242 | 10 | 1 |
| PEAK HR FACTOR : | 0.869 | 0.908 | 0.818 | 0.000 | 0.682 | 0.000 | 0.680 | 0.000 | 0.903 | 0.963 | 0.898 | 0.250 | 0.000 | 0.890 | 0.833 | 0.250 |
| | 0.899 | | | | 0.770 | | | | 0.980 | | | 0.980 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | WESTBOUND | | | | |
| 3:00 PM | 46 | 15 | 13 | 0 | 5 | 0 | 31 | 0 | 9 | 45 | 18 | 1 | 0 | 70 | 1 | 0 |
| 3:15 PM | 49 | 19 | 8 | 0 | 1 | 0 | 28 | 0 | 5 | 36 | 20 | 0 | 0 | 83 | 2 | 0 |
| 3:30 PM | 51 | 11 | 12 | 0 | 1 | 0 | 24 | 0 | 8 | 45 | 36 | 0 | 0 | 75 | 2 | 0 |
| 3:45 PM | 62 | 16 | 12 | 0 | 3 | 0 | 34 | 0 | 5 | 43 | 23 | 2 | 0 | 71 | 1 | 0 |
| 4:00 PM | 65 | 20 | 6 | 0 | 1 | 0 | 35 | 0 | 3 | 43 | 24 | 1 | 0 | 109 | 5 | 0 |
| 4:15 PM | 82 | 24 | 5 | 0 | 4 | 0 | 39 | 0 | 6 | 54 | 9 | 0 | 0 | 127 | 3 | 0 |
| 4:30 PM | 109 | 13 | 15 | 0 | 2 | 0 | 32 | 0 | 7 | 55 | 21 | 0 | 0 | 143 | 1 | 0 |
| 4:45 PM | 121 | 19 | 6 | 0 | 5 | 0 | 34 | 0 | 11 | 52 | 23 | 1 | 0 | 109 | 1 | 0 |
| 5:00 PM | 100 | 19 | 9 | 0 | 2 | 0 | 43 | 0 | 13 | 64 | 29 | 0 | 0 | 105 | 8 | 0 |
| 5:15 PM | 102 | 17 | 6 | 0 | 7 | 0 | 30 | 0 | 8 | 74 | 27 | 0 | 0 | 148 | 2 | 2 |
| 5:30 PM | 105 | 12 | 9 | 0 | 5 | 0 | 39 | 0 | 10 | 51 | 31 | 0 | 0 | 174 | 0 | 1 |
| 5:45 PM | 105 | 10 | 18 | 0 | 6 | 0 | 30 | 0 | 11 | 69 | 20 | 0 | 0 | 123 | 1 | 0 |
| 6:00 PM | 77 | 5 | 16 | 0 | 3 | 0 | 30 | 0 | 9 | 59 | 15 | 1 | 0 | 118 | 2 | 0 |
| 6:15 PM | 63 | 13 | 7 | 0 | 3 | 0 | 17 | 0 | 4 | 63 | 23 | 0 | 0 | 74 | 4 | 0 |
| 6:30 PM | 72 | 8 | 15 | 0 | 2 | 0 | 27 | 0 | 6 | 41 | 23 | 0 | 0 | 89 | 4 | 0 |
| 6:45 PM | 76 | 16 | 9 | 0 | 3 | 0 | 26 | 0 | 9 | 34 | 23 | 1 | 0 | 80 | 2 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1285 76.13% | NT 237 14.04% | NR 166 9.83% | NU 0 0.00% | SL 53 9.60% | ST 0 0.00% | SR 499 90.40% | SU 0 0.00% | EL 124 9.37% | ET 828 62.54% | ER 365 27.57% | EU 7 0.53% | WL 0 0.00% | WT 1698 97.59% | WR 39 2.24% | WU 3 0.17% |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 412 | 58 | 42 | 0 | 20 | 0 | 142 | 0 | 42 | 258 | 107 | 0 | 0 | 550 | 11 | 3 |
| PEAK HR FACTOR : | 0.981 | 0.763 | 0.583 | 0.000 | 0.714 | 0.000 | 0.826 | 0.000 | 0.808 | 0.872 | 0.863 | 0.000 | 0.000 | 0.790 | 0.344 | 0.375 |
| | 0.962 | | | | 0.900 | | | | 0.933 | | | 0.933 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Orme St & Columbia Pike
City: Arlington
Control: Signalized

Project ID: 19-11094-003
Date: 6/5/2019

Cars

| NS/EW Streets: | S Orme St | | | | S Orme St | | | | Columbia Pike | | | | Columbia Pike | | | | |
|------------------|---------------------|-----------|---------|---------|------------|---------|---------|---------|---------------|-----------|-----------|---------|---------------|---------|---------|---------|-------|
| | 1.5 NL | 0.5 NT | 1 NR | 0 NU | 1 SL | 0 ST | 1 SR | 0 SU | 1 EL | 1.5 ET | 0.5 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 21 | 20 | 16 | 0 | 1 | 0 | 3 | 0 | 4 | 19 | 8 | 0 | 0 | 11 | 1 | 0 | 104 |
| 5:45 AM | 22 | 23 | 9 | 0 | 0 | 0 | 6 | 0 | 9 | 26 | 8 | 0 | 0 | 18 | 0 | 0 | 121 |
| 6:00 AM | 24 | 19 | 5 | 0 | 0 | 0 | 10 | 0 | 7 | 34 | 14 | 0 | 0 | 19 | 2 | 0 | 134 |
| 6:15 AM | 27 | 28 | 12 | 0 | 1 | 0 | 6 | 0 | 5 | 34 | 18 | 0 | 0 | 25 | 0 | 0 | 156 |
| 6:30 AM | 33 | 14 | 14 | 0 | 2 | 0 | 8 | 0 | 5 | 50 | 21 | 0 | 0 | 27 | 0 | 0 | 174 |
| 6:45 AM | 28 | 40 | 22 | 0 | 3 | 0 | 20 | 0 | 18 | 57 | 27 | 0 | 0 | 25 | 2 | 0 | 242 |
| 7:00 AM | 30 | 23 | 8 | 0 | 1 | 0 | 24 | 0 | 16 | 68 | 32 | 0 | 0 | 55 | 0 | 0 | 257 |
| 7:15 AM | 24 | 35 | 7 | 0 | 2 | 0 | 12 | 0 | 16 | 62 | 47 | 0 | 0 | 51 | 1 | 0 | 257 |
| 7:30 AM | 30 | 22 | 8 | 0 | 0 | 0 | 18 | 0 | 27 | 85 | 45 | 1 | 0 | 39 | 3 | 0 | 278 |
| 7:45 AM | 38 | 27 | 10 | 0 | 6 | 0 | 19 | 0 | 16 | 90 | 58 | 1 | 0 | 61 | 2 | 1 | 329 |
| 8:00 AM | 30 | 22 | 7 | 0 | 5 | 0 | 30 | 0 | 14 | 104 | 50 | 0 | 0 | 45 | 3 | 0 | 310 |
| 8:15 AM | 35 | 30 | 10 | 0 | 8 | 0 | 16 | 0 | 16 | 101 | 53 | 0 | 0 | 52 | 2 | 0 | 323 |
| 8:30 AM | 29 | 26 | 7 | 0 | 6 | 0 | 20 | 0 | 18 | 94 | 48 | 0 | 0 | 54 | 2 | 0 | 304 |
| 8:45 AM | 40 | 23 | 3 | 0 | 3 | 0 | 12 | 0 | 11 | 88 | 47 | 1 | 0 | 41 | 0 | 0 | 269 |
| 9:00 AM | 41 | 17 | 11 | 0 | 2 | 0 | 20 | 0 | 17 | 74 | 33 | 1 | 0 | 42 | 3 | 0 | 261 |
| 9:15 AM | 26 | 18 | 11 | 0 | 3 | 0 | 18 | 0 | 10 | 66 | 39 | 0 | 0 | 43 | 3 | 0 | 237 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 46.63% | 37.76% | 15.61% | 0.00% | 43 | 0 | 242 | 0 | 209 | 1052 | 548 | 4 | 0 | 608 | 24 | 1 | 3756 |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 132 | 105 | 34 | 0 | 25 | 0 | 85 | 0 | 64 | 389 | 209 | 1 | 0 | 212 | 9 | 1 | 1266 |
| PEAK HR FACTOR : | 0.87 | 0.875 | 0.850 | 0.000 | 0.781 | 0.000 | 0.708 | 0.000 | 0.889 | 0.935 | 0.901 | 0.250 | 0.000 | 0.869 | 0.750 | 0.250 | 0.962 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 46 | 15 | 13 | 0 | 4 | 0 | 31 | 0 | 9 | 40 | 18 | 1 | 0 | 67 | 1 | 0 | 245 |
| 3:15 PM | 49 | 19 | 8 | 0 | 0 | 0 | 28 | 0 | 5 | 33 | 20 | 0 | 0 | 76 | 2 | 0 | 240 |
| 3:30 PM | 47 | 11 | 10 | 0 | 1 | 0 | 24 | 0 | 8 | 41 | 34 | 0 | 0 | 72 | 2 | 0 | 250 |
| 3:45 PM | 62 | 15 | 12 | 0 | 3 | 0 | 32 | 0 | 5 | 39 | 23 | 2 | 0 | 65 | 1 | 0 | 259 |
| 4:00 PM | 63 | 20 | 6 | 0 | 1 | 0 | 35 | 0 | 3 | 40 | 24 | 1 | 0 | 102 | 5 | 0 | 300 |
| 4:15 PM | 82 | 22 | 5 | 0 | 3 | 0 | 39 | 0 | 6 | 51 | 9 | 0 | 0 | 121 | 3 | 0 | 341 |
| 4:30 PM | 106 | 13 | 15 | 0 | 2 | 0 | 31 | 0 | 6 | 51 | 20 | 0 | 0 | 137 | 1 | 0 | 382 |
| 4:45 PM | 120 | 18 | 6 | 0 | 5 | 0 | 34 | 0 | 9 | 49 | 23 | 1 | 0 | 102 | 1 | 0 | 368 |
| 5:00 PM | 97 | 19 | 9 | 0 | 2 | 0 | 40 | 0 | 13 | 59 | 28 | 0 | 0 | 99 | 8 | 0 | 374 |
| 5:15 PM | 100 | 17 | 6 | 0 | 6 | 0 | 30 | 0 | 8 | 68 | 27 | 0 | 0 | 144 | 1 | 2 | 409 |
| 5:30 PM | 104 | 11 | 9 | 0 | 5 | 0 | 39 | 0 | 10 | 43 | 31 | 0 | 0 | 167 | 0 | 1 | 420 |
| 5:45 PM | 105 | 9 | 17 | 0 | 4 | 0 | 29 | 0 | 11 | 62 | 20 | 0 | 0 | 115 | 1 | 0 | 373 |
| 6:00 PM | 76 | 3 | 15 | 0 | 3 | 0 | 29 | 0 | 9 | 53 | 15 | 1 | 0 | 107 | 2 | 0 | 313 |
| 6:15 PM | 62 | 13 | 6 | 0 | 2 | 0 | 17 | 0 | 4 | 57 | 23 | 0 | 0 | 68 | 4 | 0 | 256 |
| 6:30 PM | 71 | 7 | 14 | 0 | 2 | 0 | 26 | 0 | 6 | 36 | 23 | 0 | 0 | 81 | 4 | 0 | 270 |
| 6:45 PM | 76 | 15 | 9 | 0 | 3 | 0 | 26 | 0 | 9 | 29 | 23 | 1 | 0 | 76 | 2 | 0 | 269 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 76.59% | 13.73% | 9.68% | 0.00% | 46 | 0 | 490 | 0 | 121 | 751 | 361 | 7 | 0 | 1599 | 38 | 3 | 5069 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 406 | 56 | 41 | 0 | 17 | 0 | 138 | 0 | 42 | 232 | 106 | 0 | 0 | 525 | 10 | 3 | 1576 |
| PEAK HR FACTOR : | 0.97 | 0.737 | 0.603 | 0.000 | 0.708 | 0.000 | 0.863 | 0.000 | 0.808 | 0.853 | 0.855 | 0.000 | 0.000 | 0.786 | 0.313 | 0.375 | 0.938 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Orme St & Columbia Pike
City: Arlington
Control: Signalized

Project ID: 19-11094-003
Date: 6/5/2019

HT

| NS/EW Streets: | S Orme St | | | | S Orme St | | | | Columbia Pike | | | | Columbia Pike | | | | |
|-----------------|---------------------|------------|------------|------------|------------|------------|------------|------------|---------------|-------------|------------|------------|---------------|-------------|------------|------------|--------------|
| | 1.5 NL | 0.5 NT | 1 NR | 0 NU | 1 SL | 0 ST | 1 SR | 0 SU | 1 EL | 1.5 ET | 0.5 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 1 1 | 0 1 | 0 0 | 0 0 | 0 0 | 0 0 | 1 1 | 0 0 | 0 0 | 3 3 | 0 0 | 0 0 | 0 0 | 2 2 | 0 0 | 0 0 | 7 8 |
| 5:45 AM | 1 1 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 3 3 | 0 0 | 0 0 | 0 0 | 2 3 | 0 0 | 0 0 | 14 12 |
| 6:00 AM | 1 0 | 0 2 | 0 1 | 0 0 | 0 0 | 0 0 | 2 3 | 0 0 | 0 0 | 7 3 | 1 0 | 0 0 | 0 0 | 3 3 | 0 0 | 0 0 | 18 12 |
| 6:15 AM | 0 1 | 2 1 | 1 0 | 0 0 | 0 0 | 0 0 | 3 1 | 0 0 | 0 0 | 3 6 | 2 1 | 0 0 | 0 0 | 6 7 | 0 1 | 0 0 | 18 19 |
| 6:30 AM | 1 1 | 0 1 | 1 0 | 0 0 | 1 0 | 0 0 | 1 0 | 0 0 | 0 0 | 6 8 | 2 0 | 0 0 | 0 0 | 6 3 | 0 0 | 0 0 | 18 19 |
| 6:45 AM | 1 2 | 2 5 | 5 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 8 0 | 0 0 | 0 0 | 0 0 | 3 0 | 0 0 | 0 0 | 19 20 |
| 7:00 AM | 3 0 | 0 2 | 2 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 1 0 | 4 2 | 2 0 | 0 0 | 0 0 | 10 8 | 0 0 | 0 0 | 23 18 |
| 7:15 AM | 2 1 | 1 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 5 1 | 1 0 | 0 0 | 0 0 | 8 3 | 0 1 | 0 0 | 15 15 |
| 7:30 AM | 2 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 1 0 | 6 8 | 1 1 | 0 0 | 0 0 | 7 7 | 1 1 | 0 0 | 23 23 |
| 7:45 AM | 2 1 | 1 1 | 1 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 1 0 | 8 1 | 1 0 | 0 0 | 0 0 | 7 0 | 1 0 | 0 0 | 18 18 |
| 8:00 AM | 1 0 | 0 1 | 1 0 | 0 0 | 1 0 | 0 0 | 2 0 | 0 0 | 0 0 | 5 5 | 1 1 | 0 0 | 0 0 | 7 8 | 0 0 | 0 0 | 18 18 |
| 8:15 AM | 3 0 | 0 0 | 0 0 | 0 0 | 3 0 | 0 0 | 0 0 | 0 0 | 0 0 | 8 0 | 0 0 | 0 0 | 0 0 | 8 8 | 0 0 | 0 0 | 22 22 |
| 8:30 AM | 1 3 | 3 0 | 0 0 | 10 0 | 1 0 | 0 0 | 0 0 | 8 3 | 0 0 | 0 0 | 23 15 |
| 8:45 AM | 4 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 7 0 | 0 0 | 0 0 | 0 0 | 3 0 | 0 0 | 0 0 | 15 15 |
| 9:00 AM | 4 1 | 1 2 | 2 0 | 0 0 | 0 0 | 0 0 | 2 0 | 0 0 | 1 0 | 7 5 | 2 1 | 0 0 | 0 0 | 6 3 | 0 1 | 0 0 | 25 20 |
| TOTAL VOLUMES : | NL 30 | NT 13 | NR 16 | NU 0 | SL 8 | ST 0 | SR 15 | SU 0 | EL 5 | ET 95 | ER 13 | EU 0 | WL 0 | WT 82 | WR 3 | WU 0 | TOTAL 280 |
| APPROACH %'s: | 50.85% | 22.03% | 27.12% | 0.00% | 34.78% | 0.00% | 65.22% | 0.00% | 4.42% | 84.07% | 11.50% | 0.00% | 0.00% | 96.47% | 3.53% | 0.00% | |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL 86 |
| PEAK HR VOL: | 7 0.583 | 4 0.333 | 2 0.500 | 2 0.000 | 5 0.417 | 0 0.000 | 2 0.250 | 0 0.000 | 1 0.250 | 31 0.775 | 3 0.750 | 0 0.000 | 0 0.000 | 30 0.938 | 1 0.250 | 0 0.000 | 0.935 |
| PEAK HR FACTOR: | 0.813 | | | | 0.583 | | | | 0.795 | | | | | 0.969 | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 0 | 0 0 | 0 0 | 0 0 | 1 1 | 0 0 | 0 0 | 0 0 | 0 0 | 5 3 | 0 0 | 0 0 | 0 0 | 3 7 | 0 0 | 0 0 | 9 11 |
| 3:15 PM | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 4 4 | 2 0 | 0 0 | 0 0 | 3 6 | 0 0 | 0 0 | 15 15 |
| 3:30 PM | 4 0 | 0 2 | 2 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 4 4 | 0 0 | 0 0 | 0 0 | 6 0 | 0 0 | 0 0 | 13 13 |
| 3:45 PM | 0 1 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 2 0 | 0 0 | 0 0 | 4 0 | 0 0 | 0 0 | 0 0 | 7 0 | 0 0 | 0 0 | 12 12 |
| 4:00 PM | 2 0 | 0 0 | 3 3 | 0 0 | 0 0 | 0 0 | 7 0 | 0 0 | 0 0 | 18 18 |
| 4:15 PM | 0 2 | 2 0 | 0 0 | 0 0 | 1 1 | 0 0 | 0 0 | 0 0 | 0 0 | 3 3 | 0 0 | 0 0 | 0 0 | 6 0 | 0 0 | 0 0 | 12 12 |
| 4:30 PM | 3 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 1 0 | 4 4 | 1 0 | 0 0 | 0 0 | 6 0 | 0 0 | 0 0 | 16 16 |
| 4:45 PM | 1 1 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 2 0 | 3 3 | 0 0 | 0 0 | 0 0 | 7 0 | 0 0 | 0 0 | 14 14 |
| 5:00 PM | 3 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 3 0 | 0 0 | 0 0 | 5 1 | 0 0 | 0 0 | 0 0 | 6 0 | 0 0 | 0 0 | 18 18 |
| 5:15 PM | 2 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 6 6 | 0 0 | 0 0 | 0 0 | 4 4 | 1 0 | 0 0 | 14 14 |
| 5:30 PM | 1 1 | 1 0 | 0 0 | 8 8 | 0 0 | 0 0 | 0 0 | 7 7 | 0 0 | 0 0 | 17 17 |
| 5:45 PM | 0 1 | 1 1 | 1 0 | 0 0 | 2 0 | 0 0 | 1 0 | 0 0 | 0 0 | 7 0 | 0 0 | 0 0 | 0 0 | 8 0 | 0 0 | 0 0 | 20 20 |
| 6:00 PM | 1 2 | 2 1 | 1 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 6 6 | 0 0 | 0 0 | 0 0 | 11 6 | 0 0 | 0 0 | 22 15 |
| 6:15 PM | 1 0 | 0 1 | 1 0 | 0 0 | 1 0 | 0 0 | 0 0 | 0 0 | 0 0 | 6 6 | 0 0 | 0 0 | 0 0 | 6 8 | 0 0 | 0 0 | 17 17 |
| 6:30 PM | 1 1 | 1 1 | 1 0 | 0 0 | 0 0 | 0 0 | 1 0 | 0 0 | 0 0 | 5 5 | 0 0 | 0 0 | 0 0 | 8 0 | 0 0 | 0 0 | 17 17 |
| 6:45 PM | 0 1 | 1 0 | 0 0 | 5 0 | 0 0 | 0 0 | 0 0 | 4 0 | 0 0 | 0 0 | 10 10 |
| TOTAL VOLUMES : | NL 19 | NT 10 | NR 6 | NU 0 | SL 7 | ST 0 | SR 9 | SU 0 | EL 3 | ET 77 | ER 4 | EU 0 | WL 0 | WT 99 | WR 1 | WU 0 | TOTAL 235 |
| APPROACH %'s: | 54.29% | 28.57% | 17.14% | 0.00% | 43.75% | 0.00% | 56.25% | 0.00% | 3.57% | 91.67% | 4.76% | 0.00% | 0.00% | 99.00% | 1.00% | 0.00% | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 69 |
| PEAK HR VOL: | 6 0.50 | 2 0.500 | 1 0.250 | 1 0.000 | 3 0.375 | 0 0.000 | 4 0.333 | 0 0.000 | 0 0.000 | 26 0.813 | 1 0.250 | 0 0.000 | 0 0.000 | 25 0.781 | 1 0.250 | 0 0.000 | 0.863 |
| PEAK HR FACTOR: | 0.750 | | | | 0.583 | | | | 0.844 | | | | | 0.813 | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Orme St & Columbia Pike
City: Arlington
Control: Signalized

Project ID: 19-11094-003
Date: 6/5/2019

Bikes

| NS/EW Streets: | S Orme St | | | | S Orme St | | | | Columbia Pike | | | | Columbia Pike | | | | |
|-----------------|----------------------------|-----------|---------|---------|---------------------------|---------|---------|---------|---------------------------|-----------|-----------|---------|------------------|---------|---------|---------|-------------|
| | 1.5 NL | 0.5 NT | 1 NR | 0 NU | 1 SL | 0 ST | 1 SR | 0 SU | 1 EL | 1.5 ET | 0.5 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL 0 | NT 0 | NR 0 | NU 0 | SL 0 | ST 0 | SR 9 | SU 0 | EL 36 | ET 26 | ER 0 | EU 0 | WL 0 | WT 4 | WR 0 | WU 0 | TOTAL 75 |
| APPROACH %'s : | 0.00% 0.00% 100.00% 0.00% | | | | 58.06% 41.94% 0.00% 0.00% | | | | 0.00% 100.00% 0.00% 0.00% | | | | | | | | |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL 23 |
| PEAK HR VOL: | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| PEAK HR FACTOR: | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.688 | 0.400 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.719 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|-----------------|----------------------------|-----------|---------|---------|--------------------------|---------|---------|---------|--------------------------|-----------|-----------|---------|------------------|----------|---------|---------|-------------|
| | 1.5 NL | 0.5 NT | 1 NR | 0 NU | 1 SL | 0 ST | 1 SR | 0 SU | 1 EL | 1.5 ET | 0.5 ER | 0 EU | 0 WL | 2 WT | 0 WR | 0 WU | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 5 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL 0 | NT 0 | NR 0 | NU 0 | SL 1 | ST 0 | SR 2 | SU 0 | EL 1 | ET 11 | ER 0 | EU 0 | WL 0 | WT 18 | WR 1 | WU 0 | TOTAL 34 |
| APPROACH %'s : | 33.33% 0.00% 66.67% 0.00% | | | | 8.33% 91.67% 0.00% 0.00% | | | | 0.00% 94.74% 5.26% 0.00% | | | | | | | | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 9 |
| PEAK HR VOL: | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| PEAK HR FACTOR: | 0.00 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.375 |

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Orme St & Columbia Pike
City: Arlington

Project ID: 19-11094-003
Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | S Orme St | | S Orme St | | Columbia Pike | | Columbia Pike | | TOTAL |
|------------------|---------------------|----------|-----------|----------|---------------|---------|---------------|---------|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| 5:45 AM | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 5 |
| 6:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 AM | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 AM | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 AM | 48 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 53 |
| 7:15 AM | 3 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 10 |
| 7:30 AM | 30 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 33 |
| 7:45 AM | 2 | 0 | 1 | 1 | 8 | 0 | 0 | 0 | 12 |
| 8:00 AM | 1 | 3 | 5 | 1 | 3 | 1 | 0 | 0 | 14 |
| 8:15 AM | 3 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 15 |
| 8:30 AM | 1 | 1 | 3 | 0 | 5 | 1 | 1 | 0 | 12 |
| 8:45 AM | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 9:00 AM | 2 | 9 | 0 | 5 | 0 | 1 | 0 | 0 | 17 |
| 9:15 AM | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 6 |
| TOTAL VOLUMES : | EB 103 | WB 35 | EB 28 | WB 10 | NB 23 | SB 7 | NB 1 | SB 2 | TOTAL 209 |
| APPROACH %'s : | 74.64% | 25.36% | 73.68% | 26.32% | 76.67% | 23.33% | 33.33% | 66.67% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 7 | 7 | 13 | 4 | 18 | 3 | 1 | 0 | 53 |
| PEAK HR FACTOR : | 0.583 | 0.583 | 0.650 | 0.500 | 0.563 | 0.750 | 0.250 | 0.250 | 0.883 |

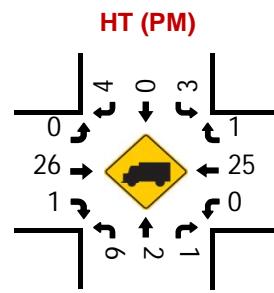
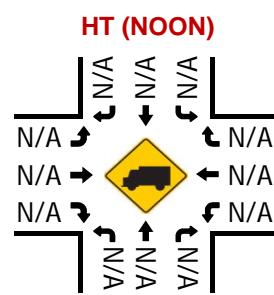
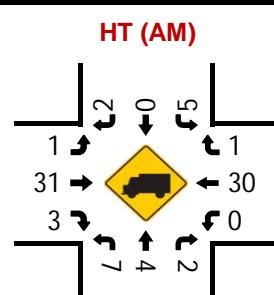
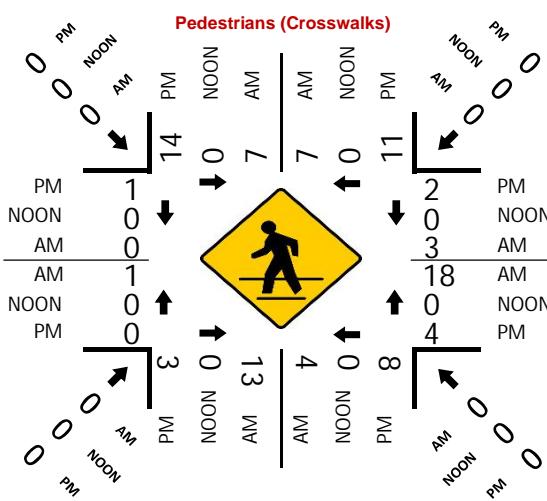
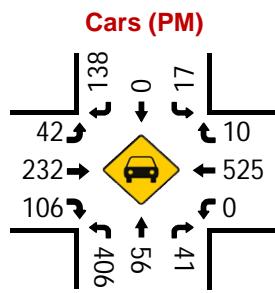
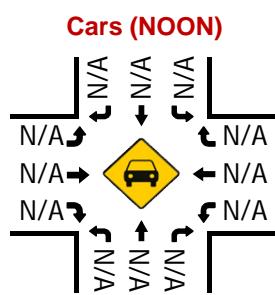
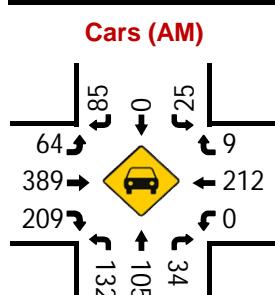
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|----------|-----------|----------|----------|----------|----------|---------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 2 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 8 |
| 3:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 |
| 4:00 PM | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 6 |
| 4:15 PM | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 8 |
| 4:30 PM | 0 | 48 | 0 | 2 | 0 | 3 | 0 | 0 | 53 |
| 4:45 PM | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:00 PM | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 5:15 PM | 2 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 10 |
| 5:30 PM | 11 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 17 |
| 5:45 PM | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 1 | 10 |
| 6:00 PM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 PM | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 |
| 6:30 PM | 4 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 6:45 PM | 0 | 4 | 0 | 3 | 0 | 2 | 0 | 0 | 9 |
| TOTAL VOLUMES : | EB 40 | WB 78 | EB 9 | WB 16 | NB 12 | SB 13 | NB 0 | SB 1 | TOTAL 169 |
| APPROACH %'s : | 33.90% | 66.10% | 36.00% | 64.00% | 48.00% | 52.00% | 0.00% | 100.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 14 | 11 | 3 | 8 | 4 | 2 | 0 | 1 | 43 |
| PEAK HR FACTOR : | 0.318 | 0.917 | 0.375 | 0.667 | 0.333 | 0.500 | 0.250 | 0.250 | 0.632 |
| | 0.481 | | 0.917 | | 0.500 | | | | |

S Orme St & Columbia Pike

Peak Hour Turning Movement Count

ID: 19-11094-003
City: Arlington

| PEAK HOURS | | | S Orme St SOUTHBOUND | | | | | COUNT PERIODS | | | | | | | | | | | | | | | |
|--|---------------------|------|-------------------------|-----|---|----|---|---------------|------|---------------------|-----|-----|------|---|------|-----|------|----|----|--|------|------|------|
| Columbia Pike | 07:45 AM - 08:45 AM | | AM | 87 | 0 | 30 | 0 | 184 | AM | 05:30 AM - 09:30 AM | | | | | | | | | | | | | |
| | NONE | | NOON | 0 | 0 | 0 | 0 | 0 | NOON | NONE | | | | | | | | | | | | | |
| | 05:00 PM - 06:00 PM | | PM | 142 | 0 | 20 | 0 | 111 | PM | 03:00 PM - 07:00 PM | | | | | | | | | | | | | |
| EASTBOUND | AM | NOON | PM | | | | | | PM | NOON | AM | | | | | | | | | | | | |
| | 469 | 0 | 1104 | | | | | | 11 | 0 | 10 | | | | | | | | | | | | |
| | 1 | 0 | 0 | | | | | | 550 | 0 | 242 | | | | | | | | | | | | |
| | 65 | 0 | 42 | | | | | | 0 | 0 | 0 | | | | | | | | | | | | |
| | 420 | 0 | 258 | | | | | | 3 | 0 | 1 | | | | | | | | | | | | |
| | 212 | 0 | 107 | | | | | | 323 | 0 | 487 | | | | | | | | | | | | |
| AM NOON PM | | | | | | | | PM | NOON | AM | | | | | | | | | | | | | |
| CONTROL Signalized <table border="1"> <tr> <td>TEV</td> <td>1352</td> <td>0</td> <td>1645</td> </tr> <tr> <td>PHF</td> <td>0.96</td> <td>AM</td> <td>PM</td> </tr> <tr> <td></td> <td>0.96</td> <td>NOON</td> <td>0.94</td> </tr> </table> | | | | | | | | | | | | TEV | 1352 | 0 | 1645 | PHF | 0.96 | AM | PM | | 0.96 | NOON | 0.94 |
| TEV | 1352 | 0 | 1645 | | | | | | | | | | | | | | | | | | | | |
| PHF | 0.96 | AM | PM | | | | | | | | | | | | | | | | | | | | |
| | 0.96 | NOON | 0.94 | | | | | | | | | | | | | | | | | | | | |



National Data & Surveying Services
Intersection Turning Movement Count

Location: Columbia Pike & S Joyce St/Southgate Rd
City: Arlington
Control: Signalized

Project ID: 19-11094-006
Date: 6/5/2019

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|--------------------------------|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|---------------------|-------------------|---------------------|---------------------|-------------------|------------------|---------------------|---------------------|----------------------|------------------|--------------------------------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| 3:00 PM | 1 | 20 | 37 | 0 | 17 | 22 | 17 | 0 | 25 | 10 | 1 | 0 | 40 | 13 | 64 | 0 | 267 |
| 3:15 PM | 2 | 14 | 32 | 0 | 29 | 29 | 11 | 1 | 20 | 10 | 2 | 0 | 37 | 12 | 84 | 1 | 284 |
| 3:30 PM | 0 | 21 | 30 | 0 | 33 | 28 | 18 | 4 | 24 | 17 | 2 | 0 | 26 | 11 | 74 | 0 | 288 |
| 3:45 PM | 0 | 17 | 28 | 0 | 41 | 30 | 17 | 1 | 24 | 20 | 1 | 0 | 39 | 13 | 74 | 0 | 305 |
| 4:00 PM | 0 | 17 | 34 | 0 | 56 | 43 | 19 | 2 | 35 | 26 | 2 | 0 | 78 | 15 | 74 | 0 | 401 |
| 4:15 PM | 0 | 37 | 28 | 1 | 40 | 57 | 36 | 0 | 25 | 40 | 2 | 0 | 83 | 12 | 65 | 0 | 426 |
| 4:30 PM | 0 | 21 | 29 | 0 | 55 | 71 | 47 | 0 | 24 | 61 | 1 | 0 | 61 | 18 | 68 | 0 | 456 |
| 4:45 PM | 0 | 13 | 38 | 0 | 70 | 38 | 29 | 0 | 22 | 36 | 2 | 0 | 65 | 26 | 80 | 0 | 419 |
| 5:00 PM | 0 | 20 | 56 | 0 | 72 | 65 | 36 | 1 | 27 | 37 | 3 | 0 | 48 | 14 | 78 | 0 | 457 |
| 5:15 PM | 2 | 18 | 70 | 0 | 78 | 73 | 37 | 0 | 15 | 41 | 2 | 0 | 63 | 14 | 78 | 0 | 491 |
| 5:30 PM | 1 | 15 | 39 | 1 | 61 | 92 | 25 | 1 | 18 | 46 | 3 | 0 | 82 | 28 | 71 | 0 | 483 |
| 5:45 PM | 0 | 26 | 60 | 1 | 80 | 60 | 24 | 1 | 20 | 33 | 1 | 0 | 62 | 27 | 86 | 1 | 482 |
| 6:00 PM | 0 | 29 | 60 | 0 | 72 | 50 | 27 | 2 | 18 | 37 | 7 | 0 | 57 | 13 | 63 | 0 | 435 |
| 6:15 PM | 0 | 13 | 46 | 0 | 53 | 30 | 10 | 0 | 17 | 24 | 3 | 0 | 48 | 8 | 86 | 1 | 339 |
| 6:30 PM | 1 | 22 | 35 | 0 | 45 | 33 | 8 | 0 | 9 | 10 | 1 | 0 | 60 | 10 | 72 | 0 | 306 |
| 6:45 PM | 0 | 17 | 32 | 0 | 41 | 10 | 7 | 0 | 9 | 26 | 0 | 0 | 37 | 8 | 64 | 0 | 251 |
| TOTAL VOLUMES : APPROACH %'s : | NL 7 0.71% | NT 320 32.52% | NR 654 66.46% | NU 3 0.30% | SL 843 43.12% | ST 731 37.39% | SR 368 18.82% | SU 13 0.66% | EL 332 39.57% | ET 474 56.50% | ER 33 3.93% | EU 0 0.00% | WL 886 38.32% | WT 242 10.47% | WR 1181 51.08% | WU 3 0.13% | TOTAL 6090 1913 0.974 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | 291 | 290 | 122 | 3 | 80 | 157 | 9 | 0 | 255 | 83 | 313 | 1 | TOTAL 1913 0.974 |
| PEAK HR VOL : | 3 0.375 | 79 0.760 | 225 0.804 | 2 0.500 | 0.909 | 0.788 | 0.824 | 0.750 | 0.741 | 0.853 | 0.750 | 0.000 | 0.777 | 0.741 | 0.910 | 0.250 | |
| PEAK HR FACTOR : | | | | | 0.858 | | 0.939 | | | 0.918 | | | | 0.901 | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Columbia Pike & S Joyce St/Southgate Rd
City: Arlington
Control: Signalized

Project ID: 19-11094-006
Date: 6/5/2019

Cars

| NS/EW Streets: | Columbia Pike | | | | Columbia Pike | | | | S Joyce St/Southgate Rd | | | | S Joyce St/Southgate Rd | | | | |
|------------------|---------------------|-----------|-----------|---------|---------------|---------|---------|---------|-------------------------|---------|---------|---------|-------------------------|---------|---------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| 5:30 AM | 5 | 17 | 9 | 0 | 9 | 5 | 8 | 0 | 5 | 1 | 0 | 0 | 3 | 7 | 16 | 0 | 85 |
| 5:45 AM | 1 | 17 | 7 | 0 | 11 | 6 | 13 | 0 | 9 | 8 | 1 | 0 | 6 | 6 | 16 | 0 | 101 |
| 6:00 AM | 0 | 16 | 5 | 0 | 13 | 9 | 18 | 0 | 3 | 2 | 0 | 0 | 7 | 20 | 23 | 0 | 116 |
| 6:15 AM | 2 | 21 | 14 | 1 | 15 | 11 | 23 | 0 | 10 | 4 | 1 | 0 | 8 | 10 | 31 | 0 | 151 |
| 6:30 AM | 4 | 27 | 17 | 0 | 29 | 8 | 14 | 0 | 14 | 2 | 0 | 0 | 10 | 9 | 46 | 0 | 180 |
| 6:45 AM | 2 | 30 | 19 | 0 | 35 | 21 | 12 | 1 | 10 | 1 | 0 | 0 | 7 | 14 | 43 | 0 | 195 |
| 7:00 AM | 4 | 37 | 26 | 0 | 28 | 26 | 22 | 0 | 18 | 6 | 2 | 0 | 12 | 25 | 63 | 0 | 269 |
| 7:15 AM | 0 | 39 | 21 | 0 | 30 | 22 | 24 | 0 | 20 | 9 | 1 | 0 | 19 | 17 | 83 | 0 | 285 |
| 7:30 AM | 0 | 50 | 35 | 0 | 23 | 15 | 25 | 2 | 23 | 17 | 0 | 0 | 11 | 18 | 72 | 1 | 292 |
| 7:45 AM | 1 | 47 | 42 | 0 | 34 | 29 | 25 | 0 | 30 | 6 | 1 | 0 | 16 | 19 | 70 | 0 | 320 |
| 8:00 AM | 1 | 50 | 55 | 0 | 28 | 25 | 16 | 1 | 19 | 13 | 1 | 0 | 14 | 28 | 74 | 0 | 325 |
| 8:15 AM | 1 | 38 | 45 | 0 | 30 | 17 | 21 | 1 | 22 | 19 | 1 | 0 | 14 | 24 | 60 | 0 | 293 |
| 8:30 AM | 1 | 39 | 50 | 0 | 25 | 13 | 19 | 0 | 14 | 18 | 1 | 0 | 25 | 12 | 56 | 0 | 273 |
| 8:45 AM | 0 | 43 | 43 | 0 | 32 | 17 | 17 | 0 | 9 | 9 | 0 | 0 | 21 | 20 | 51 | 0 | 262 |
| 9:00 AM | 0 | 26 | 40 | 0 | 25 | 20 | 20 | 0 | 9 | 18 | 0 | 0 | 19 | 10 | 47 | 0 | 234 |
| 9:15 AM | 1 | 27 | 43 | 0 | 33 | 13 | 25 | 1 | 14 | 10 | 1 | 0 | 11 | 7 | 31 | 0 | 217 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 23 | 524 | 471 | 1 | 400 | 257 | 302 | 6 | 229 | 143 | 10 | 0 | 203 | 246 | 782 | 1 | 3598 |
| PEAK HR: | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 185 | 177 | 0 | 115 | 86 | 87 | 4 | 94 | 55 | 3 | 0 | 55 | 89 | 276 | 1 | 1230 |
| PEAK HR FACTOR : | 0.75 | 0.925 | 0.805 | 0.000 | 0.846 | 0.741 | 0.870 | 0.500 | 0.783 | 0.724 | 0.750 | 0.000 | 0.859 | 0.795 | 0.932 | 0.250 | 0.946 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | TOTAL |
| 3:00 PM | 1 | 18 | 33 | 0 | 17 | 21 | 17 | 0 | 24 | 10 | 1 | 0 | 37 | 13 | 62 | 0 | 254 |
| 3:15 PM | 2 | 12 | 28 | 0 | 29 | 27 | 11 | 1 | 20 | 10 | 2 | 0 | 32 | 12 | 82 | 1 | 269 |
| 3:30 PM | 0 | 20 | 26 | 0 | 33 | 28 | 18 | 4 | 24 | 16 | 2 | 0 | 24 | 10 | 71 | 0 | 276 |
| 3:45 PM | 0 | 16 | 26 | 0 | 41 | 29 | 17 | 1 | 24 | 19 | 1 | 0 | 35 | 12 | 72 | 0 | 293 |
| 4:00 PM | 0 | 16 | 31 | 0 | 56 | 43 | 19 | 2 | 34 | 26 | 2 | 0 | 72 | 15 | 73 | 0 | 389 |
| 4:15 PM | 0 | 36 | 25 | 1 | 40 | 57 | 36 | 0 | 25 | 40 | 2 | 0 | 77 | 12 | 65 | 0 | 416 |
| 4:30 PM | 0 | 18 | 28 | 0 | 55 | 70 | 47 | 0 | 24 | 58 | 1 | 0 | 55 | 18 | 68 | 0 | 442 |
| 4:45 PM | 0 | 12 | 37 | 0 | 70 | 38 | 28 | 0 | 21 | 35 | 2 | 0 | 59 | 25 | 78 | 0 | 405 |
| 5:00 PM | 0 | 19 | 52 | 0 | 71 | 64 | 35 | 1 | 26 | 37 | 3 | 0 | 44 | 14 | 78 | 0 | 444 |
| 5:15 PM | 2 | 17 | 65 | 0 | 78 | 72 | 36 | 0 | 14 | 40 | 2 | 0 | 58 | 14 | 78 | 0 | 476 |
| 5:30 PM | 1 | 14 | 35 | 1 | 60 | 91 | 24 | 1 | 17 | 46 | 3 | 0 | 71 | 26 | 70 | 0 | 460 |
| 5:45 PM | 0 | 22 | 54 | 1 | 76 | 60 | 23 | 1 | 20 | 33 | 1 | 0 | 49 | 26 | 85 | 1 | 452 |
| 6:00 PM | 0 | 28 | 53 | 0 | 72 | 49 | 27 | 2 | 15 | 37 | 7 | 0 | 48 | 10 | 63 | 0 | 411 |
| 6:15 PM | 0 | 12 | 37 | 0 | 53 | 29 | 9 | 0 | 17 | 24 | 3 | 0 | 42 | 8 | 86 | 1 | 321 |
| 6:30 PM | 1 | 18 | 30 | 0 | 45 | 32 | 8 | 0 | 9 | 10 | 1 | 0 | 52 | 9 | 72 | 0 | 287 |
| 6:45 PM | 0 | 15 | 27 | 0 | 41 | 10 | 5 | 0 | 9 | 26 | 0 | 0 | 31 | 8 | 64 | 0 | 236 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 7 | 293 | 587 | 3 | 837 | 720 | 360 | 13 | 323 | 467 | 33 | 0 | 786 | 232 | 1167 | 3 | 5831 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 72 | 206 | 2 | 285 | 287 | 118 | 3 | 77 | 156 | 9 | 0 | 222 | 80 | 311 | 1 | 1832 |
| PEAK HR FACTOR : | 0.38 | 0.818 | 0.792 | 0.500 | 0.913 | 0.788 | 0.819 | 0.750 | 0.740 | 0.848 | 0.750 | 0.000 | 0.782 | 0.769 | 0.915 | 0.250 | 0.962 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Columbia Pike & S Joyce St/Southgate Rd
City: Arlington
Control: Signalized

Project ID: 19-11094-006
Date: 6/5/2019

HT

| NS/EW Streets: | Columbia Pike | | | | Columbia Pike | | | | S Joyce St/Southgate Rd | | | | S Joyce St/Southgate Rd | | | | |
|------------------|----------------------------|-----------|-----------|---------|-------------------|----------|----------|---------|-------------------------|----------|---------|---------|-------------------------|----------|----------|---------|--------------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 5:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 7 |
| 6:00 AM | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 0 | 14 |
| 6:15 AM | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 17 |
| 6:30 AM | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 16 |
| 6:45 AM | 1 | 6 | 5 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 21 |
| 7:00 AM | 0 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 17 |
| 7:15 AM | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 17 |
| 7:30 AM | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 13 |
| 7:45 AM | 0 | 6 | 6 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 25 |
| 8:00 AM | 0 | 6 | 4 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 25 |
| 8:15 AM | 0 | 4 | 7 | 0 | 3 | 4 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 28 |
| 8:30 AM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 11 |
| 8:45 AM | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 18 |
| 9:00 AM | 0 | 2 | 4 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 4 | 0 | 18 |
| 9:15 AM | 0 | 6 | 6 | 0 | 6 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 27 |
| TOTAL VOLUMES : | NL 1 | NT 59 | NR 61 | NU 0 | SL 13 | ST 15 | SR 12 | SU 0 | EL 17 | ET 12 | ER 1 | EU 0 | WL 69 | WT 3 | WR 19 | WU 0 | TOTAL 282 |
| APPROACH %'s : | 0.83% | 48.76% | 50.41% | 0.00% | 32.50% | 37.50% | 30.00% | 0.00% | 56.67% | 40.00% | 3.33% | 0.00% | 75.82% | 3.30% | 20.88% | 0.00% | |
| PEAK HR: | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL 91 |
| PEAK HR VOL : | 0 | 18 | 19 | 0 | 6 | 8 | 5 | 0 | 6 | 2 | 1 | 0 | 21 | 0 | 5 | 0 | 91 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.679 | 0.000 | 0.500 | 0.500 | 0.625 | 0.000 | 0.500 | 0.500 | 0.250 | 0.000 | 0.656 | 0.000 | 0.625 | 0.000 | 0.813 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 13 |
| 3:15 PM | 0 | 2 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 15 |
| 3:30 PM | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 12 |
| 3:45 PM | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 12 |
| 4:00 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 12 |
| 4:15 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 14 |
| 4:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 6 | 1 | 2 | 0 | 14 |
| 5:00 PM | 0 | 1 | 4 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 13 |
| 5:15 PM | 0 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 15 |
| 5:30 PM | 0 | 1 | 4 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 11 | 2 | 1 | 0 | 23 |
| 5:45 PM | 0 | 4 | 6 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 30 |
| 6:00 PM | 0 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 24 |
| 6:15 PM | 0 | 1 | 9 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 18 |
| 6:30 PM | 0 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 19 |
| 6:45 PM | 0 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 15 |
| TOTAL VOLUMES : | NL 0 | NT 27 | NR 67 | NU 0 | SL 6 | ST 11 | SR 8 | SU 0 | EL 9 | ET 7 | ER 0 | EU 0 | WL 100 | WT 10 | WR 14 | WU 0 | TOTAL 259 |
| APPROACH %'s : | 0.00% | 28.72% | 71.28% | 0.00% | 24.00% | 44.00% | 32.00% | 0.00% | 56.25% | 43.75% | 0.00% | 0.00% | 80.65% | 8.06% | 11.29% | 0.00% | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 81 |
| PEAK HR VOL : | 0 | 7 | 19 | 0 | 6 | 3 | 4 | 0 | 3 | 1 | 0 | 0 | 33 | 3 | 2 | 0 | 81 |
| PEAK HR FACTOR : | 0.00 | 0.438 | 0.792 | 0.000 | 0.375 | 0.750 | 1.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.000 | 0.635 | 0.375 | 0.500 | 0.000 | 0.675 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Columbia Pike & S Joyce St/Southgate Rd
City: Arlington
Control: Signalized

Project ID: 19-11094-006
Date: 6/5/2019

Bikes

| NS/EW Streets: | Columbia Pike | | | | Columbia Pike | | | | S Joyce St/Southgate Rd | | | | S Joyce St/Southgate Rd | | | | |
|-----------------|----------------------------|-----------------|-----------|---------|-------------------|------------------|----------|---------|-------------------------|----------------|----------------|----------------|-------------------------|------------------|----------------|---------|--------------|
| | 1 NL | 1.5 NT | 0.5 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 1 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 7:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| 7:15 AM | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 13 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 12 |
| 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 14 |
| 8:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 8 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL 0 | NT 21 | NR 3 | NU 0 | SL 0 | ST 1 | SR 9 | SU 0 | EL 48 | ET 9 | ER 0 | EU 0 | WL 2 | WT 5 | WR 25 | WU 0 | TOTAL 123 |
| APPROACH %'s : | 0.00% 87.50% | 12.50% 0.00% | | | 0.00% 10.00% | 90.00% 90.00% | | | 84.21% 15.79% | 0.00% 0.00% | 0.00% 0.00% | 0.00% 0.00% | 6.25% 15.63% | 15.63% 78.13% | 0.00% 0.00% | | |
| PEAK HR: | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL 47 |
| PEAK HR VOL: | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 2 | 8 | 0 | |
| PEAK HR FACTOR: | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.688 | 0.625 | 0.000 | 0.000 | 0.000 | 0.500 | 0.667 | 0.000 | 0.734 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 3 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 10 |
| 3:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 4:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 7 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| 5:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 5:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 12 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 14 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:15 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 PM | 0 | 2 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| TOTAL VOLUMES : | NL 0 | NT 8 | NR 10 | NU 0 | SL 12 | ST 13 | SR 41 | SU 0 | EL 6 | ET 14 | ER 1 | EU 0 | WL 2 | WT 10 | WR 0 | WU 0 | TOTAL 117 |
| APPROACH %'s : | 0.00% 44.44% | 55.56% 0.00% | | | 18.18% 19.70% | 62.12% 62.12% | | | 28.57% 66.67% | 4.76% 4.76% | 0.00% 0.00% | 0.00% 0.00% | 16.67% 83.33% | 0.00% 0.00% | 0.00% 0.00% | | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 48 |
| PEAK HR VOL: | 0 | 1 | 2 | 0 | 8 | 5 | 20 | 0 | 2 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | |
| PEAK HR FACTOR: | 0.00 | 0.250 | 0.250 | 0.000 | 0.667 | 0.417 | 0.625 | 0.000 | 0.500 | 0.500 | 0.250 | 0.000 | 0.000 | 0.625 | 0.000 | 0.625 | 0.857 |

National Data & Surveying Services

Location: Columbia Pike & S Joyce St/Southgate Rd Project ID: 19-11094-00

Location: Columbia Pike & S Joyce St/Southgate Rd
City: Arlington

Project ID: 19-11094-006
Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | Columbia Pike | | Columbia Pike | | S Joyce St/Southgate Rd | | S Joyce St/Southgate Rd | | |
|------------------|---------------------|---------|---------------|----------|-------------------------|---------|-------------------------|---------|-------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 5 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 5 |
| 6:30 AM | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 6 |
| 6:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 8 |
| 7:15 AM | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 5 |
| 8:15 AM | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 AM | 0 | 1 | 3 | 2 | 0 | 3 | 1 | 1 | 11 |
| 9:15 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | EB 7 | WB 7 | EB 18 | WB 10 | NB 0 | SB 7 | NB 19 | SB 5 | TOTAL 73 |
| APPROACH %'s : | 50.00% | 50.00% | 64.29% | 35.71% | 0.00% | 100.00% | 79.17% | 20.83% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 1 | 1 | 4 | 0 | 3 | 7 | 1 | 19 |
| PEAK HR FACTOR : | 0.500 | 0.250 | 0.250 | 0.500 | | 0.375 | 0.350 | 0.250 | |
| | 0.375 | | 0.417 | | 0.375 | | 0.400 | | 0.792 |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|----------|-----------|----------|----------|---------|----------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 |
| 3:15 PM | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 8 |
| 3:30 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 3:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 6 |
| 4:00 PM | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 6 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| 4:30 PM | 0 | 10 | 5 | 2 | 0 | 0 | 2 | 5 | 24 |
| 4:45 PM | 0 | 15 | 3 | 1 | 0 | 0 | 1 | 0 | 20 |
| 5:00 PM | 0 | 7 | 1 | 1 | 0 | 0 | 1 | 19 | 29 |
| 5:15 PM | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 6 |
| 5:45 PM | 1 | 0 | 1 | 4 | 1 | 1 | 1 | 1 | 10 |
| 6:00 PM | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 7 |
| 6:15 PM | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 6 |
| 6:30 PM | 1 | 0 | 0 | 2 | 0 | 2 | 3 | 4 | 12 |
| 6:45 PM | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES : | EB 4 | WB 40 | EB 23 | WB 29 | NB 2 | SB 5 | NB 14 | SB 36 | TOTAL 153 |
| APPROACH %'s : | 9.09% | 90.91% | 44.23% | 55.77% | 28.57% | 71.43% | 28.00% | 72.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 7 | 5 | 11 | 1 | 2 | 2 | 21 | 50 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.625 | 0.688 | 0.250 | 0.500 | 0.500 | 0.276 | 0.431 |
| | | 0.286 | | 0.800 | | 0.375 | | 0.288 | |

Columbia Pike & S Joyce St/Southgate Rd

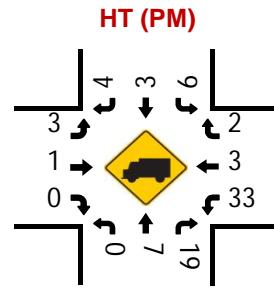
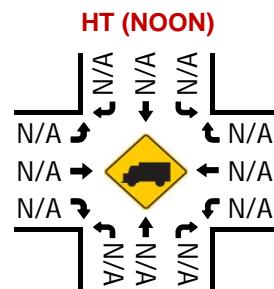
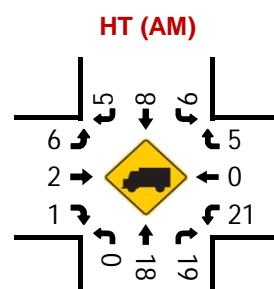
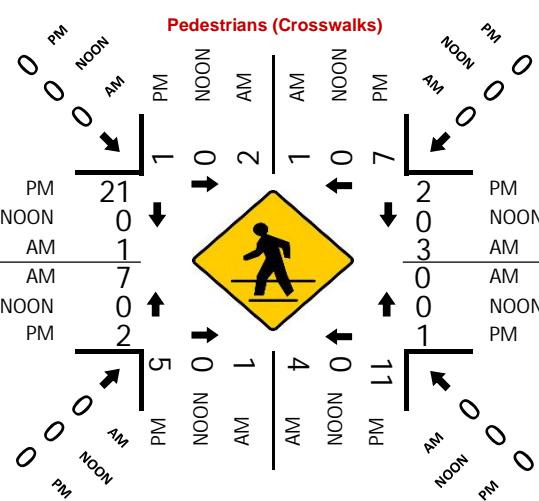
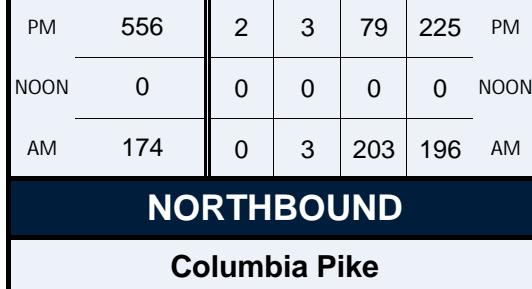
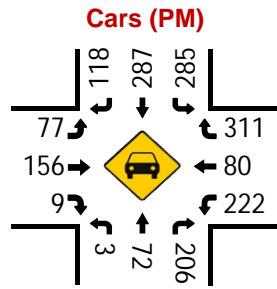
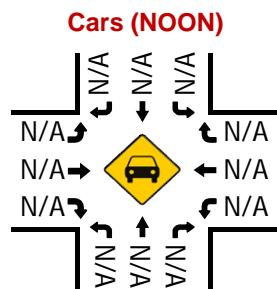
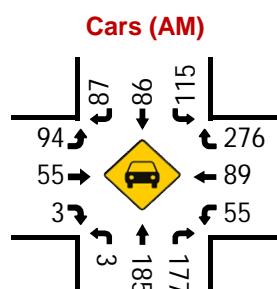
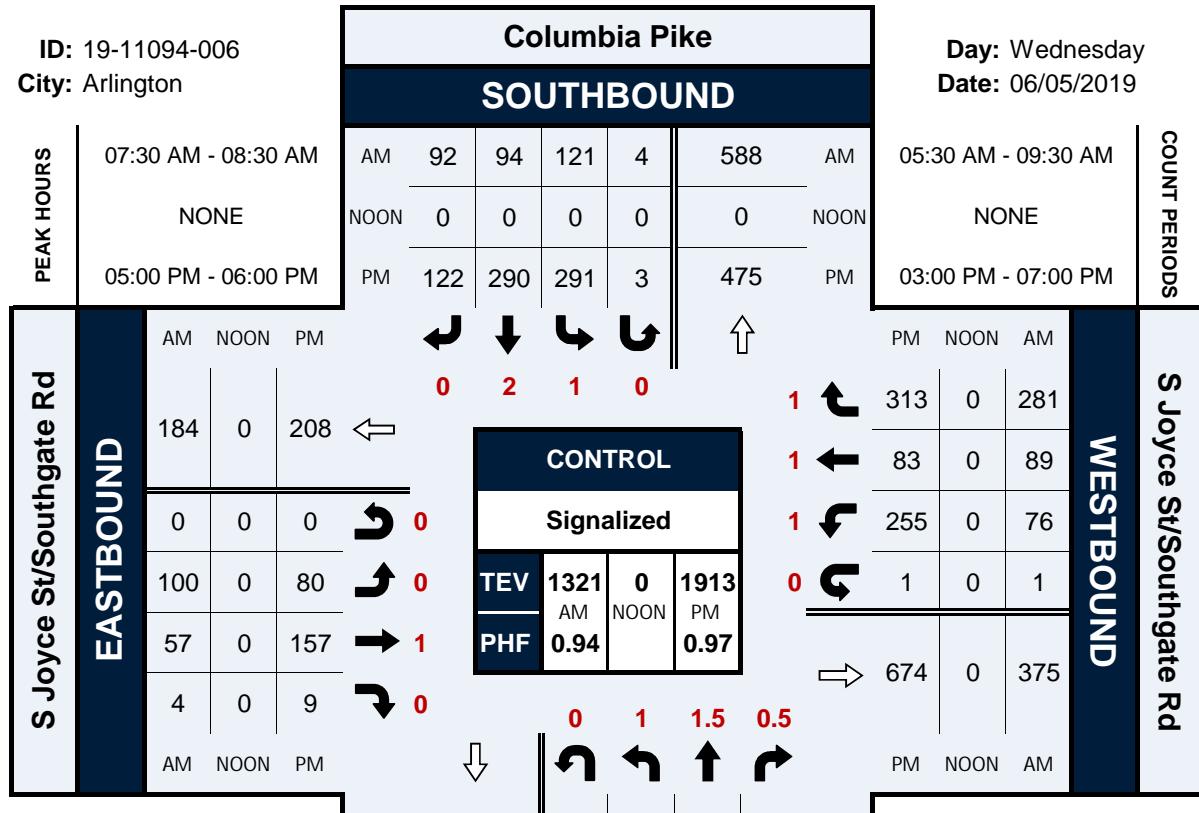
Peak Hour Turning Movement Count

ID: 19-11094-006

City: Arlington

Day: Wednesday

Date: 06/05/2019



National Data & Surveying Services
Intersection Turning Movement Count

Location: Arlington National Cemetery Service complex Dwy & Columbia Pike
City: Arlington
Control: No Control

Project ID: 19-11094-004
Date: 6/5/2019

| Total | | | | | | | | | | | | | | | | | |
|--------------------------------|---|---------|---------|---------|---|------------|-------------|------------|---------------|--------------|--------------|------------|---------------|--------------|-------------|-------------|-------------|
| NS/EW Streets: | Arlington National Cemetery Service complex Dwy | | | | Arlington National Cemetery Service complex Dwy | | | | Columbia Pike | | | | Columbia Pike | | | | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 1.5 WT | 0.5 WR | 0 WU | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 24 | 5 | 0 | 0 | 22 | 7 | 0 | 72 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 30 | 4 | 0 | 0 | 30 | 13 | 2 | 90 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 33 | 6 | 0 | 0 | 41 | 5 | 1 | 97 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 47 | 10 | 0 | 0 | 48 | 5 | 3 | 125 |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 11 | 67 | 14 | 0 | 0 | 57 | 5 | 0 | 157 |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 12 | 71 | 9 | 0 | 0 | 63 | 9 | 4 | 171 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 7 | 94 | 21 | 0 | 0 | 75 | 12 | 0 | 212 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 18 | 107 | 24 | 0 | 0 | 74 | 7 | 2 | 236 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 100 | 30 | 0 | 0 | 61 | 7 | 2 | 220 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 131 | 21 | 0 | 0 | 87 | 3 | 1 | 260 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 104 | 37 | 0 | 0 | 79 | 5 | 6 | 242 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 1 | 8 | 0 | 5 | 90 | 34 | 0 | 1 | 63 | 9 | 1 | 214 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 79 | 27 | 0 | 0 | 58 | 5 | 2 | 178 |
| 8:45 AM | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 81 | 25 | 0 | 0 | 73 | 7 | 0 | 196 |
| 9:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 58 | 23 | 0 | 1 | 61 | 2 | 3 | 163 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 7 | 42 | 28 | 1 | 0 | 75 | 4 | 2 | 165 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 0 | NR 0 | NU 0 | SL 15 | ST 7 | SR 41 | SU 0 | EL 155 | ET 1158 | ER 318 | EU 1 | WL 2 | WT 967 | WR 105 | WU 29 | TOTAL 2798 |
| PEAK HR VOL : | 07:15 AM - 08:15 AM | | | | 23.81% | 11.11% | 65.08% | 0.00% | 9.50% | 70.96% | 19.49% | 0.06% | 0.18% | 87.67% | 9.52% | 2.63% | TOTAL 958 |
| PEAK HR FACTOR : | 0 | 0 | 0 | 0 | 1 0.250 | 1 0.250 | 14 0.700 | 0 0.000 | 54 0.750 | 442 0.844 | 112 0.757 | 0 0.000 | 0 0.000 | 301 0.865 | 22 0.786 | 11 0.458 | TOTAL 0.921 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-----------------|----------------------------|---------|---------|---------|---------------------------|----------|----------|---------|--------------------------|------------|-----------|---------|--------------|------------|-----------|----------|----------------|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 1.5 WT | 0.5 WR | 0 WU | |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 3 | 67 | 40 | 0 | 1 | 57 | 3 | 2 | 180 |
| 3:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 75 | 41 | 1 | 0 | 61 | 3 | 0 | 191 |
| 3:30 PM | 0 | 0 | 0 | 0 | 5 | 4 | 7 | 0 | 1 | 72 | 51 | 0 | 1 | 74 | 4 | 3 | 222 |
| 3:45 PM | 0 | 0 | 0 | 0 | 14 | 6 | 6 | 0 | 1 | 73 | 41 | 0 | 0 | 89 | 3 | 1 | 234 |
| 4:00 PM | 0 | 0 | 0 | 0 | 8 | 5 | 6 | 0 | 3 | 92 | 33 | 0 | 1 | 110 | 1 | 2 | 261 |
| 4:15 PM | 0 | 0 | 0 | 0 | 8 | 2 | 6 | 0 | 5 | 80 | 38 | 1 | 0 | 122 | 4 | 1 | 267 |
| 4:30 PM | 0 | 0 | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 72 | 45 | 0 | 1 | 176 | 1 | 1 | 308 |
| 4:45 PM | 0 | 0 | 0 | 0 | 9 | 5 | 5 | 0 | 0 | 80 | 33 | 0 | 1 | 129 | 0 | 2 | 264 |
| 5:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 85 | 41 | 1 | 0 | 172 | 2 | 5 | 317 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 71 | 40 | 0 | 3 | 186 | 0 | 4 | 306 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 73 | 31 | 1 | 1 | 173 | 1 | 5 | 287 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 93 | 39 | 1 | 3 | 164 | 1 | 3 | 305 |
| 6:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 78 | 35 | 0 | 1 | 157 | 5 | 1 | 282 |
| 6:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 62 | 53 | 0 | 0 | 79 | 0 | 0 | 197 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 45 | 56 | 0 | 0 | 92 | 1 | 1 | 198 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 39 | 0 | 1 | 68 | 0 | 2 | 157 |
| TOTAL VOLUMES | NL 0 | NT 0 | NR 0 | NU 0 | SL 70 | ST 29 | SR 51 | SU 0 | EL 15 | ET 1165 | ER 656 | EU 5 | WL 14 | WT 1909 | WR 29 | WU 33 | TOTAL 3976 |
| APPROACH %'s | 46.67% 19.33% 34.00% 0.00% | | | | 0.81% 63.28% 35.63% 0.27% | | | | 0.71% 96.17% 1.46% 1.66% | | | | | | | | TOTAL 1215 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | 8 0.286 | | | | 0 0.000 | | | | 322 0.866 | | | | TOTAL 0.958 |
| PEAK HR VOL: | 0 0.000 | | | | 1 0.250 | | | | 7 0.438 | | | | 151 0.921 | | | | 17 0.750 |
| PEAK HR FACTOR: | 0 0.000 | | | | 0 0.364 | | | | 3 0.895 | | | | 695 0.934 | | | | 17 0.500 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Arlington National Cemetery Service complex Dwy & Columbia Pike
City: Arlington
Control: No Control

Project ID: 19-11094-004
Date: 6/5/2019

Cars

| NS/EW Streets: | Arlington National Cemetery Service complex Dwy | | | | Arlington National Cemetery Service complex Dwy | | | | Columbia Pike | | | | Columbia Pike | | | | |
|-----------------|---|-------|-------|-------|---|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 5 | 0 | 0 | 22 | 7 | 0 | 67 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 29 | 4 | 0 | 0 | 29 | 13 | 2 | 88 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 28 | 6 | 0 | 0 | 41 | 4 | 1 | 90 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 44 | 10 | 0 | 0 | 46 | 5 | 3 | 118 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 63 | 14 | 0 | 0 | 56 | 4 | 0 | 148 |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 65 | 8 | 0 | 0 | 62 | 8 | 4 | 160 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 7 | 90 | 21 | 0 | 0 | 73 | 12 | 0 | 206 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 103 | 24 | 0 | 0 | 73 | 7 | 2 | 227 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 98 | 30 | 0 | 0 | 60 | 6 | 2 | 213 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 123 | 20 | 0 | 0 | 87 | 3 | 1 | 246 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 99 | 37 | 0 | 0 | 75 | 5 | 6 | 230 |
| 8:15 AM | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 5 | 85 | 32 | 0 | 1 | 57 | 9 | 1 | 198 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 77 | 27 | 0 | 0 | 57 | 4 | 1 | 173 |
| 8:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 75 | 23 | 0 | 0 | 73 | 7 | 0 | 187 |
| 9:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 7 | 54 | 21 | 0 | 1 | 56 | 2 | 1 | 149 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 37 | 26 | 1 | 0 | 70 | 4 | 2 | 151 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 14 | 4 | 31 | 0 | 139 | 1089 | 308 | 1 | 2 | 937 | 100 | 26 | 2651 |
| PEAK HR: | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL: | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 45 | 423 | 111 | 0 | 0 | 295 | 21 | 11 | 916 |
| PEAK HR FACTOR: | 0.00 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.563 | 0.000 | 0.750 | 0.860 | 0.750 | 0.000 | 0.000 | 0.848 | 0.750 | 0.458 | 0.931 |
| PM | | | | | | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 2 | 63 | 40 | 0 | 1 | 56 | 3 | 2 | 174 |
| 3:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 73 | 39 | 1 | 0 | 59 | 3 | 0 | 185 |
| 3:30 PM | 0 | 0 | 0 | 0 | 5 | 4 | 7 | 0 | 1 | 68 | 51 | 0 | 1 | 74 | 4 | 2 | 217 |
| 3:45 PM | 0 | 0 | 0 | 0 | 12 | 6 | 5 | 0 | 1 | 70 | 41 | 0 | 0 | 89 | 3 | 1 | 228 |
| 4:00 PM | 0 | 0 | 0 | 0 | 6 | 5 | 6 | 0 | 3 | 90 | 32 | 0 | 1 | 110 | 1 | 2 | 256 |
| 4:15 PM | 0 | 0 | 0 | 0 | 8 | 2 | 6 | 0 | 5 | 79 | 38 | 1 | 0 | 122 | 4 | 1 | 266 |
| 4:30 PM | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 68 | 45 | 0 | 1 | 175 | 1 | 1 | 302 |
| 4:45 PM | 0 | 0 | 0 | 0 | 9 | 5 | 5 | 0 | 0 | 78 | 32 | 0 | 1 | 128 | 0 | 2 | 260 |
| 5:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 83 | 41 | 1 | 0 | 169 | 2 | 5 | 312 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 69 | 40 | 0 | 3 | 184 | 0 | 4 | 302 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 70 | 31 | 1 | 1 | 170 | 1 | 5 | 281 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 89 | 38 | 1 | 3 | 159 | 1 | 3 | 295 |
| 6:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 74 | 35 | 0 | 1 | 156 | 5 | 1 | 277 |
| 6:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 61 | 53 | 0 | 0 | 77 | 0 | 0 | 194 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 42 | 55 | 0 | 0 | 91 | 1 | 1 | 193 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 39 | 0 | 1 | 66 | 0 | 2 | 153 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 65 | 29 | 50 | 0 | 14 | 1122 | 650 | 5 | 14 | 1885 | 29 | 32 | 3895 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL: | 0 | 0 | 0 | 0 | 8 | 1 | 7 | 0 | 0 | 311 | 150 | 3 | 7 | 682 | 4 | 17 | 1190 |
| PEAK HR FACTOR: | 0.00 | 0.000 | 0.000 | 0.000 | 0.286 | 0.250 | 0.438 | 0.000 | 0.000 | 0.874 | 0.915 | 0.750 | 0.583 | 0.927 | 0.500 | 0.850 | 0.954 |

| NS/EW Streets: | Arlington National Cemetery Service complex Dwy | | | | Arlington National Cemetery Service complex Dwy | | | | Columbia Pike | | | | Columbia Pike | | | | |
|-----------------|---|-------|-------|-------|---|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|-------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 2 | 63 | 40 | 0 | 1 | 56 | 3 | 2 | 174 |
| 3:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 1 | 73 | 39 | 1 | 0 | 59 | 3 | 0 | 185 |
| 3:30 PM | 0 | 0 | 0 | 0 | 5 | 4 | 7 | 0 | 1 | 68 | 51 | 0 | 1 | 74 | 4 | 2 | 217 |
| 3:45 PM | 0 | 0 | 0 | 0 | 12 | 6 | 5 | 0 | 1 | 70 | 41 | 0 | 0 | 89 | 3 | 1 | 228 |
| 4:00 PM | 0 | 0 | 0 | 0 | 6 | 5 | 6 | 0 | 3 | 90 | 32 | 0 | 1 | 110 | 1 | 2 | 256 |
| 4:15 PM | 0 | 0 | 0 | 0 | 8 | 2 | 6 | 0 | 5 | 79 | 38 | 1 | 0 | 122 | 4 | 1 | 266 |
| 4:30 PM | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 68 | 45 | 0 | 1 | 175 | 1 | 1 | 302 |
| 4:45 PM | 0 | 0 | 0 | 0 | 9 | 5 | 5 | 0 | 0 | 78 | 32 | 0 | 1 | 128 | 0 | 2 | 260 |
| 5:00 PM | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 83 | 41 | 1 | 0 | 169 | 2 | 5 | 312 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 69 | 40 | 0 | 3 | 184 | 0 | 4 | 302 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 70 | 31 | 1 | 1 | 170 | 1 | 5 | 281 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 89 | 38 | 1 | 3 | 159 | 1 | 3 | 295 |
| 6:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 74 | 35 | 0 | 1 | 156 | 5 | 1 | 277 |
| 6:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 61 | 53 | 0 | 0 | 77 | 0 | 0 | 194 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 42 | 55 | 0 | 0 | 91 | 1 | 1 | 193 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 39 | 0 | 1 | 66 | 0 | 2 | 153 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 45.14% | 20.14% | 34.72% | 0.00% | 0.78% | 62.65% | 36.29% | 0.28% | 0.71% | 96.17% | 1.48% | 1.63% | 3895 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL: | 0 | 0 | 0 | 0 | 8 | 1 | 7 | 0 | 0 | 311 | 150 | 3 | 7 | 682 | 4 | 17 | 1190 |
| PEAK HR FACTOR: | 0.00 | 0.000 | 0.000 | 0.000 | 0.286 | 0.250 | 0.438 | 0.000 | 0.000 | 0.874 | 0.915 | 0.750 | 0.583 | 0.927 | 0.500 | 0.850 | 0.954 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Arlington National Cemetery Service complex Dwy & Columbia Pike
City: Arlington
Control: No Control

Project ID: 19-11094-004
Date: 6/5/2019

| NS/EW Streets: | | | | Arlington National Cemetery Service complex Dwy | | | | Arlington National Cemetery Service complex Dwy | | | | Columbia Pike | | | | Columbia Pike | | | | |
|------------------|---------------------|------------|-------|---|--------|------------|--------|---|--------|-----------|--------|---------------|-------|-----------|--------|---------------|-------|-------|--|--|
| AM | | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | WLT | | WT | | WR | | WU | | TOTAL | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 11 | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 16 | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 5 | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 14 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 14 | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | 147 | | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 0 | 16 | 69 | 10 | 0 | 0 | 30 | 5 | 3 | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | 7.14% | 21.43% | 71.43% | 0.00% | 16.84% | 72.63% | 10.53% | 0.00% | 0.00% | 78.95% | 13.16% | 7.89% | TOTAL | 42 | | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 1 | 0 | 0 | 6 | 1 | 0 | | | | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.417 | 0.500 | 0.750 | 0.594 | 0.250 | 0.000 | 0.000 | 0.375 | 0.250 | 0.438 | | 0.750 | | |
| PM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | |
| NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | TOTAL | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 | | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | 81 | | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 43 | 6 | 0 | 0 | 24 | 0 | 1 | 0 | | | | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | 83.33% | 0.00% | 16.67% | 0.00% | 2.00% | 86.00% | 12.00% | 0.00% | 0.00% | 96.00% | 0.00% | 4.00% | TOTAL | 25 | | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.250 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | | 0.625 | | |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.650 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Arlington National Cemetery Service complex Dwy & Columbia Pike
City: Arlington
Control: No Control

Project ID: 19-11094-004
Date: 6/5/2019

Bikes

| NS/EW Streets: | Arlington National Cemetery Service complex Dwy | | | | Arlington National Cemetery Service complex Dwy | | | | Columbia Pike | | | | Columbia Pike | | | | |
|--------------------------------|---|-------|-------|-------|---|-------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|-------|-----------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 0 | NR 0 | NU 0 | SL 0 | ST 0 | SR 0 | SU 0 | EL 0 | ET 93 | ER 1 | EU 0 | WL 0 | WT 10 | WR 0 | WU 0 | TOTAL 104 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL 45 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.808 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.804 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|--------------------------------|---------------------|-------|-------|-------|------------|-------|-------|-------|-----------|-------|-------|-------|-----------|--------|--------|-------|----------|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 2 ET | 1 ER | 0 EU | 0 WL | 1.5 WT | 0.5 WR | 0 WU | |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 7 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | NL 0 | NT 1 | NR 0 | NU 0 | SL 0 | ST 0 | SR 0 | SU 0 | EL 0 | ET 14 | ER 0 | EU 0 | WL 0 | WT 66 | WR 0 | WU 0 | TOTAL 81 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 35 |
| PEAK HR VOL : | 0 | 0 | 0.000 | 0.000 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 32 | 0 | 0 | 0.800 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.800 | 0.000 | 0.000 | 0.875 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Arlington National Cemetery Service complex Dwy & Columbia Pike Project ID: 19-11094-004
 City: Arlington

Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | Arlington National Cemetery Service complex | | Arlington National Cemetery Service complex | | Columbia Pike | | Columbia Pike | | TOTAL |
|------------------|---|----------|---|---------|---------------|---------|---------------|---------|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 5:45 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 AM | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:15 AM | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 AM | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 AM | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 AM | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:15 AM | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:30 AM | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45 AM | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 AM | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 7 |
| 8:45 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB 86 | WB 26 | EB 1 | WB 0 | NB 0 | SB 0 | NB 2 | SB 1 | TOTAL 116 |
| APPROACH %'s : | 76.79% | 23.21% | 100.00% | 0.00% | | | 66.67% | 33.33% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| PEAK HR FACTOR : | 0.625 | 0.625 | 0.714 | | | | | | 0.714 |

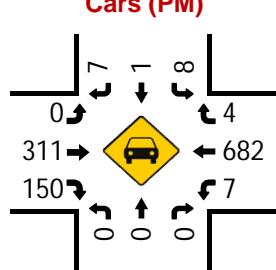
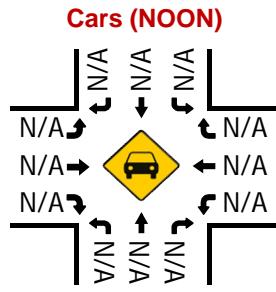
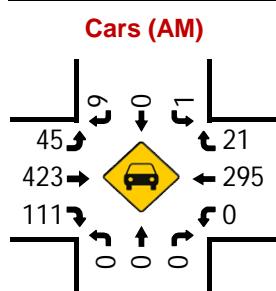
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|----------|-----------|---------|----------|---------|----------|---------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 3:15 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:30 PM | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 PM | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4:00 PM | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:15 PM | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:45 PM | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:00 PM | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:15 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 PM | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 PM | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 PM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : | EB 25 | WB 96 | EB 0 | WB 0 | NB 0 | SB 0 | NB 1 | SB 0 | TOTAL 122 |
| APPROACH %'s : | 20.66% | 79.34% | | | | | 100.00% | 0.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| PEAK HR FACTOR : | 0.500 | 0.750 | 0.727 | | | | | | 0.727 |

Arlington National Cemetery Service complex Dwy & Columbia Pike

Peak Hour Turning Movement Count

ID: 19-11094-004

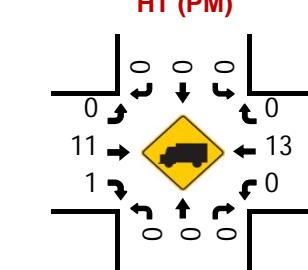
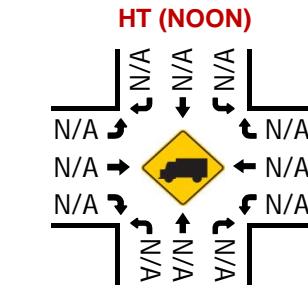
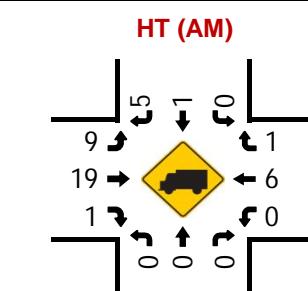
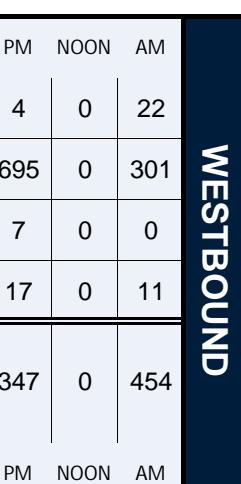
| | |
|-------------------|---------------------|
| PEAK HOURS | 07:15 AM - 08:15 AM |
| | NONE |
| | 05:00 PM - 06:00 PM |



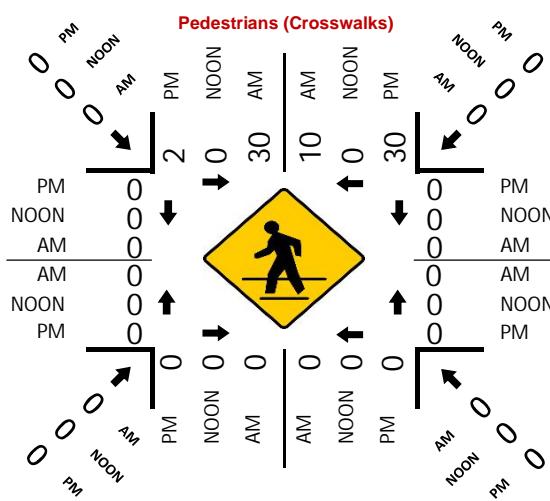
**Arlington National Cemetery
Service complex Dwv
SOUTHBOUND**

Day: Wednesday
Date: 06/05/2019

05:30 AM - 09:30 AM



| | | | | | | |
|------|-----|---|---|---|---|------|
| PM | 159 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 113 | 0 | 0 | 0 | 0 | AM |



National Data & Surveying Services
Intersection Turning Movement Count

Location: S Rotary Rd & Columbia Pike
City: Arlington
Control: 3-Way Stop (NB/SB/WB)

Project ID: 19-11094-002
Date: 6/5/2019

| NS/EW Streets | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|---------------------|---------|---------|------------|----------|---------|---------------|---------|---------|-----------|---------|---------|-----------|-----------|-------------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-------|-------|---|-----------|
| | S Rotary Rd | | | | | | Columbia Pike | | | | | | | | | | | | | | | | | | | | | | |
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | | | | | | | | | | | | | | | |
| AM | 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | TOTAL | | | | | | |
| 5:30 AM | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 1 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 58 | | | | | | |
| 5:45 AM | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 2 | 1 | 33 | 0 | 0 | 0 | 6 | 0 | 0 | 85 | | | | | |
| 6:00 AM | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 36 | 0 | 2 | 3 | 39 | 0 | 0 | 0 | 1 | 0 | 0 | 96 | | | | | |
| 6:15 AM | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 3 | 0 | 58 | 1 | 0 | 1 | 4 | 0 | 0 | 120 | | | | | |
| 6:30 AM | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 44 | 0 | 3 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | | | | | |
| 6:45 AM | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 70 | 0 | 4 | 3 | 78 | 0 | 0 | 0 | 4 | 0 | 0 | 173 | | | | | |
| 7:00 AM | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 65 | 1 | 4 | 5 | 69 | 0 | 0 | 2 | 0 | 0 | 0 | 161 | | | | | |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 85 | 0 | 0 | 3 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | | | | | |
| 7:30 AM | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 73 | 2 | 4 | 2 | 69 | 0 | 0 | 0 | 3 | 0 | 1 | 166 | | | | | |
| 7:45 AM | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 84 | 0 | 2 | 6 | 91 | 0 | 0 | 0 | 2 | 0 | 1 | 199 | | | | | |
| 8:00 AM | 6 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 73 | 0 | 4 | 7 | 68 | 0 | 0 | 1 | 0 | 0 | 0 | 167 | | | | | |
| 8:15 AM | 15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 74 | 2 | 1 | 10 | 69 | 0 | 0 | 4 | 0 | 0 | 0 | 183 | | | | |
| 8:30 AM | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 63 | 2 | 0 | 0 | 7 | 52 | 0 | 0 | 3 | 0 | 1 | 0 | 185 | | | | |
| 8:45 AM | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 52 | 3 | 0 | 0 | 9 | 58 | 0 | 0 | 5 | 0 | 0 | 0 | 140 | | | | |
| 9:00 AM | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 44 | 0 | 6 | 9 | 45 | 0 | 0 | 0 | 1 | 0 | 0 | 119 | | | | | |
| 9:15 AM | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 37 | 0 | 1 | 7 | 32 | 1 | 0 | 4 | 0 | 0 | 0 | 103 | | | | | |
| TOTAL VOLUMES APPROACH 1's | 168 | 0 | 0 | 0 | 2 | 28 | 0 | 26 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 73 | 914 | 2 | 0 | 40 | 1 | 3 | 0 | 2559 | | | | |
| PEAK HR | 07:45 AM - 08:45 AM | | | | | | 0 | 8 | 7 | 0 | 2 | 0 | 0 | 294 | 4 | 7 | 30 | 280 | 0 | 0 | 10 | 0 | 2 | 0 | TOTAL 734 | | | | |
| PEAK HR VOL | 82 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 2 | 0 | 0.000 | 0.667 | 0.583 | 0.000 | 0.500 | 0.000 | 0.875 | 0.500 | 0.438 | 0.750 | 0.769 | 0.000 | 0.625 | 0.000 | 0.500 | 0.922 | | |
| PEAK HR FACTOR | 0.387 | 0.000 | 0.000 | 0.250 | 0.583 | 0.417 | | | | | | | | | | | | | 0.887 | | | | | | | | | | |
| PM | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | S Rotary Rd | | | | | | Columbia Pike | | | | | | EASTBOUND | WESTBOUND | SOUTHBOUND2 | | | | | | | | | | | | | | |
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | TOTAL | | | | |
| 3:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 2 | 55 | 0 | 0 | 2 | 0 | 0 | 0 | 134 | | | |
| 3:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 54 | 1 | 0 | 10 | 39 | 0 | 0 | 1 | 0 | 0 | 0 | 121 | | | |
| 3:30 PM | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 3 | 6 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | | | |
| 3:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 1 | 4 | 65 | 0 | 0 | 2 | 0 | 0 | 0 | 147 | | | |
| 4:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 3 | 92 | 0 | 0 | 1 | 0 | 0 | 0 | 188 | | | |
| 4:15 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 65 | 2 | 0 | 2 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | | | |
| 4:30 PM | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 1 | 5 | 103 | 0 | 0 | 0 | 0 | 1 | 0 | 204 | | | |
| 4:45 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 5 | 73 | 0 | 0 | 0 | 0 | 2 | 0 | 158 | | | |
| 5:00 PM | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 24 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 6 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | | | |
| 5:15 PM | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 7 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | | | |
| 5:30 PM | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 2 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | | | |
| 5:45 PM | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 2 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | | | |
| 6:00 PM | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 1 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | | | |
| 6:15 PM | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | | | |
| 6:30 PM | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 5 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | | | |
| 6:45 PM | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | | | |
| TOTAL VOLUMES APPROACH %'s | 106 | 0 | 0 | 0 | 4 | 0 | 0.00% | 37.54% | 62.46% | 0 | 0.00% | 0.00% | 0.00% | 0 | 61 | 1071 | 0 | 6 | 5.36% | 94.11% | 0.00% | 0.00% | 0.53% | 0.00% | 100.00% | 2393 | | | |
| PEAK HR | 04:30 PM - 05:30 PM | | | | | | 0 | 32 | 73 | 0 | 0 | 0 | 0.000 | 0.889 | 0.760 | 0.000 | 0.000 | 0 | 218 | 0 | 1 | 23 | 352 | 0 | 0 | 0 | 0 | 0 | TOTAL 736 |
| PEAK HR VOL | 31 | 0 | 0 | 0 | 3 | 0 | 0.607 | 0.000 | 0.375 | 0.000 | 0.795 | 0.000 | 0.000 | 0.855 | 0.865 | 0.000 | 0.250 | 0.821 | 0.854 | 0.000 | 0.000 | 0.000 | 0.868 | 0.000 | 0.375 | 0.902 | | | |
| PEAK HR FACTOR | 0.646 | 0.000 | 0.000 | 0.375 | 0.000 | 0.607 | | | | | | | | | | | | | 0.855 | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Rotary Rd & Columbia Pike
City: Arlington
Control: 3-Way Stop (NB/SB/WB)

Project ID: 19-11094-002
Date: 6/5/2019

| NS/EW Streets: | | S Rotary Rd | | | | | S Rotary Rd | | | | | Columbia Pike | | | | | Columbia Pike | | | | | | | | |
|----------------------------|--|---------------------|---------|---------|---------|-----------|-------------|---------|---------|---------|----------|---------------|---------|---------|---------|----------|---------------|-----------|---------|---------|----------|-------------|-----------|------------|-------|
| AM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | SOUTHBOUND2 | | TOTAL | |
| | | 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | | |
| 5-30 AM | | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 0 | 18 | 0 | 0 | 1 | 53 | |
| 5-45 AM | | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 2 | 0 | 30 | 0 | 0 | 6 | 80 | |
| 6:00 AM | | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 3 | 39 | 0 | 0 | 0 | 1 | 99 | |
| 6-15 AM | | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 2 | 0 | 57 | 1 | 0 | 4 | 116 | |
| 6-30 AM | | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 2 | 1 | 52 | 0 | 0 | 0 | 121 | |
| 6-45 AM | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 68 | 0 | 1 | 3 | 76 | 0 | 0 | 4 | 164 | |
| 7:00 AM | | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 1 | 1 | 5 | 69 | 0 | 0 | 2 | 153 | |
| 7:15 AM | | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 3 | 83 | 0 | 0 | 0 | 173 | |
| 7:30 AM | | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 72 | 2 | 1 | 2 | 68 | 0 | 0 | 2 | 158 | |
| 7:45 AM | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 1 | 6 | 91 | 0 | 0 | 2 | 191 | |
| 8:00 AM | | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 70 | 0 | 2 | 7 | 67 | 0 | 0 | 1 | 159 | |
| 8:15 AM | | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 70 | 2 | 0 | 10 | 69 | 0 | 0 | 4 | 175 | |
| 8:30 AM | | 51 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 60 | 2 | 0 | 6 | 51 | 0 | 0 | 3 | 178 | |
| 8:45 AM | | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 3 | 0 | 9 | 58 | 0 | 0 | 5 | 134 | |
| 9:00 AM | | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 2 | 9 | 44 | 0 | 0 | 0 | 109 | |
| 9:15 AM | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 7 | 30 | 1 | 0 | 1 | 0 | 92 | |
| TOTAL VOLUMES APPROACH %'s | | NL 160 | NT 0 | NR 0 | NU 2 | NT2 5.81% | SL 0 | ST 24 | SR 27 | SU 0 | SU2 3 | EL 0 | ET 0 | ER 874 | EU 10 | EL2 16 | WL 72 | WT 904 | WR 2 | WU 0 | WR2 39 | S2T2 1 | S2R2 20 | TOTAL 2145 | |
| PEAK HR | | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | | | | | | | TOTAL 703 | |
| PEAK HR VOL. | | 79 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 7 | 7 | 0 | 0 | 2 | 0 | 280 | 4 | 3 | 29 | 278 | 0 | 0 | 10 | 0 | |
| PEAK HR FACTOR | | 0.39 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.875 | 0.583 | 0.000 | 0.500 | 0.000 | 0.000 | 0.375 | 0.875 | 0.500 | 0.375 | 0.725 | 0.764 | 0.000 | 0.000 | 0.625 | 0.000 | 0.250 | 0.920 |
| PM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | SOUTHBOUND2 | | TOTAL | |
| | | 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | | |
| 3:00 PM | | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 2 | 55 | 0 | 0 | 2 | 0 | 133 |
| 3:15 PM | | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 10 | 39 | 0 | 0 | 1 | 0 | 118 |
| 3:30 PM | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 6 | 63 | 0 | 0 | 0 | 0 | 142 |
| 3:45 PM | | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 4 | 55 | 0 | 0 | 2 | 0 | 143 |
| 4:00 PM | | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 3 | 91 | 0 | 0 | 1 | 0 | 182 |
| 4:15 PM | | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 63 | 2 | 0 | 2 | 78 | 0 | 0 | 0 | 0 | 167 |
| 4:30 PM | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 5 | 103 | 0 | 0 | 0 | 1 | 200 |
| 4:45 PM | | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 5 | 72 | 0 | 0 | 0 | 2 | 156 |
| 5:00 PM | | 12 | 0 | 0 | 2 | 0 | 0 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 6 | 85 | 0 | 0 | 0 | 0 | 191 |
| 5:15 PM | | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 7 | 90 | 0 | 0 | 0 | 0 | 177 |
| 5:30 PM | | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 2 | 85 | 0 | 0 | 0 | 0 | 161 |
| 5:45 PM | | 14 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 2 | 69 | 0 | 0 | 0 | 0 | 168 |
| 6:00 PM | | 13 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 1 | 58 | 0 | 0 | 0 | 0 | 128 |
| 6:15 PM | | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 1 | 48 | 0 | 0 | 0 | 0 | 107 |
| 6:30 PM | | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 5 | 34 | 0 | 0 | 0 | 0 | 99 |
| 6:45 PM | | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 68 |
| TOTAL VOLUMES APPROACH %'s | | NL 106 | NT 0 | NR 0 | NU 4 | NT2 3.64% | SL 0 | ST 129 | SR 218 | SU 0 | SU2 0 | EL 0 | ET 0 | ER 746 | EU 6 | EL2 0 | WL 61 | WT 1062 | WR 0 | WU 0 | WR2 6 | S2T2 0 | S2R2 3 | TOTAL 2341 | |
| PEAK HR | | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | | | | | | TOTAL 724 | |
| PEAK HR VOL. | | 0.65 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.938 | 0.760 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.879 | 0.000 | 0.000 | 0.23 | 350 | 0 | 0 | 0 | 0.375 | 0.905 |
| PEAK HR FACTOR | | 0.607 | 0.607 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.831 | 0.839 | 0.839 | 0.839 | 0.839 | 0.839 | 0.863 | 0.863 | 0.375 | 0.905 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Rotary Rd & Columbia Pike
City: Arlington
Control: 3-Way Stop (NB/SB/WB)

Project ID: 19-11094-002
Date: 6/5/2019

| NS/EW Streets: | S Rotary Rd | | | | | | | | S Rotary Rd | | | | | | | | Columbia Pike | | | | | | | | | |
|----------------------------|---------------------|------------------|------------------|------------------|---------------------|-------------|--------------------|------------------|------------------|-------------------|------------------|------------------|--------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|-------------------|----------------------|----------------------|--------------|-------|-------------|--|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | SOUTHBOUND2 | | | | | | | | | |
| 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | TOTAL | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 5:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 6:00 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 6:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 7:00 AM | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 8:15 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 8:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 9:15 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| TOTAL VOLUMES APPROACH %'s | NL 8 30.77% | NT 0 0.00% | NR 0 0.00% | NU 0 0.00% | NT2 18 69.23% | SL 0.00% | ST 2 100.00% | SR 0 0.00% | SU 0 0.00% | SU2 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 51 70.83% | EU 0 0.00% | EL2 21 29.17% | WL 1 8.33% | WT 10 83.33% | WR 0 0.00% | WU 1 8.33% | WR2 0 0.00% | S2T2 0 100.00% | S2R2 2 100.00% | TOTAL 114 | | | |
| PEAK HR VOL | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 31 | |
| PEAK HR FACTOR | 3 0.375 | 0 0.000 | 0 0.000 | 0 0.000 | 5 0.625 | 0 0.000 | 1 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.875 | 0 0.000 | 4 0.500 | 1 0.250 | 2 0.500 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.250 | 0 0.250 | 0 0.969 | | | |
| PM | NORTHBOUND | | | | | | | | SOUTHBOUND | | | | | | | | EASTBOUND | | | | WESTBOUND | | | | SOUTHBOUND2 | |
| 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WU | 0 WR2 | 0 S2T2 | 0 S2R2 | TOTAL | | | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| TOTAL VOLUMES APPROACH %'s | NL 0 0 | NT 0 0 | NR 0 0 | NU 0 0 | NT2 0 0 | SL 0.00% | ST 2 100.00% | SR 0 0.00% | SU 0 0.00% | SU2 0 0.00% | EL 0 0.00% | ET 0 0.00% | ER 36 87.80% | EU 0 0.00% | EL2 5 12.20% | WL 9 0.00% | WT 0 100.00% | WR 0 0.00% | WU 0 0.00% | WR2 0 0.00% | S2T2 0 0.00% | S2R2 0 0.00% | TOTAL 52 | | | |
| PEAK HR | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 12 | |
| PEAK HR FACTOR | 0 0.00 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.583 | 0 0.000 | 1 0.250 | 0 0.000 | 2 0.500 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.500 | 0 0.000 | 0 0.000 | 0.750 | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Rotary Rd & Columbia Pike
City: Arlington
Control: 3-Way Stop (NB/SB/WB)

Project ID: 19-11094-002
Date: 6/5/2019

| NS/EW Streets: | | S Rotary Rd | | | | | S Rotary Rd | | | | | Columbia Pike | | | | | Columbia Pike | | | | | | | | | |
|----------------------------|--|---------------------|------------------|------------------|------------------|-------------------|------------------|------------------|---------------|------------------|-------------------|------------------|--------------------|-------------------|------------------|-------------------|------------------|---------------------|------------------|-------------------|-------------------|----------------|----------------|-------------|------------|----|
| AM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | SOUTHBOUND2 | | | | |
| | | 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WRU | 0 WR2 | 0 S2T2 | 0 S2R2 | TOTAL | | |
| 5:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 5:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 6:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 6:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 6:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 6:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 8:30 AM | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 9:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| TOTAL VOLUMES APPROACH %'s | | NL 1 100.00% | NT 0 0.00% | NR 0 0.00% | NU 0 0.00% | NT2 0 0.00% | SL 0 0.00% | ST 0 0.00% | SR 100.00% | SU 0 0.00% | SU2 0 0.00% | EL 2 4.88% | ET 29 70.73% | ER 7 17.07% | EU 3 7.32% | EL2 0 0.00% | WL 1 4.76% | WT 19 90.48% | WR 1 4.76% | WRU 0 0.00% | WR2 0 0.00% | S2T2 0 0 | S2R2 0 0 | TOTAL 64 | | |
| PEAK HR | | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | | | | | | | TOTAL | | |
| PEAK HR VOL. | | 1 0.250 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 1 0.250 | 0 0.000 | 0 0.000 | 2 0.250 | 7 0.438 | 2 0.500 | 3 0.375 | 0 0.000 | 1 0.250 | 7 0.583 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 24 | | |
| PEAK HR FACTOR | | 0.250 | | | | | | | | | | | | | | | | | | | | | | 0.857 | | |
| PM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | SOUTHBOUND2 | | | | |
| | | 1 NL | 1 NT | 0 NR | 0 NU | 0 NT2 | 0 SL | 1 ST | 1 SR | 0 SU | 0 SU2 | 0 EL | 2 ET | 1 ER | 0 EU | 0 EL2 | 0.5 WL | 0.5 WT | 0 WR | 0 WRU | 0 WR2 | 0 S2T2 | 0 S2R2 | | | |
| 3:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 3:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 5:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 5:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 6:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 6:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 6:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 6:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| TOTAL VOLUMES APPROACH %'s | | NL 0 0 | NT 0 0 | NR 0 0 | NU 0 0 | NT2 0 0 | SL 0 0 | ST 0 0 | SR 0 0 | SU 0 0 | SU2 0 0 | EL 0 0.00% | ET 13 59.09% | ER 8 36.36% | EU 1 4.55% | EL2 0 0.00% | WL 0 0.00% | WT 31 100.00% | WR 0 0.00% | WRU 0 0.00% | WR2 0 0.00% | S2T2 0 0 | S2R2 0 0 | TOTAL 53 | | |
| PEAK HR | | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | | | | | | TOTAL | | |
| PEAK HR VOL. | | 0 0.00 | 0 0.00 | 0 0.00 | 0 0.00 | 0 0.00 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 5 0.417 | 1 0.250 | 1 0.250 | 0 0.000 | 0 0.000 | 7 0.438 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 14 |
| PEAK HR FACTOR | | 0.00 | | | | | | | | | | | | | | | | | | | | | | 0.500 | | |

National Data & Surveying Services

Location: S Rotary Rd & Columbia Pike
City: Arlington

Project ID: 19-11094-002
Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | S Rotary Rd | | S Rotary Rd | | Columbia Pike | | Columbia Pike | | |
|------------------|---------------------|---------------------|-------------|---------|----------------------|------------------|---------------------|---------------------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:45 AM | 3 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 11 |
| 6:00 AM | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 7 |
| 6:15 AM | 7 | 5 | 0 | 0 | 3 | 0 | 1 | 1 | 17 |
| 6:30 AM | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 6:45 AM | 8 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 22 |
| 7:00 AM | 6 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 10 |
| 7:15 AM | 10 | 7 | 0 | 0 | 3 | 0 | 1 | 1 | 22 |
| 7:30 AM | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 AM | 5 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 14 |
| 8:00 AM | 8 | 7 | 0 | 0 | 6 | 0 | 1 | 0 | 22 |
| 8:15 AM | 3 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 12 |
| 8:30 AM | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 8 |
| 8:45 AM | 5 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 31 |
| 9:00 AM | 6 | 108 | 0 | 0 | 1 | 1 | 0 | 0 | 116 |
| 9:15 AM | 57 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 68 |
| TOTAL VOLUMES : | EB 147 42.00% | WB 203 58.00% | EB 0 | WB 0 | NB 34 94.44% | SB 2 5.56% | NB 5 55.56% | SB 4 44.44% | TOTAL 395 |
| PEAK HR : | 07:45 AM - 08:45 AM | | 0 | 0 | 13 0.542 0.542 | 0 0 0.542 | 2 0.500 0.375 | 1 0.250 0.636 | TOTAL |
| PEAK HR VOL : | 20 | 20 | | | | | | | 56 |
| PEAK HR FACTOR : | 0.625 | 0.625 | | | | | | | 0.636 |
| | 0.667 | | | | | | | | |

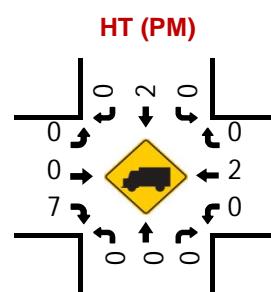
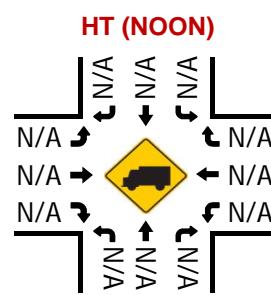
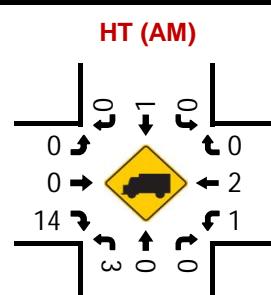
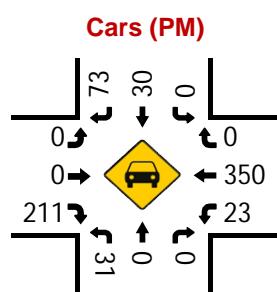
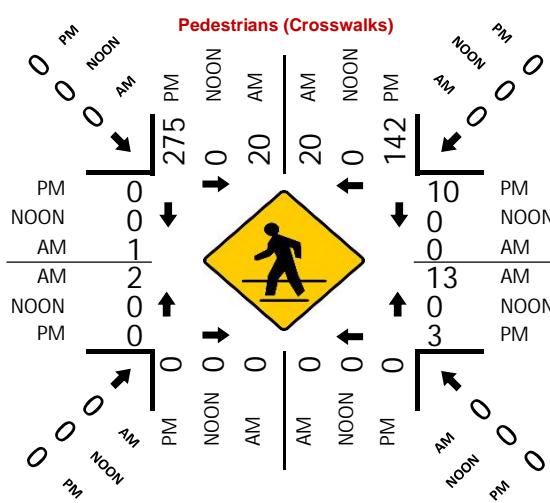
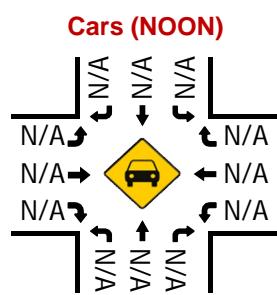
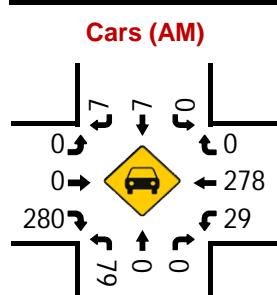
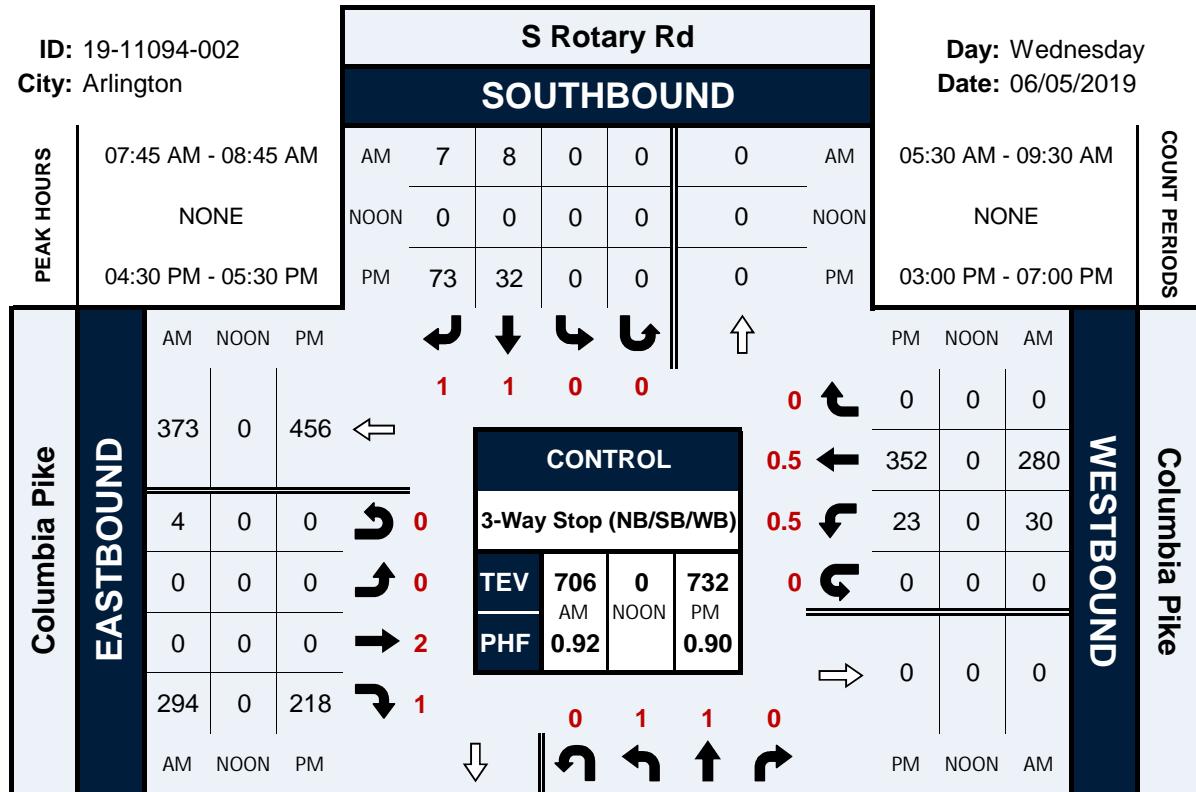
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
|------------------|---------------------|-----------|-----------|---------|----------|----------|----------|---------|---------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 3:00 PM | 36 | 39 | 0 | 0 | 0 | 2 | 0 | 0 | 77 |
| 3:15 PM | 111 | 27 | 0 | 0 | 0 | 1 | 0 | 1 | 140 |
| 3:30 PM | 34 | 12 | 0 | 0 | 0 | 3 | 0 | 0 | 49 |
| 3:45 PM | 23 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 33 |
| 4:00 PM | 18 | 96 | 1 | 0 | 0 | 0 | 0 | 1 | 116 |
| 4:15 PM | 17 | 69 | 0 | 0 | 4 | 4 | 0 | 0 | 94 |
| 4:30 PM | 63 | 34 | 0 | 0 | 3 | 4 | 0 | 0 | 104 |
| 4:45 PM | 112 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 5:00 PM | 58 | 60 | 0 | 0 | 0 | 1 | 0 | 0 | 119 |
| 5:15 PM | 42 | 15 | 0 | 0 | 0 | 5 | 0 | 0 | 62 |
| 5:30 PM | 61 | 14 | 0 | 0 | 3 | 2 | 0 | 0 | 80 |
| 5:45 PM | 9 | 10 | 1 | 0 | 0 | 3 | 0 | 1 | 24 |
| 6:00 PM | 14 | 55 | 0 | 0 | 0 | 1 | 0 | 0 | 70 |
| 6:15 PM | 50 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 6:30 PM | 8 | 77 | 1 | 0 | 1 | 1 | 0 | 1 | 89 |
| 6:45 PM | 62 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| TOTAL VOLUMES : | EB 718 | WB 699 | EB 3 | WB 0 | NB 11 | SB 28 | NB 0 | SB 4 | TOTAL 1463 |
| APPROACH %'s : | 50.67% | 49.33% | 100.00% | 0.00% | 28.21% | 71.79% | 0.00% | 100.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 275 | 142 | | | | | | | 430 |
| PEAK HR FACTOR : | 0.614 | 0.592 | | | | | | | 0.741 |
| | 0.719 | | | | | | | | |

S Rotary Rd & Columbia Pike

Peak Hour Turning Movement Count

ID: 19-11094-002
City: Arlington

Day: Wednesday
Date: 06/05/2019



National Data & Surveying Services
Intersection Turning Movement Count

Location: S Joyce St & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-001
Date: 6/5/2019

Total

| NS/EW Streets: | S Joyce St | | | | S Joyce St | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|--------------------------------|---------------------|-----------|-----------|---------|------------|-----------|-----------|---------|--------------|-----------|-----------|---------|--------------|-----------|-----------|---------|---------------|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| 5:30 AM | 1 | 10 | 8 | 0 | 10 | 7 | 4 | 0 | 8 | 5 | 2 | 0 | 3 | 4 | 8 | 0 | 70 |
| 5:45 AM | 3 | 16 | 6 | 0 | 12 | 6 | 2 | 0 | 6 | 11 | 5 | 0 | 8 | 7 | 13 | 0 | 95 |
| 6:00 AM | 3 | 26 | 7 | 0 | 20 | 6 | 5 | 0 | 6 | 11 | 3 | 0 | 6 | 9 | 22 | 0 | 124 |
| 6:15 AM | 8 | 42 | 10 | 0 | 31 | 7 | 2 | 0 | 7 | 19 | 9 | 0 | 9 | 9 | 16 | 0 | 169 |
| 6:30 AM | 6 | 28 | 20 | 0 | 29 | 14 | 5 | 1 | 11 | 26 | 10 | 0 | 10 | 7 | 20 | 1 | 188 |
| 6:45 AM | 4 | 30 | 13 | 0 | 45 | 15 | 2 | 0 | 15 | 25 | 6 | 0 | 9 | 7 | 24 | 0 | 195 |
| 7:00 AM | 11 | 48 | 10 | 0 | 38 | 19 | 6 | 1 | 27 | 44 | 13 | 0 | 8 | 19 | 31 | 0 | 275 |
| 7:15 AM | 9 | 69 | 17 | 0 | 33 | 20 | 11 | 0 | 39 | 58 | 18 | 0 | 12 | 13 | 21 | 2 | 322 |
| 7:30 AM | 6 | 62 | 14 | 0 | 47 | 24 | 7 | 0 | 17 | 57 | 19 | 0 | 11 | 12 | 26 | 0 | 302 |
| 7:45 AM | 10 | 46 | 23 | 0 | 57 | 28 | 5 | 0 | 49 | 76 | 10 | 0 | 12 | 8 | 16 | 0 | 340 |
| 8:00 AM | 5 | 65 | 15 | 0 | 63 | 34 | 8 | 0 | 31 | 67 | 17 | 0 | 14 | 16 | 27 | 0 | 362 |
| 8:15 AM | 6 | 55 | 12 | 0 | 61 | 36 | 5 | 0 | 23 | 93 | 17 | 0 | 16 | 13 | 26 | 0 | 363 |
| 8:30 AM | 8 | 42 | 19 | 0 | 55 | 31 | 6 | 0 | 30 | 85 | 25 | 0 | 10 | 13 | 26 | 0 | 350 |
| 8:45 AM | 6 | 48 | 14 | 0 | 54 | 41 | 6 | 0 | 33 | 63 | 17 | 0 | 7 | 14 | 17 | 0 | 320 |
| 9:00 AM | 9 | 41 | 14 | 0 | 39 | 32 | 10 | 1 | 19 | 58 | 11 | 0 | 23 | 16 | 18 | 0 | 291 |
| 9:15 AM | 7 | 29 | 8 | 0 | 54 | 33 | 7 | 0 | 14 | 34 | 10 | 0 | 28 | 12 | 19 | 1 | 256 |
| TOTAL VOLUMES : APPROACH %'s : | NL 102 | NT 657 | NR 210 | NU 0 | SL 648 | ST 353 | SR 91 | SU 3 | EL 335 | ET 732 | ER 192 | EU 0 | WL 186 | WT 179 | WR 330 | WU 4 | TOTAL 4022 |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL 1415 |
| PEAK HR VOL : | 29 | 208 | 69 | 0 | 236 | 129 | 24 | 0 | 133 | 321 | 69 | 0 | 52 | 50 | 95 | 0 | |
| PEAK HR FACTOR : | 0.725 | 0.800 | 0.750 | 0.000 | 0.937 | 0.896 | 0.750 | 0.000 | 0.679 | 0.863 | 0.690 | 0.000 | 0.813 | 0.781 | 0.880 | 0.000 | 0.975 |
| | 0.900 | | | | 0.926 | | | | 0.934 | | | | 0.864 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|--------------------------------|---------------------|------------|-----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|------------|----------|---------------|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| 3:00 PM | 11 | 58 | 36 | 0 | 25 | 30 | 10 | 0 | 12 | 17 | 8 | 0 | 22 | 13 | 50 | 0 | 292 |
| 3:15 PM | 16 | 57 | 40 | 0 | 29 | 31 | 9 | 1 | 7 | 18 | 9 | 0 | 31 | 25 | 66 | 2 | 341 |
| 3:30 PM | 17 | 57 | 34 | 1 | 23 | 42 | 16 | 0 | 9 | 22 | 15 | 0 | 30 | 32 | 54 | 2 | 354 |
| 3:45 PM | 22 | 54 | 34 | 0 | 37 | 37 | 17 | 0 | 12 | 14 | 12 | 0 | 49 | 41 | 51 | 1 | 381 |
| 4:00 PM | 16 | 75 | 34 | 0 | 38 | 51 | 21 | 0 | 10 | 27 | 7 | 0 | 41 | 43 | 82 | 1 | 446 |
| 4:15 PM | 23 | 68 | 31 | 0 | 33 | 48 | 31 | 0 | 16 | 21 | 12 | 0 | 45 | 60 | 74 | 1 | 463 |
| 4:30 PM | 30 | 78 | 29 | 1 | 31 | 55 | 48 | 1 | 8 | 23 | 18 | 0 | 44 | 61 | 73 | 2 | 502 |
| 4:45 PM | 33 | 69 | 33 | 0 | 43 | 54 | 55 | 0 | 12 | 37 | 13 | 0 | 38 | 63 | 79 | 0 | 529 |
| 5:00 PM | 39 | 57 | 41 | 0 | 35 | 65 | 55 | 0 | 12 | 36 | 25 | 0 | 60 | 103 | 68 | 0 | 596 |
| 5:15 PM | 28 | 76 | 30 | 0 | 46 | 91 | 54 | 0 | 16 | 26 | 31 | 0 | 39 | 116 | 88 | 0 | 641 |
| 5:30 PM | 35 | 70 | 31 | 0 | 48 | 54 | 49 | 0 | 12 | 33 | 19 | 0 | 54 | 93 | 79 | 3 | 580 |
| 5:45 PM | 33 | 90 | 28 | 0 | 44 | 71 | 54 | 0 | 15 | 28 | 28 | 0 | 59 | 100 | 72 | 0 | 622 |
| 6:00 PM | 31 | 65 | 37 | 0 | 49 | 69 | 53 | 1 | 14 | 33 | 27 | 0 | 62 | 80 | 50 | 3 | 574 |
| 6:15 PM | 20 | 75 | 35 | 0 | 38 | 66 | 17 | 0 | 13 | 30 | 15 | 0 | 61 | 58 | 55 | 4 | 487 |
| 6:30 PM | 18 | 75 | 34 | 0 | 32 | 42 | 14 | 0 | 10 | 25 | 14 | 0 | 65 | 51 | 53 | 0 | 433 |
| 6:45 PM | 37 | 73 | 49 | 0 | 26 | 51 | 18 | 0 | 6 | 18 | 24 | 0 | 49 | 37 | 41 | 1 | 430 |
| TOTAL VOLUMES : APPROACH %'s : | NL 409 | NT 1097 | NR 556 | NU 2 | SL 577 | ST 857 | SR 521 | SU 3 | EL 184 | ET 408 | ER 277 | EU 0 | WL 749 | WT 976 | WR 1035 | WU 20 | TOTAL 7671 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | 21.17% | | | | 46.95% | | | | |
| PEAK HR VOL : | 135 | 293 | 130 | 0 | 173 | 281 | 212 | 0 | 55 | 123 | 103 | 0 | 212 | 412 | 307 | 3 | 2439 |
| PEAK HR FACTOR : | 0.865 | 0.814 | 0.793 | 0.000 | 0.901 | 0.772 | 0.964 | 0.000 | 0.859 | 0.854 | 0.831 | 0.000 | 0.883 | 0.888 | 0.872 | 0.250 | 0.951 |
| | 0.924 | | | | 0.872 | | | | 0.962 | | | | 0.961 | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Joyce St & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-001
Date: 6/5/2019

Cars

| NS/EW Streets: | S Joyce St | | | | S Joyce St | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|------------------|---------------------|------------|-----------|---------|------------|-----------|-----------|---------|--------------|-----------|-----------|---------|--------------|-----------|-----------|----------|---------------|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 1 NL | 10 NT | 7 NR | 0 NU | 9 SL | 1.5 ST | 0.5 SR | 0 SU | 8 EL | 5 ET | 1 ER | 0 EU | 3 WL | 4 WT | 7 WR | 0 WU | 66 |
| 5:45 AM | 3 NL | 15 NT | 6 NR | 0 NU | 11 SL | 5 ST | 2 SR | 0 SU | 6 EL | 11 ET | 5 ER | 0 EU | 7 WL | 7 WT | 10 WR | 0 WU | 88 |
| 6:00 AM | 3 NL | 25 NT | 6 NR | 0 NU | 18 SL | 5 ST | 4 SR | 0 SU | 6 EL | 9 ET | 3 ER | 0 EU | 4 WL | 9 WT | 17 WR | 0 WU | 109 |
| 6:15 AM | 7 NL | 42 NT | 10 NR | 0 NU | 25 SL | 7 ST | 2 SR | 0 SU | 7 EL | 16 ET | 9 ER | 0 EU | 8 WL | 7 WT | 12 WR | 0 WU | 152 |
| 6:30 AM | 6 NL | 28 NT | 18 NR | 0 NU | 25 SL | 14 ST | 5 SR | 1 SU | 11 EL | 20 ET | 9 ER | 0 EU | 8 WL | 6 WT | 12 WR | 1 WU | 164 |
| 6:45 AM | 3 NL | 29 NT | 10 NR | 0 NU | 41 SL | 14 ST | 2 SR | 0 SU | 15 EL | 23 ET | 6 ER | 0 EU | 8 WL | 5 WT | 21 WR | 0 WU | 177 |
| 7:00 AM | 11 NL | 47 NT | 9 NR | 0 NU | 34 SL | 18 ST | 6 SR | 1 SU | 26 EL | 40 ET | 13 ER | 0 EU | 6 WL | 17 WT | 26 WR | 0 WU | 254 |
| 7:15 AM | 8 NL | 69 NT | 13 NR | 0 NU | 30 SL | 20 ST | 11 SR | 0 SU | 39 EL | 50 ET | 15 ER | 0 EU | 10 WL | 12 WT | 14 WR | 2 WU | 293 |
| 7:30 AM | 6 NL | 61 NT | 14 NR | 0 NU | 45 SL | 24 ST | 7 SR | 0 SU | 17 EL | 55 ET | 17 ER | 0 EU | 10 WL | 11 WT | 21 WR | 0 WU | 288 |
| 7:45 AM | 8 NL | 43 NT | 20 NR | 0 NU | 50 SL | 27 ST | 5 SR | 0 SU | 49 EL | 70 ET | 10 ER | 0 EU | 11 WL | 7 WT | 13 WR | 0 WU | 313 |
| 8:00 AM | 5 NL | 64 NT | 13 NR | 0 NU | 57 SL | 33 ST | 8 SR | 0 SU | 31 EL | 65 ET | 17 ER | 0 EU | 13 WL | 14 WT | 20 WR | 0 WU | 340 |
| 8:15 AM | 5 NL | 53 NT | 10 NR | 0 NU | 54 SL | 34 ST | 4 SR | 0 SU | 23 EL | 89 ET | 14 ER | 0 EU | 14 WL | 12 WT | 23 WR | 0 WU | 335 |
| 8:30 AM | 8 NL | 41 NT | 16 NR | 0 NU | 53 SL | 30 ST | 6 SR | 0 SU | 30 EL | 79 ET | 24 ER | 0 EU | 9 WL | 12 WT | 21 WR | 0 WU | 329 |
| 8:45 AM | 5 NL | 46 NT | 13 NR | 0 NU | 48 SL | 41 ST | 6 SR | 0 SU | 33 EL | 60 ET | 16 ER | 0 EU | 7 WL | 13 WT | 14 WR | 0 WU | 302 |
| 9:00 AM | 8 NL | 39 NT | 11 NR | 0 NU | 34 SL | 31 ST | 10 SR | 1 SU | 19 EL | 55 ET | 10 ER | 0 EU | 20 WL | 13 WT | 12 WR | 0 WU | 263 |
| 9:15 AM | 6 NL | 27 NT | 6 NR | 0 NU | 47 SL | 26 ST | 7 SR | 0 SU | 14 EL | 31 ET | 10 ER | 0 EU | 25 WL | 9 WT | 15 WR | 1 WU | 224 |
| TOTAL VOLUMES : | NL 93 | NT 639 | NR 182 | NU 0 | SL 581 | ST 336 | SR 89 | SU 3 | EL 334 | ET 678 | ER 179 | EU 0 | WL 163 | WT 158 | WR 258 | WU 4 | TOTAL 3697 |
| APPROACH %'s : | 10.18% | 69.91% | 19.91% | 0.00% | 57.58% | 33.30% | 8.82% | 0.30% | 28.04% | 56.93% | 15.03% | 0.00% | 27.96% | 27.10% | 44.25% | 0.69% | |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 26 | 201 | 59 | 0 | 214 | 124 | 23 | 0 | 133 | 303 | 65 | 0 | 47 | 45 | 77 | 0 | 1317 |
| PEAK HR FACTOR : | 0.81 | 0.785 | 0.738 | 0.000 | 0.939 | 0.912 | 0.719 | 0.000 | 0.679 | 0.851 | 0.677 | 0.000 | 0.839 | 0.804 | 0.837 | 0.000 | 0.968 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 11 NL | 58 NT | 33 NR | 0 NU | 22 SL | 29 ST | 10 SR | 0 SU | 12 EL | 16 ET | 7 ER | 0 EU | 21 WL | 12 WT | 45 WR | 0 WU | 276 |
| 3:15 PM | 15 NL | 55 NT | 38 NR | 0 NU | 26 SL | 30 ST | 9 SR | 1 SU | 6 EL | 17 ET | 9 ER | 0 EU | 28 WL | 23 WT | 62 WR | 2 WU | 321 |
| 3:30 PM | 16 NL | 54 NT | 32 NR | 1 NU | 19 SL | 41 ST | 16 SR | 0 SU | 9 EL | 20 ET | 14 ER | 0 EU | 28 WL | 32 WT | 51 WR | 2 WU | 335 |
| 3:45 PM | 22 NL | 52 NT | 32 NR | 0 NU | 34 SL | 37 ST | 17 SR | 0 SU | 12 EL | 14 ET | 12 ER | 0 EU | 49 WL | 37 WT | 46 WR | 1 WU | 365 |
| 4:00 PM | 15 NL | 74 NT | 32 NR | 0 NU | 36 SL | 50 ST | 21 SR | 0 SU | 10 EL | 25 ET | 7 ER | 0 EU | 39 WL | 40 WT | 76 WR | 1 WU | 426 |
| 4:15 PM | 22 NL | 68 NT | 30 NR | 0 NU | 30 SL | 48 ST | 31 SR | 0 SU | 15 EL | 21 ET | 12 ER | 0 EU | 43 WL | 55 WT | 69 WR | 1 WU | 445 |
| 4:30 PM | 26 NL | 76 NT | 27 NR | 1 NU | 28 SL | 54 ST | 48 SR | 1 SU | 8 EL | 19 ET | 18 ER | 0 EU | 43 WL | 60 WT | 67 WR | 2 WU | 478 |
| 4:45 PM | 33 NL | 68 NT | 31 NR | 0 NU | 42 SL | 54 ST | 54 SR | 0 SU | 12 EL | 35 ET | 13 ER | 0 EU | 38 WL | 61 WT | 73 WR | 0 WU | 514 |
| 5:00 PM | 35 NL | 57 NT | 39 NR | 0 NU | 31 SL | 64 ST | 55 SR | 0 SU | 12 EL | 32 ET | 25 ER | 0 EU | 55 WL | 98 WT | 65 WR | 0 WU | 568 |
| 5:15 PM | 27 NL | 76 NT | 25 NR | 0 NU | 40 SL | 91 ST | 54 SR | 0 SU | 16 EL | 24 ET | 31 ER | 0 EU | 38 WL | 111 WT | 82 WR | 0 WU | 615 |
| 5:30 PM | 33 NL | 62 NT | 28 NR | 0 NU | 45 SL | 52 ST | 49 SR | 0 SU | 12 EL | 29 ET | 18 ER | 0 EU | 52 WL | 91 WT | 69 WR | 3 WU | 543 |
| 5:45 PM | 31 NL | 87 NT | 27 NR | 0 NU | 35 SL | 70 ST | 54 SR | 0 SU | 15 EL | 26 ET | 28 ER | 0 EU | 58 WL | 98 WT | 64 WR | 0 WU | 593 |
| 6:00 PM | 28 NL | 60 NT | 32 NR | 0 NU | 43 SL | 68 ST | 53 SR | 1 SU | 14 EL | 30 ET | 27 ER | 0 EU | 61 WL | 77 WT | 43 WR | 3 WU | 540 |
| 6:15 PM | 20 NL | 74 NT | 31 NR | 0 NU | 31 SL | 64 ST | 17 SR | 0 SU | 13 EL | 28 ET | 15 ER | 0 EU | 58 WL | 54 WT | 50 WR | 4 WU | 459 |
| 6:30 PM | 16 NL | 73 NT | 29 NR | 0 NU | 28 SL | 42 ST | 14 SR | 0 SU | 10 EL | 22 ET | 14 ER | 0 EU | 62 WL | 47 WT | 47 WR | 0 WU | 404 |
| 6:45 PM | 37 NL | 71 NT | 47 NR | 0 NU | 22 SL | 49 ST | 18 SR | 0 SU | 6 EL | 17 ET | 24 ER | 0 EU | 46 WL | 36 WT | 36 WR | 1 WU | 410 |
| TOTAL VOLUMES : | NL 387 | NT 1065 | NR 513 | NU 2 | SL 512 | ST 843 | SR 520 | SU 3 | EL 182 | ET 375 | ER 274 | EU 0 | WL 719 | WT 932 | WR 945 | WU 20 | TOTAL 7292 |
| APPROACH %'s : | 19.67% | 54.14% | 26.08% | 0.10% | 27.26% | 44.89% | 27.69% | 0.16% | 21.90% | 45.13% | 32.97% | 0.00% | 27.48% | 35.63% | 36.12% | 0.76% | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 126 | 282 | 119 | 0 | 151 | 277 | 212 | 0 | 55 | 111 | 102 | 0 | 203 | 398 | 280 | 3 | 2319 |
| PEAK HR FACTOR : | 0.90 | 0.810 | 0.763 | 0.000 | 0.909 | 0.761 | 0.964 | 0.000 | 0.859 | 0.867 | 0.823 | 0.000 | 0.875 | 0.896 | 0.854 | 0.250 | 0.943 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Joyce St & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-001
Date: 6/5/2019

HT

| NS/EW Streets: | S Joyce St | | | | S Joyce St | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|-----------------|---------------------|----------|----------|---------|------------|-----------|-----------|---------|--------------|----------|----------|---------|--------------|-----------|-----------|---------|--------------|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 7 |
| 6:00 AM | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 15 |
| 6:15 AM | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 4 | 0 | 17 |
| 6:30 AM | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 1 | 8 | 0 | 24 |
| 6:45 AM | 1 | 1 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 3 | 0 | 18 |
| 7:00 AM | 0 | 1 | 1 | 0 | 4 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 2 | 2 | 5 | 0 | 21 |
| 7:15 AM | 1 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 2 | 1 | 7 | 0 | 29 |
| 7:30 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 5 | 0 | 14 |
| 7:45 AM | 2 | 3 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 3 | 0 | 27 |
| 8:00 AM | 0 | 1 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 7 | 0 | 22 |
| 8:15 AM | 1 | 2 | 2 | 0 | 7 | 2 | 1 | 0 | 0 | 4 | 3 | 0 | 2 | 1 | 3 | 0 | 28 |
| 8:30 AM | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 1 | 5 | 0 | 21 |
| 8:45 AM | 1 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 3 | 0 | 18 |
| 9:00 AM | 1 | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 3 | 6 | 0 | 28 |
| 9:15 AM | 1 | 2 | 2 | 0 | 7 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 4 | 0 | 32 |
| TOTAL VOLUMES : | NL 9 | NT 18 | NR 28 | NU 0 | SL 67 | ST 17 | SR 2 | SU 0 | EL 1 | ET 54 | ER 13 | EU 0 | WL 23 | WT 21 | WR 72 | WU 0 | TOTAL 325 |
| APPROACH %'s : | 16.36% | 32.73% | 50.91% | 0.00% | 77.91% | 19.77% | 2.33% | 0.00% | 1.47% | 79.41% | 19.12% | 0.00% | 19.83% | 18.10% | 62.07% | 0.00% | |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL 98 |
| PEAK HR VOL: | 3 | 7 | 10 | 0 | 22 | 5 | 1 | 0 | 0 | 18 | 4 | 0 | 5 | 5 | 18 | 0 | |
| PEAK HR FACTOR: | 0.375 | 0.583 | 0.833 | 0.000 | 0.786 | 0.625 | 0.250 | 0.000 | 0.000 | 0.750 | 0.333 | 0.000 | 0.625 | 0.625 | 0.643 | 0.000 | 0.875 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 5 | 0 | 16 |
| 3:15 PM | 1 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 2 | 4 | 0 | 20 |
| 3:30 PM | 1 | 3 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 19 |
| 3:45 PM | 0 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 16 |
| 4:00 PM | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 6 | 0 | 20 |
| 4:15 PM | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 5 | 0 | 18 |
| 4:30 PM | 4 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 6 | 0 | 24 |
| 4:45 PM | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 | 0 | 15 |
| 5:00 PM | 4 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 5 | 3 | 0 | 28 |
| 5:15 PM | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 6 | 0 | 26 |
| 5:30 PM | 2 | 8 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 2 | 10 | 0 | 37 |
| 5:45 PM | 2 | 3 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 8 | 0 | 29 |
| 6:00 PM | 3 | 5 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 7 | 0 | 34 |
| 6:15 PM | 0 | 1 | 4 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 4 | 5 | 0 | 28 |
| 6:30 PM | 2 | 2 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 6 | 0 | 29 |
| 6:45 PM | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 5 | 0 | 20 |
| TOTAL VOLUMES : | NL 22 | NT 32 | NR 43 | NU 0 | SL 65 | ST 14 | SR 1 | SU 0 | EL 2 | ET 33 | ER 3 | EU 0 | WL 30 | WT 44 | WR 90 | WU 0 | TOTAL 379 |
| APPROACH %'s : | 22.68% | 32.99% | 44.33% | 0.00% | 81.25% | 17.50% | 1.25% | 0.00% | 5.26% | 86.84% | 7.89% | 0.00% | 18.29% | 26.83% | 54.88% | 0.00% | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 120 |
| PEAK HR VOL: | 9 | 11 | 11 | 0 | 22 | 4 | 0 | 0 | 0 | 12 | 1 | 0 | 9 | 14 | 27 | 0 | |
| PEAK HR FACTOR: | 0.56 | 0.344 | 0.550 | 0.000 | 0.611 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.450 | 0.700 | 0.675 | 0.000 | 0.811 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Joyce St & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-001
Date: 6/5/2019

Bikes

| NS/EW Streets: | S Joyce St | | | | S Joyce St | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|-----------------|----------------------------|--------------------|------------------|------------------|-------------------|--------------------|--------------------|------------------|--------------------|-------------------|------------------|------------------|-------------------|-------------------|------------------|------------------|-------------|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 6:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 AM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL 2 8.33% | NT 20 83.33% | NR 2 8.33% | NU 0 0.00% | SL 5 41.67% | ST 7 58.33% | SR 0 0.00% | SU 0 0.00% | EL 12 52.17% | ET 9 39.13% | ER 2 8.70% | EU 0 0.00% | WL 1 50.00% | WT 1 50.00% | WR 0 0.00% | WU 0 0.00% | TOTAL 61 |
| APPROACH %'s: | | | | | | | | | | | | | | | | | |
| PEAK HR: | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL 17 |
| PEAK HR VOL: | 1 | 4 | 1 | 0 | 2 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.708 |
| PEAK HR FACTOR: | 0.250 | 1.000 | 0.250 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.625 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 1.5 ST | 0.5 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 2.5 WT | 0.5 WR | 0 WU | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 6:00 PM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 6:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL 4 26.67% | NT 10 66.67% | NR 1 6.67% | NU 0 0.00% | SL 4 11.11% | ST 20 55.56% | SR 12 33.33% | SU 0 0.00% | EL 1 100.00% | ET 0 0.00% | ER 0 0.00% | EU 0 0.00% | WL 2 18.18% | WT 8 72.73% | WR 1 9.09% | WU 0 0.00% | TOTAL 63 |
| APPROACH %'s: | | | | | | | | | | | | | | | | | |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 27 |
| PEAK HR VOL: | 2 | 5 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0.964 |
| PEAK HR FACTOR: | 0.50 | 0.625 | 0.000 | 0.000 | 0.875 | 0.583 | 0.583 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.625 | 0.000 | 0.750 | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Joyce St & Army Navy Dr
City: Arlington

Project ID: 19-11094-001
Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | S Joyce St | | S Joyce St | | Army Navy Dr | | Army Navy Dr | | TOTAL |
|------------------|---------------------|----------|------------|----------|--------------|---------|--------------|----------|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 1 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 7 |
| 5:45 AM | 1 | 1 | 3 | 1 | 5 | 0 | 3 | 1 | 15 |
| 6:00 AM | 1 | 1 | 5 | 0 | 0 | 2 | 2 | 3 | 14 |
| 6:15 AM | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 10 |
| 6:30 AM | 1 | 3 | 6 | 1 | 4 | 0 | 0 | 5 | 20 |
| 6:45 AM | 4 | 1 | 7 | 1 | 3 | 1 | 4 | 3 | 24 |
| 7:00 AM | 1 | 0 | 4 | 0 | 3 | 1 | 0 | 1 | 10 |
| 7:15 AM | 3 | 1 | 1 | 2 | 4 | 1 | 3 | 1 | 16 |
| 7:30 AM | 1 | 2 | 8 | 1 | 3 | 0 | 1 | 2 | 18 |
| 7:45 AM | 8 | 0 | 4 | 2 | 5 | 2 | 5 | 0 | 26 |
| 8:00 AM | 4 | 0 | 9 | 0 | 6 | 1 | 3 | 0 | 23 |
| 8:15 AM | 0 | 0 | 4 | 2 | 6 | 0 | 2 | 0 | 14 |
| 8:30 AM | 1 | 1 | 4 | 1 | 7 | 0 | 0 | 1 | 15 |
| 8:45 AM | 2 | 0 | 3 | 1 | 5 | 0 | 1 | 1 | 13 |
| 9:00 AM | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 6 | 13 |
| 9:15 AM | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 5 |
| TOTAL VOLUMES : | EB 28 | WB 10 | EB 74 | WB 14 | NB 58 | SB 9 | NB 25 | SB 25 | TOTAL 243 |
| APPROACH %'s : | 73.68% | 26.32% | 84.09% | 15.91% | 86.57% | 13.43% | 50.00% | 50.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 13 | 1 | 21 | 5 | 24 | 3 | 10 | 1 | 78 |
| PEAK HR FACTOR : | 0.406 | 0.250 | 0.583 | 0.625 | 0.857 | 0.375 | 0.500 | 0.250 | 0.750 |
| | 0.438 | | 0.722 | | 0.964 | | 0.550 | | |

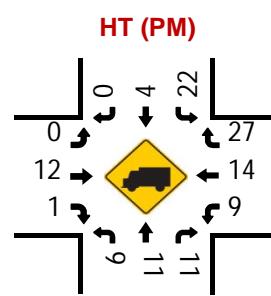
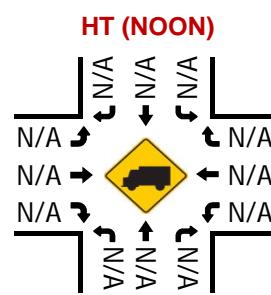
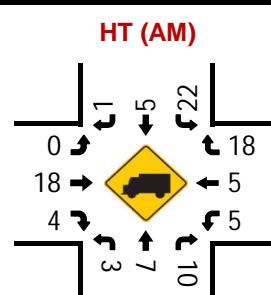
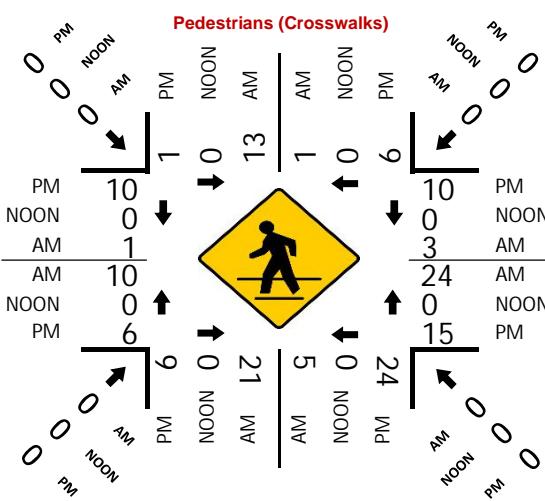
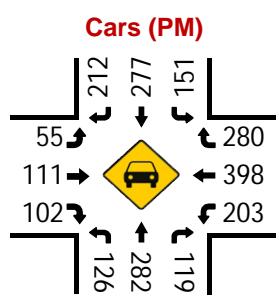
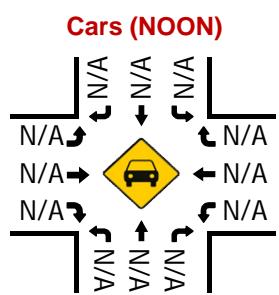
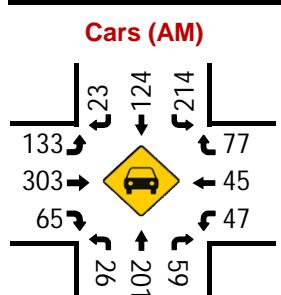
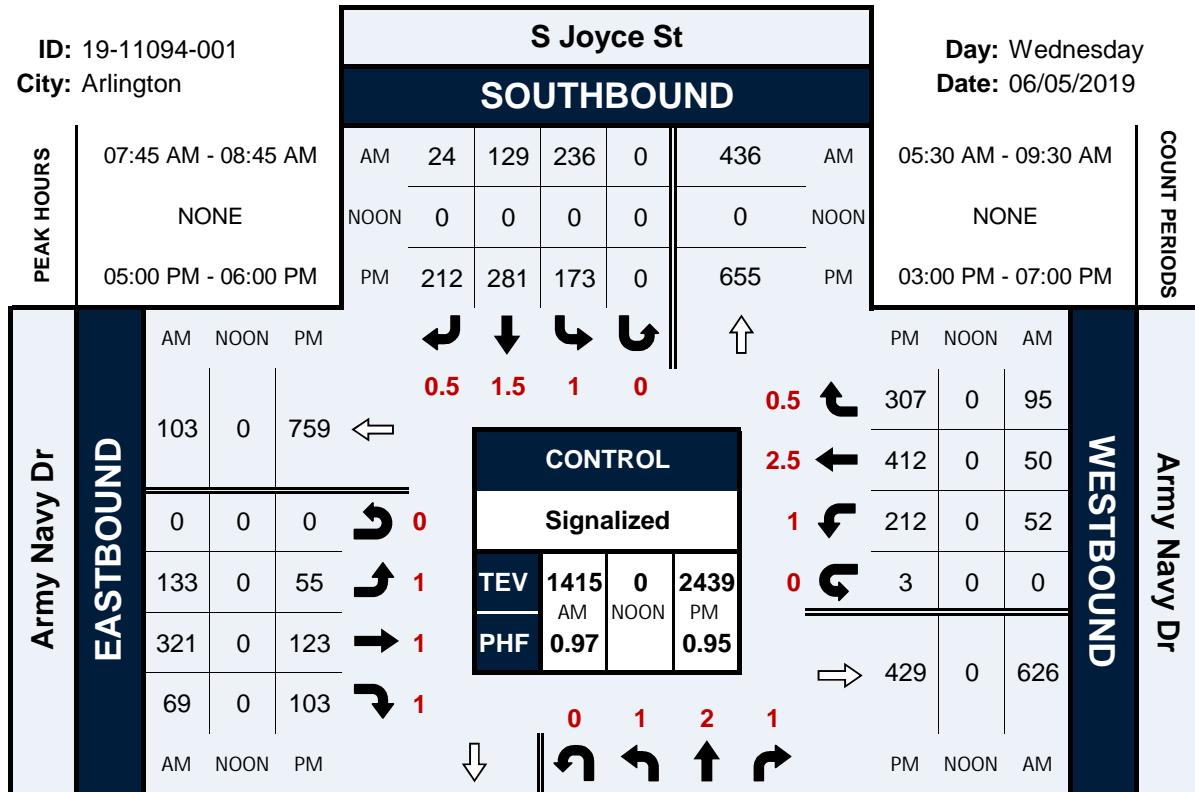
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|----------|-----------|----------|----------|----------|----------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 0 | 2 | 8 | 4 | 0 | 4 | 1 | 19 |
| 3:15 PM | 0 | 1 | 0 | 5 | 3 | 0 | 1 | 2 | 12 |
| 3:30 PM | 0 | 1 | 3 | 7 | 1 | 0 | 0 | 2 | 14 |
| 3:45 PM | 1 | 1 | 2 | 4 | 2 | 0 | 2 | 0 | 12 |
| 4:00 PM | 1 | 2 | 0 | 5 | 2 | 2 | 1 | 2 | 15 |
| 4:15 PM | 0 | 0 | 1 | 6 | 0 | 3 | 0 | 3 | 13 |
| 4:30 PM | 1 | 0 | 1 | 3 | 6 | 1 | 2 | 2 | 16 |
| 4:45 PM | 0 | 2 | 2 | 1 | 18 | 0 | 0 | 2 | 25 |
| 5:00 PM | 0 | 3 | 4 | 5 | 6 | 1 | 1 | 4 | 24 |
| 5:15 PM | 0 | 1 | 1 | 7 | 2 | 4 | 1 | 1 | 17 |
| 5:30 PM | 1 | 1 | 3 | 8 | 5 | 5 | 3 | 2 | 28 |
| 5:45 PM | 0 | 1 | 1 | 4 | 2 | 0 | 1 | 3 | 12 |
| 6:00 PM | 5 | 0 | 1 | 9 | 3 | 2 | 5 | 1 | 26 |
| 6:15 PM | 0 | 1 | 4 | 4 | 4 | 1 | 0 | 2 | 16 |
| 6:30 PM | 0 | 3 | 3 | 6 | 4 | 0 | 2 | 3 | 21 |
| 6:45 PM | 0 | 1 | 4 | 2 | 4 | 3 | 0 | 2 | 16 |
| TOTAL VOLUMES : | EB 9 | WB 18 | EB 32 | WB 84 | NB 66 | SB 22 | NB 23 | SB 32 | TOTAL 286 |
| APPROACH %'s : | 33.33% | 66.67% | 27.59% | 72.41% | 75.00% | 25.00% | 41.82% | 58.18% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 6 | 9 | 24 | 15 | 10 | 6 | 10 | 81 |
| PEAK HR FACTOR : | 0.250 | 0.500 | 0.563 | 0.750 | 0.625 | 0.500 | 0.500 | 0.625 | 0.723 |
| | 0.583 | | 0.750 | | 0.625 | | 0.800 | | |

S Joyce St & Army Navy Dr

Peak Hour Turning Movement Count

ID: 19-11094-001
City: Arlington

Day: Wednesday
Date: 06/05/2019



National Data & Surveying Services
Intersection Turning Movement Count

Location: Pentagon Reservation Parking & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-005
Date: 6/5/2019

Total

| NS/EW Streets: | Pentagon Reservation Parking | | | | Pentagon Reservation Parking | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|--------------------------------|------------------------------|---------------|-------------------|---------------|------------------------------|---------------|------------------|---------------|----------------|-------------------|------------------|----------------|------------------|------------------|-----------------|-----------------|------------|
| | 0 NL | 2 NT | 2 NR | 0 NU | 0.5 SL | 0.5 ST | 1 SR | 0 SU | 0 EL | 3 ET | 0 ER | 0 EU | 1 WL | 3 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | SOUTHBOUND | | EASTBOUND | | WESTBOUND | | | | | | | | | | |
| 5:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 14 | 4 | 1 | 27 | 21 | 1 | 3 | 75 |
| 5:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 25 | 8 | 1 | 31 | 35 | 1 | 6 | 110 |
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 9 | 1 | 29 | 41 | 7 | 8 | 116 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 9 | 1 | 35 | 42 | 3 | 8 | 137 |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 57 | 21 | 0 | 53 | 50 | 11 | 6 | 200 |
| 6:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 51 | 23 | 0 | 60 | 51 | 4 | 10 | 203 |
| 7:00 AM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 71 | 22 | 6 | 49 | 58 | 4 | 3 | 217 |
| 7:15 AM | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 88 | 17 | 3 | 66 | 66 | 9 | 6 | 260 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 7 | 93 | 17 | 1 | 84 | 58 | 9 | 7 | 281 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 122 | 26 | 1 | 58 | 48 | 7 | 11 | 278 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 107 | 28 | 1 | 74 | 70 | 14 | 7 | 308 |
| 8:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 127 | 37 | 5 | 79 | 80 | 14 | 22 | 380 |
| 8:30 AM | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 7 | 131 | 30 | 3 | 60 | 62 | 11 | 23 | 332 |
| 8:45 AM | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 102 | 30 | 2 | 75 | 47 | 16 | 11 | 295 |
| 9:00 AM | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 5 | 101 | 12 | 3 | 93 | 61 | 16 | 12 | 311 |
| 9:15 AM | 2 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 75 | 20 | 0 | 78 | 72 | 9 | 15 | 282 |
| TOTAL VOLUMES : APPROACH %'s : | NL 8 8.27.59% | NT 2 6.90% | NR 19 65.52% | NU 0 0.00% | SL 16 47.06% | ST 1 2.94% | SR 17 50.00% | SU 0 0.00% | EL 52 3.22% | ET 1221 75.60% | ER 313 19.38% | EU 29 1.80% | WL 951 45.14% | WT 862 40.91% | WR 136 6.45% | WU 158 7.50% | TOTAL 3785 |
| PEAK HR : | 08:15 AM - 09:15 AM | | | | | | | | | | | | | | | | TOTAL 1318 |
| PEAK HR VOL : | 3 | 0 | 8 | 0 | 7 | 0 | 28 | 0 | 461 | 109 | 13 | 307 | 250 | 57 | 68 | | |
| PEAK HR FACTOR : | 0.375 | 0.000 | 0.500 | 0.000 | 0.583 | 0.000 | 0.700 | 0.583 | 0.880 | 0.736 | 0.650 | 0.825 | 0.781 | 0.891 | 0.739 | 0.874 | 0.867 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|--------------------------------|---------------------|---------------|------------------|---------------|------------------|---------------|------------------|---------------|----------------|-------------------|------------------|----------------|------------------|-------------------|-----------------|-----------------|----------------|
| | 0 NL | 2 NT | 2 NR | 0 NU | 0.5 SL | 0.5 ST | 1 SR | 0 SU | 0 EL | 3 ET | 0 ER | 0 EU | 1 WL | 3 WT | 0 WR | 0 WU | |
| 3:00 PM | 21 | 0 | 62 | 0 | 6 | 1 | 8 | 0 | 2 | 92 | 6 | 2 | 33 | 69 | 1 | 2 | 305 |
| 3:15 PM | 39 | 0 | 52 | 0 | 3 | 0 | 4 | 0 | 0 | 73 | 11 | 5 | 28 | 88 | 3 | 2 | 308 |
| 3:30 PM | 35 | 1 | 58 | 0 | 6 | 1 | 5 | 0 | 3 | 77 | 11 | 4 | 42 | 85 | 4 | 3 | 335 |
| 3:45 PM | 28 | 0 | 61 | 0 | 10 | 0 | 8 | 0 | 3 | 69 | 17 | 4 | 43 | 110 | 7 | 4 | 364 |
| 4:00 PM | 39 | 0 | 47 | 0 | 6 | 2 | 3 | 0 | 4 | 88 | 14 | 6 | 47 | 128 | 11 | 5 | 400 |
| 4:15 PM | 43 | 1 | 64 | 0 | 10 | 0 | 14 | 0 | 1 | 78 | 10 | 3 | 31 | 123 | 6 | 4 | 388 |
| 4:30 PM | 39 | 0 | 65 | 0 | 8 | 0 | 11 | 0 | 2 | 77 | 16 | 5 | 42 | 154 | 18 | 2 | 439 |
| 4:45 PM | 44 | 1 | 60 | 0 | 7 | 0 | 9 | 0 | 2 | 98 | 17 | 9 | 41 | 137 | 13 | 4 | 442 |
| 5:00 PM | 50 | 0 | 65 | 0 | 4 | 1 | 9 | 0 | 4 | 101 | 11 | 4 | 39 | 180 | 10 | 9 | 487 |
| 5:15 PM | 49 | 0 | 56 | 0 | 15 | 0 | 11 | 0 | 3 | 87 | 15 | 2 | 47 | 194 | 24 | 15 | 518 |
| 5:30 PM | 32 | 1 | 52 | 0 | 13 | 0 | 16 | 0 | 3 | 107 | 18 | 8 | 42 | 181 | 13 | 12 | 498 |
| 5:45 PM | 35 | 1 | 56 | 0 | 10 | 3 | 5 | 0 | 1 | 81 | 16 | 4 | 62 | 196 | 11 | 21 | 502 |
| 6:00 PM | 26 | 2 | 58 | 0 | 4 | 1 | 7 | 0 | 13 | 98 | 15 | 1 | 34 | 178 | 13 | 7 | 457 |
| 6:15 PM | 24 | 0 | 43 | 0 | 6 | 0 | 10 | 0 | 1 | 93 | 19 | 2 | 47 | 162 | 15 | 12 | 434 |
| 6:30 PM | 18 | 0 | 50 | 0 | 7 | 0 | 9 | 0 | 2 | 83 | 14 | 2 | 48 | 157 | 11 | 4 | 405 |
| 6:45 PM | 21 | 0 | 50 | 0 | 13 | 0 | 9 | 0 | 7 | 82 | 11 | 1 | 55 | 106 | 13 | 3 | 371 |
| TOTAL VOLUMES : APPROACH %'s : | NL 543 37.47% | NT 7 0.48% | NR 899 62.04% | NU 0 0.00% | SL 128 46.55% | ST 9 3.27% | SR 138 50.18% | SU 0 0.00% | EL 51 2.97% | ET 1384 80.56% | ER 221 12.86% | EU 62 3.61% | WL 681 21.21% | WT 2248 70.01% | WR 173 5.39% | WU 109 3.39% | TOTAL 6653 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL 2005 |
| PEAK HR VOL : | 166 | 2 | 229 | 0 | 42 | 4 | 41 | 0 | 11 | 376 | 60 | 18 | 190 | 751 | 58 | 57 | |
| PEAK HR FACTOR : | 0.830 | 0.500 | 0.881 | 0.000 | 0.700 | 0.333 | 0.641 | 0.000 | 0.688 | 0.879 | 0.833 | 0.563 | 0.766 | 0.958 | 0.604 | 0.679 | 0.910 0.968 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pentagon Reservation Parking & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-005
Date: 6/5/2019

Cars

| NS/EW Streets: | Pentagon Reservation Parking | | | | Pentagon Reservation Parking | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|------------------|------------------------------|-------|-------|-------|------------------------------|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 12 | 4 | 1 | 27 | 20 | 1 | 3 | 72 |
| 5:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 24 | 8 | 1 | 31 | 31 | 1 | 6 | 105 |
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 14 | 9 | 1 | 29 | 36 | 7 | 8 | 107 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 1 | 35 | 36 | 3 | 8 | 123 |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 48 | 21 | 0 | 53 | 42 | 11 | 6 | 183 |
| 6:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 43 | 23 | 0 | 60 | 44 | 4 | 10 | 188 |
| 7:00 AM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 63 | 22 | 6 | 49 | 48 | 4 | 3 | 199 |
| 7:15 AM | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 72 | 17 | 3 | 66 | 56 | 9 | 6 | 234 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 7 | 89 | 17 | 1 | 84 | 50 | 9 | 7 | 269 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 107 | 26 | 1 | 58 | 43 | 7 | 11 | 258 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 98 | 28 | 1 | 74 | 60 | 14 | 7 | 289 |
| 8:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 114 | 37 | 5 | 79 | 74 | 14 | 22 | 361 |
| 8:30 AM | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 7 | 122 | 30 | 3 | 60 | 55 | 11 | 23 | 316 |
| 8:45 AM | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 91 | 30 | 2 | 75 | 43 | 13 | 11 | 277 |
| 9:00 AM | 1 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 4 | 91 | 12 | 3 | 93 | 52 | 15 | 12 | 289 |
| 9:15 AM | 2 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 63 | 20 | 0 | 78 | 62 | 8 | 15 | 259 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 8 | 2 | 19 | 0 | 16 | 1 | 16 | 0 | 51 | 1082 | 313 | 29 | 951 | 752 | 131 | 158 | 3529 |
| PEAK HR: | 08:15 AM - 09:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 0 | 8 | 0 | 7 | 0 | 6 | 0 | 27 | 418 | 109 | 13 | 307 | 224 | 53 | 68 | 1243 |
| PEAK HR FACTOR : | 0.38 | 0.000 | 0.500 | 0.000 | 0.583 | 0.000 | 0.500 | 0.000 | 0.675 | 0.857 | 0.736 | 0.650 | 0.825 | 0.757 | 0.883 | 0.739 | 0.861 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 21 | 0 | 62 | 0 | 6 | 1 | 6 | 0 | 1 | 84 | 6 | 2 | 33 | 64 | 1 | 2 | 289 |
| 3:15 PM | 39 | 0 | 52 | 0 | 2 | 0 | 4 | 0 | 0 | 69 | 11 | 5 | 28 | 78 | 3 | 2 | 293 |
| 3:30 PM | 35 | 1 | 58 | 0 | 2 | 1 | 5 | 0 | 2 | 70 | 11 | 4 | 42 | 79 | 4 | 3 | 317 |
| 3:45 PM | 28 | 0 | 61 | 0 | 9 | 0 | 8 | 0 | 3 | 64 | 17 | 4 | 43 | 102 | 5 | 4 | 348 |
| 4:00 PM | 39 | 0 | 47 | 0 | 6 | 2 | 3 | 0 | 4 | 83 | 14 | 6 | 47 | 116 | 7 | 5 | 379 |
| 4:15 PM | 43 | 1 | 64 | 0 | 7 | 0 | 14 | 0 | 1 | 73 | 10 | 3 | 31 | 112 | 6 | 4 | 369 |
| 4:30 PM | 39 | 0 | 65 | 0 | 8 | 0 | 11 | 0 | 2 | 68 | 16 | 5 | 42 | 145 | 16 | 2 | 419 |
| 4:45 PM | 44 | 1 | 60 | 0 | 6 | 0 | 9 | 0 | 2 | 93 | 17 | 9 | 41 | 129 | 11 | 4 | 426 |
| 5:00 PM | 50 | 0 | 65 | 0 | 4 | 1 | 7 | 0 | 4 | 93 | 11 | 4 | 39 | 168 | 9 | 9 | 464 |
| 5:15 PM | 49 | 0 | 56 | 0 | 14 | 0 | 11 | 0 | 3 | 73 | 15 | 2 | 47 | 183 | 24 | 15 | 492 |
| 5:30 PM | 32 | 1 | 52 | 0 | 12 | 0 | 15 | 0 | 3 | 97 | 18 | 8 | 42 | 168 | 13 | 12 | 473 |
| 5:45 PM | 35 | 1 | 56 | 0 | 9 | 3 | 5 | 0 | 1 | 72 | 16 | 4 | 62 | 185 | 10 | 21 | 480 |
| 6:00 PM | 26 | 2 | 58 | 0 | 4 | 1 | 7 | 0 | 12 | 84 | 15 | 1 | 34 | 168 | 10 | 7 | 429 |
| 6:15 PM | 24 | 0 | 43 | 0 | 5 | 0 | 7 | 0 | 1 | 81 | 19 | 2 | 47 | 153 | 11 | 12 | 405 |
| 6:30 PM | 18 | 0 | 50 | 0 | 5 | 0 | 8 | 0 | 1 | 71 | 14 | 2 | 48 | 143 | 7 | 4 | 371 |
| 6:45 PM | 21 | 0 | 50 | 0 | 10 | 0 | 9 | 0 | 6 | 75 | 11 | 1 | 55 | 97 | 12 | 3 | 350 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 543 | 7 | 899 | 0 | 109 | 9 | 129 | 0 | 46 | 1250 | 221 | 62 | 681 | 2090 | 149 | 109 | 6304 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 166 | 2 | 229 | 0 | 39 | 4 | 38 | 0 | 11 | 335 | 60 | 18 | 190 | 704 | 56 | 57 | 1909 |
| PEAK HR FACTOR : | 0.83 | 0.500 | 0.881 | 0.000 | 0.696 | 0.333 | 0.633 | 0.000 | 0.688 | 0.863 | 0.833 | 0.563 | 0.766 | 0.951 | 0.583 | 0.679 | 0.970 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pentagon Reservation Parking & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-005
Date: 6/5/2019

HT

| NS/EW Streets: | Pentagon Reservation Parking | | | | Pentagon Reservation Parking | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|------------------|------------------------------|-------|-------|-------|------------------------------|--------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|
| | NL | NT | NR | NU | 0.5 SL | 0.5 ST | 1 SR | 0 SU | 0 EL | 3 ET | 0 ER | 0 EU | 1 WL | 3 WT | 0 WR | 0 WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 2 | 2 | 0 | 0.5 | 0.5 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 3 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 9 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 14 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 17 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 15 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 18 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 0 | 0 | 26 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 12 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 0 | 0 | 20 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 19 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 6 | 0 | 0 | 19 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 0 | 0 | 16 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 3 | 0 | 18 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 9 | 1 | 0 | 22 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 10 | 1 | 0 | 23 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 139 | 0 | 0 | 0 | 110 | 5 | 0 | 256 |
| PEAK HR: | 08:15 AM - 09:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 43 | 0 | 0 | 0 | 26 | 4 | 0 | 75 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.827 | 0.000 | 0.000 | 0.000 | 0.722 | 0.333 | 0.000 | 0.852 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 3:00 PM | 0 | 2 | 2 | 0 | 0.5 SL | 0.5 ST | 1 SR | 0 SU | 0 EL | 3 ET | 0 ER | 0 EU | 1 WL | 3 WT | 0 WR | 0 WU | TOTAL |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 15 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 6 | 0 | 0 | 18 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 2 | 0 | 16 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 12 | 4 | 0 | 21 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 19 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 2 | 0 | 20 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 2 | 0 | 16 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 12 | 1 | 0 | 23 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 11 | 0 | 0 | 26 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 25 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 11 | 1 | 0 | 22 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 10 | 3 | 0 | 28 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 9 | 4 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 0 | 14 | 4 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 9 | 1 | 21 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 19 | 0 | 9 | 0 | 5 | 134 | 0 | 0 | 0 | 158 | 24 | 0 | 349 |
| PEAK HR: | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 41 | 0 | 0 | 0 | 47 | 2 | 0 | 96 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.375 | 0.000 | 0.000 | 0.732 | 0.000 | 0.000 | 0.000 | 0.904 | 0.500 | 0.000 | 0.923 |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pentagon Reservation Parking & Army Navy Dr
City: Arlington
Control: Signalized

Project ID: 19-11094-005
Date: 6/5/2019

Bikes

| NS/EW Streets: | Pentagon Reservation Parking | | | | Pentagon Reservation Parking | | | | Army Navy Dr | | | | Army Navy Dr | | | | |
|------------------|------------------------------|-------|-------|-------|------------------------------|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| 5:30 AM | 0 | 2 | 2 | 0 | 0.5 | 0.5 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 25 |
| PEAK HR : | 08:15 AM - 09:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|------------------|----------------------------|-------|-------|-------|-------------------|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|-------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 3:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 6:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 1 | 0 | 0 | 0 | 5 | 4 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 37 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0.000 | 0.000 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 14 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.000 | 0.000 | 0.250 | 0.375 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.875 | |

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pentagon Reservation Parking & Army Navy Dr
 City: Arlington

Project ID: 19-11094-005
 Date: 6/5/2019

Pedestrians (Crosswalks)

| NS/EW Streets: | Pentagon Reservation Parking | | Pentagon Reservation Parking | | Army Navy Dr | | Army Navy Dr | | TOTAL |
|------------------|------------------------------|-------------------|------------------------------|--------------------|---------------------|-------------------|--------------------|-------------------|---------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:30 AM | 0 | 0 | 3 | 4 | 15 | 0 | 0 | 0 | 22 |
| 5:45 AM | 3 | 0 | 6 | 2 | 31 | 0 | 1 | 0 | 43 |
| 6:00 AM | 0 | 1 | 8 | 1 | 18 | 0 | 0 | 0 | 28 |
| 6:15 AM | 0 | 0 | 14 | 0 | 38 | 0 | 0 | 1 | 53 |
| 6:30 AM | 1 | 0 | 12 | 4 | 45 | 0 | 0 | 0 | 62 |
| 6:45 AM | 2 | 0 | 17 | 2 | 60 | 4 | 0 | 0 | 85 |
| 7:00 AM | 2 | 0 | 23 | 1 | 60 | 1 | 0 | 0 | 87 |
| 7:15 AM | 0 | 0 | 27 | 6 | 62 | 1 | 0 | 0 | 96 |
| 7:30 AM | 0 | 0 | 19 | 2 | 60 | 0 | 2 | 0 | 83 |
| 7:45 AM | 1 | 0 | 15 | 4 | 64 | 2 | 2 | 0 | 88 |
| 8:00 AM | 3 | 0 | 21 | 2 | 71 | 3 | 6 | 1 | 107 |
| 8:15 AM | 1 | 0 | 20 | 1 | 71 | 3 | 3 | 0 | 99 |
| 8:30 AM | 0 | 0 | 23 | 2 | 81 | 4 | 0 | 0 | 110 |
| 8:45 AM | 0 | 3 | 23 | 1 | 71 | 1 | 2 | 0 | 101 |
| 9:00 AM | 2 | 0 | 8 | 1 | 65 | 9 | 1 | 0 | 86 |
| 9:15 AM | 0 | 0 | 7 | 2 | 52 | 7 | 0 | 0 | 68 |
| TOTAL VOLUMES : | EB 15 78.95% | WB 4 21.05% | EB 246 87.54% | WB 35 12.46% | NB 864 96.11% | SB 35 3.89% | NB 17 89.47% | SB 2 10.53% | TOTAL 1218 |
| PEAK HR : | 08:15 AM - 09:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 3 | 74 | 5 | 288 | 17 | 6 | 0 | 396 |
| PEAK HR FACTOR : | 0.375 | 0.250 | 0.804 | 0.625 | 0.889 | 0.472 | 0.500 | 0.500 | 0.900 |

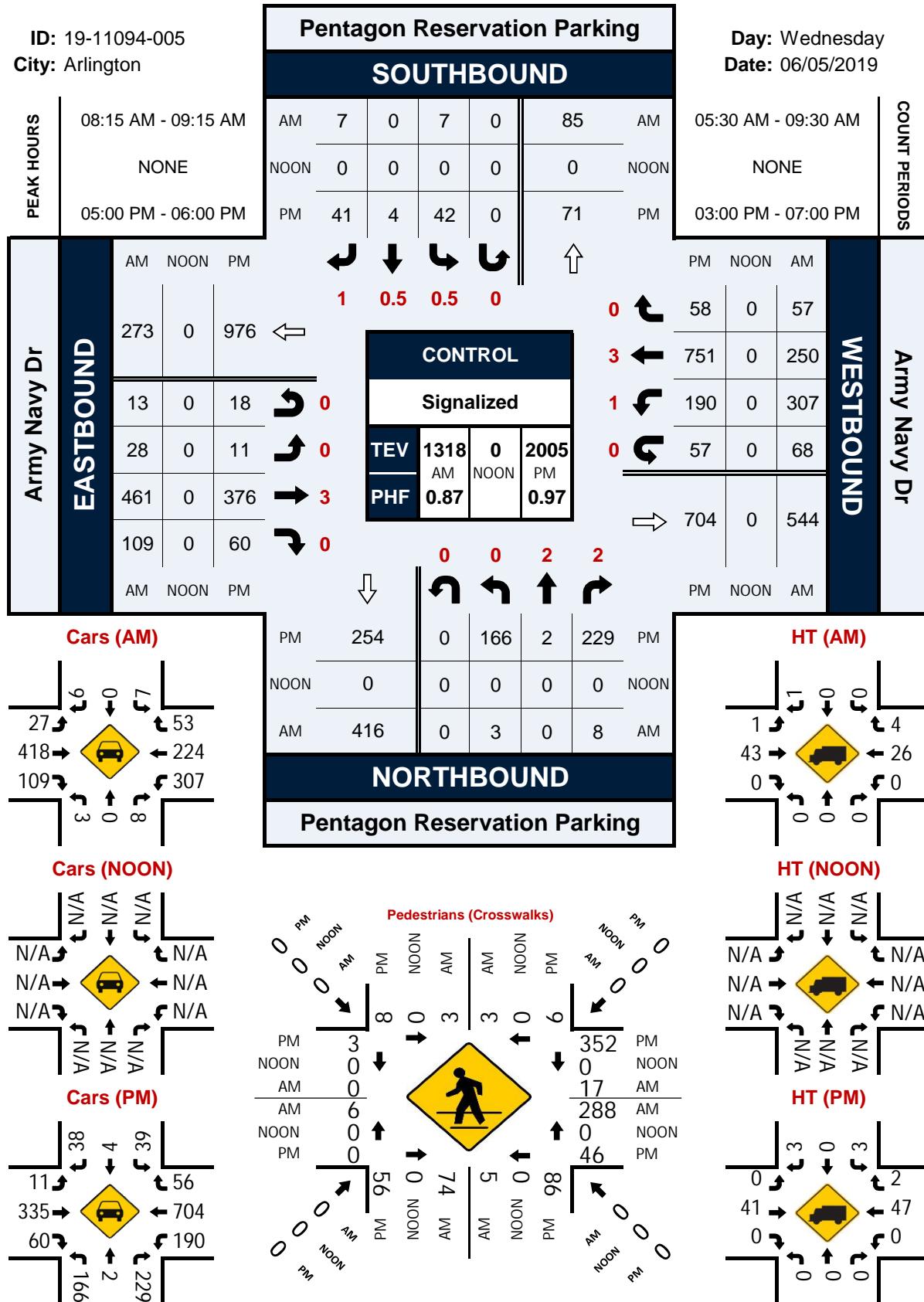
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|--------------------|---------------------|---------------------|---------------------|----------------------|-------------------|-------------------|---------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 3:00 PM | 0 | 4 | 12 | 18 | 9 | 67 | 0 | 0 | 110 |
| 3:15 PM | 0 | 2 | 3 | 16 | 9 | 54 | 0 | 1 | 85 |
| 3:30 PM | 0 | 0 | 3 | 22 | 14 | 71 | 0 | 0 | 110 |
| 3:45 PM | 2 | 2 | 8 | 25 | 8 | 64 | 1 | 0 | 110 |
| 4:00 PM | 4 | 2 | 3 | 34 | 6 | 86 | 0 | 1 | 136 |
| 4:15 PM | 0 | 6 | 6 | 26 | 11 | 93 | 0 | 1 | 143 |
| 4:30 PM | 3 | 2 | 7 | 33 | 11 | 78 | 0 | 0 | 134 |
| 4:45 PM | 2 | 1 | 9 | 48 | 8 | 94 | 0 | 1 | 163 |
| 5:00 PM | 3 | 0 | 18 | 30 | 15 | 194 | 0 | 1 | 261 |
| 5:15 PM | 1 | 2 | 12 | 16 | 15 | 50 | 0 | 0 | 96 |
| 5:30 PM | 4 | 2 | 12 | 18 | 7 | 67 | 0 | 2 | 112 |
| 5:45 PM | 0 | 2 | 14 | 22 | 9 | 41 | 0 | 0 | 88 |
| 6:00 PM | 1 | 0 | 9 | 23 | 6 | 32 | 0 | 0 | 71 |
| 6:15 PM | 2 | 0 | 16 | 17 | 8 | 57 | 0 | 0 | 100 |
| 6:30 PM | 1 | 4 | 6 | 18 | 9 | 24 | 1 | 1 | 64 |
| 6:45 PM | 5 | 2 | 13 | 20 | 19 | 115 | 0 | 0 | 174 |
| TOTAL VOLUMES : | EB 28 47.46% | WB 31 52.54% | EB 151 28.12% | WB 386 71.88% | NB 164 12.14% | SB 1187 87.86% | NB 2 20.00% | SB 8 80.00% | TOTAL 1957 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 8 | 6 | 56 | 86 | 46 | 352 | 0 | 3 | 557 |
| PEAK HR FACTOR : | 0.500 | 0.750 | 0.778 | 0.717 | 0.767 | 0.454 | 0.375 | 0.375 | 0.534 |
| | 0.583 | | 0.740 | | 0.476 | | | | |

Pentagon Reservation Parking & Army Navy Dr

Peak Hour Turning Movement Count

ID: 19-11094-005
City: Arlington

Day: Wednesday
Date: 06/05/2019



SUMMARY PAGE

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR

| | | | | | |
|----------------|----------------------|---------------|-----------------------|-----------------|-----------------|
| LOCATION#: | 002 | QTD PROJ#: | 2018184 | AM PEAK HOUR: | 815 AM - 915 AM |
| NORTH / SOUTH: | S Hayes St - MAJOR | COUNT DATE: | Tuesday, May 22, 2018 | MD PEAK HOUR: | 100 PM - 200 PM |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA | PM PEAK HOUR: | 400 PM - 500 PM |
| WEATHER: | NORMAL / CLEAR | AM TOTAL PHF: | 0.934 | AM PEAK 15-Min: | 845 AM - 900 AM |
| | | MD TOTAL PHF: | 0.959 | MD PEAK 15-Min: | 145 PM - 200 PM |
| | | PM TOTAL PHF: | 0.954 | PM PEAK 15-Min: | 430 PM - 445 PM |



| | | | |
|-----------|--|--|--|
| COMMENTS: | | | |
|-----------|--|--|--|



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

| | | | |
|----------|----------|----|----------|
| AM COUNT | 7:00 AM | TO | 10:00 AM |
| MD COUNT | 12:00 PM | TO | 2:00 PM |
| PM COUNT | 4:00 PM | TO | 7:00 PM |

VEHICLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - AM PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | | | | | | | | | | | | | |
|----------------------|-----|----------------------|------------|----|-----------------------|------|------|----|-----|-------|-----|----|-----|------|------|----|--------|--|
| NORTH / SOUTH: | | S Hayes St - MAJOR | DATE: | | Tuesday, May 22, 2018 | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MINOR | VICINITY: | | VA | | | | | | | | | | | | | |
| DIRECTION: | | | | | | | | | | | | | | | | | | |
| LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| 7:00 AM | 9 | 40 | 20 | 0 | 105 | 94 | 61 | 0 | 10 | 63 | 6 | 0 | 17 | 46 | 89 | 0 | 560 | |
| 7:15 AM | 11 | 44 | 15 | 2 | 121 | 99 | 70 | 1 | 8 | 54 | 9 | 0 | 3 | 39 | 105 | 0 | 581 | |
| 7:30 AM | 6 | 57 | 14 | 1 | 179 | 152 | 90 | 0 | 7 | 70 | 13 | 0 | 4 | 29 | 83 | 3 | 708 | |
| 7:45 AM | 10 | 58 | 10 | 0 | 199 | 196 | 74 | 1 | 6 | 71 | 11 | 0 | 8 | 53 | 86 | 1 | 784 | |
| 8:00 AM | 16 | 52 | 9 | 1 | 180 | 206 | 72 | 1 | 8 | 69 | 18 | 1 | 7 | 47 | 97 | 0 | 784 | |
| 8:15 AM | 12 | 59 | 12 | 2 | 185 | 195 | 79 | 1 | 11 | 90 | 13 | 1 | 7 | 39 | 88 | 0 | 794 | |
| 8:30 AM | 12 | 53 | 9 | 1 | 185 | 251 | 96 | 0 | 7 | 98 | 23 | 0 | 13 | 39 | 83 | 0 | 870 | |
| 8:45 AM | 12 | 58 | 12 | 2 | 176 | 304 | 105 | 1 | 16 | 83 | 22 | 0 | 14 | 50 | 74 | 0 | 929 | |
| 9:00 AM | 13 | 47 | 13 | 2 | 194 | 260 | 91 | 1 | 16 | 63 | 17 | 0 | 20 | 54 | 86 | 0 | 877 | |
| 9:15 AM | 11 | 44 | 15 | 4 | 188 | 196 | 100 | 1 | 12 | 46 | 10 | 0 | 10 | 58 | 61 | 0 | 756 | |
| 9:30 AM | 7 | 54 | 14 | 1 | 122 | 139 | 76 | 2 | 8 | 24 | 10 | 2 | 11 | 53 | 72 | 2 | 597 | |
| 9:45 AM | 5 | 39 | 13 | 0 | 113 | 120 | 81 | 1 | 18 | 41 | 11 | 1 | 11 | 58 | 55 | 0 | 567 | |
| 10:00 AM | 6 | 42 | 15 | 2 | 73 | 104 | 63 | 3 | 13 | 26 | 10 | 5 | 9 | 49 | 65 | 0 | 485 | |
| 10:15 AM | 7 | 54 | 10 | 1 | 69 | 92 | 57 | 0 | 16 | 36 | 5 | 0 | 21 | 39 | 82 | 1 | 490 | |
| 10:30 AM | 8 | 48 | 13 | 1 | 63 | 92 | 60 | 0 | 17 | 34 | 6 | 0 | 12 | 54 | 65 | 0 | 473 | |
| 10:45 AM | 15 | 63 | 13 | 0 | 69 | 88 | 66 | 3 | 15 | 33 | 10 | 0 | 18 | 59 | 74 | 3 | 529 | |
| 11:00 AM | 13 | 57 | 15 | 1 | 54 | 76 | 52 | 1 | 31 | 35 | 10 | 4 | 17 | 51 | 70 | 0 | 487 | |
| 11:15 AM | 18 | 71 | 22 | 3 | 59 | 82 | 53 | 2 | 27 | 40 | 16 | 2 | 15 | 64 | 79 | 0 | 553 | |
| 11:30 AM | 13 | 74 | 29 | 2 | 67 | 98 | 70 | 2 | 38 | 59 | 3 | 1 | 18 | 58 | 64 | 0 | 596 | |
| 11:45 AM | 20 | 54 | 31 | 5 | 71 | 86 | 79 | 0 | 32 | 56 | 19 | 1 | 19 | 63 | 74 | 0 | 610 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 224 | 1068 | 304 | 31 | 2472 | 2930 | 1495 | 21 | 316 | 1091 | 242 | 18 | 254 | 1002 | 1552 | 10 | 13030 | |
| P.H.V.: | 49 | 217 | 46 | 7 | 740 | 1010 | 371 | 3 | 50 | 334 | 75 | 1 | 54 | 182 | 331 | 0 | 3470 | |
| P.H.F.: | — | — | 0.938 | — | — | — | — | — | — | 0.898 | — | — | — | — | — | — | 0.934 | |

(1) Peak Hour Volume (Peak Hour - 815 AM - 915 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

VEHICLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - MD PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | | | | | | | | | | | | | |
|----------------------|-----|----------------------|------------|----|-----------------------|-----|-----|----|-----|-------|-----|----|-----|-----|-----|----|--------|--|
| NORTH / SOUTH: | | S Hayes St - MAJOR | DATE: | | Tuesday, May 22, 2018 | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MINOR | VICINITY: | | VA | | | | | | | | | | | | | |
| DIRECTION: | | | | | | | | | | | | | | | | | | |
| LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| 12:00 PM | 20 | 69 | 30 | 1 | 74 | 99 | 64 | 0 | 41 | 43 | 11 | 1 | 23 | 43 | 84 | 0 | 603 | |
| 12:15 PM | 14 | 62 | 16 | 7 | 76 | 104 | 63 | 1 | 30 | 48 | 8 | 3 | 17 | 49 | 72 | 0 | 570 | |
| 12:30 PM | 13 | 79 | 27 | 1 | 76 | 86 | 63 | 2 | 35 | 68 | 10 | 3 | 21 | 54 | 69 | 0 | 607 | |
| 12:45 PM | 19 | 63 | 19 | 1 | 71 | 95 | 70 | 0 | 43 | 70 | 12 | 1 | 26 | 46 | 58 | 0 | 594 | |
| 1:00 PM | 16 | 93 | 36 | 0 | 79 | 97 | 70 | 0 | 43 | 61 | 20 | 6 | 10 | 49 | 105 | 0 | 685 | |
| 1:15 PM | 29 | 63 | 30 | 0 | 65 | 84 | 59 | 2 | 39 | 63 | 18 | 2 | 14 | 53 | 83 | 2 | 606 | |
| 1:30 PM | 20 | 91 | 27 | 7 | 82 | 109 | 56 | 5 | 50 | 60 | 19 | 0 | 21 | 41 | 74 | 0 | 662 | |
| 1:45 PM | 14 | 97 | 29 | 5 | 93 | 112 | 60 | 0 | 42 | 77 | 16 | 3 | 26 | 37 | 78 | 0 | 689 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 145 | 617 | 214 | 22 | 616 | 786 | 505 | 10 | 323 | 490 | 114 | 19 | 158 | 372 | 623 | 2 | 5016 | |
| P.H.V.: | 79 | 344 | 122 | 12 | 319 | 402 | 245 | 7 | 174 | 261 | 73 | 11 | 71 | 180 | 340 | 2 | 2642 | |
| P.H.F.: | — | — | 0.960 | — | — | — | — | — | — | 0.940 | — | — | — | — | — | — | 0.959 | |

(1) Peak Hour Volume (Peak Hour - 100 PM - 200 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 145 PM - 200 PM

VEHICLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - PM PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | | | | | | | | | | | | | |
|----------------------|-----|----------------------|------------|----|-----------------------|------|------|----|------|-------|-----|----|-----|------|------|----|--------|--|
| NORTH / SOUTH: | | S Hayes St - MAJOR | DATE: | | Tuesday, May 22, 2018 | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MINOR | VICINITY: | | VA | | | | | | | | | | | | | |
| DIRECTION: | | | | | | | | | | | | | | | | | | |
| LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| 2:00 PM | 16 | 89 | 32 | 4 | 80 | 97 | 53 | 3 | 47 | 69 | 10 | 4 | 11 | 34 | 82 | 0 | 631 | |
| 2:15 PM | 17 | 88 | 28 | 3 | 77 | 91 | 73 | 2 | 55 | 82 | 20 | 1 | 21 | 41 | 94 | 3 | 696 | |
| 2:30 PM | 19 | 86 | 45 | 3 | 69 | 75 | 51 | 2 | 52 | 74 | 17 | 3 | 29 | 44 | 124 | 0 | 693 | |
| 2:45 PM | 21 | 83 | 32 | 7 | 76 | 101 | 49 | 2 | 57 | 70 | 10 | 3 | 17 | 29 | 124 | 0 | 681 | |
| 3:00 PM | 21 | 107 | 45 | 10 | 77 | 99 | 56 | 0 | 54 | 104 | 15 | 4 | 18 | 53 | 138 | 0 | 801 | |
| 3:15 PM | 21 | 103 | 39 | 3 | 72 | 109 | 45 | 0 | 72 | 79 | 13 | 1 | 12 | 42 | 123 | 0 | 734 | |
| 3:30 PM | 22 | 110 | 36 | 5 | 66 | 130 | 60 | 2 | 80 | 71 | 13 | 1 | 23 | 29 | 137 | 0 | 785 | |
| 3:45 PM | 34 | 101 | 27 | 4 | 82 | 114 | 46 | 3 | 53 | 78 | 15 | 1 | 16 | 52 | 125 | 1 | 752 | |
| 4:00 PM | 36 | 109 | 48 | 10 | 76 | 128 | 70 | 0 | 59 | 77 | 15 | 4 | 10 | 66 | 142 | 0 | 850 | |
| 4:15 PM | 34 | 122 | 38 | 1 | 87 | 132 | 83 | 0 | 52 | 78 | 20 | 1 | 15 | 74 | 149 | 0 | 886 | |
| 4:30 PM | 43 | 127 | 48 | 0 | 71 | 128 | 76 | 0 | 67 | 86 | 25 | 7 | 27 | 89 | 158 | 1 | 953 | |
| 4:45 PM | 32 | 146 | 45 | 3 | 79 | 117 | 81 | 0 | 64 | 90 | 23 | 7 | 18 | 91 | 152 | 0 | 948 | |
| 5:00 PM | 30 | 90 | 32 | 10 | 78 | 130 | 87 | 1 | 54 | 68 | 16 | 4 | 13 | 84 | 103 | 0 | 800 | |
| 5:15 PM | 36 | 93 | 29 | 3 | 80 | 146 | 73 | 0 | 46 | 78 | 20 | 6 | 15 | 120 | 128 | 2 | 875 | |
| 5:30 PM | 35 | 108 | 41 | 3 | 84 | 160 | 75 | 2 | 59 | 71 | 20 | 3 | 14 | 135 | 105 | 0 | 915 | |
| 5:45 PM | 39 | 79 | 23 | 4 | 102 | 216 | 89 | 1 | 49 | 67 | 15 | 6 | 21 | 104 | 116 | 0 | 931 | |
| 6:00 PM | 32 | 87 | 23 | 0 | 93 | 129 | 95 | 1 | 52 | 60 | 16 | 0 | 11 | 86 | 114 | 0 | 799 | |
| 6:15 PM | 25 | 88 | 24 | 3 | 106 | 154 | 98 | 5 | 45 | 69 | 16 | 5 | 16 | 79 | 121 | 0 | 854 | |
| 6:30 PM | 22 | 84 | 25 | 2 | 101 | 133 | 88 | 2 | 52 | 68 | 20 | 0 | 21 | 74 | 133 | 0 | 825 | |
| 6:45 PM | 26 | 87 | 18 | 3 | 115 | 102 | 62 | 2 | 39 | 62 | 21 | 4 | 14 | 60 | 119 | 0 | 734 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 561 | 1987 | 678 | 81 | 1671 | 2491 | 1410 | 28 | 1108 | 1501 | 340 | 65 | 342 | 1386 | 2487 | 7 | 16143 | |
| P.H.V.: | 145 | 504 | 179 | 14 | 313 | 505 | 310 | 0 | 242 | 331 | 83 | 19 | 70 | 320 | 601 | 1 | 3637 | |
| P.H.F.: | — | — | 0.931 | — | — | — | — | — | — | 0.912 | — | — | — | — | — | — | 0.954 | |

(1) Peak Hour Volume (Peak Hour - 400 PM - 500 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 430 PM - 445 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - AM PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | DATE: | | Tuesday, May 22, 2018 | VICINITY: | | VA | | | | | | | | | |
|----------------|----------|--------------------|--------------|----|----------------------|-------|-------|-----------------------|-----------|-------|----|----|---|-------|----|-----|----|--------|----|----|
| NORTH / SOUTH: | | S Hayes St - MAJOR | EAST / WEST: | | Army Navy Dr - MINOR | | | | | | | | | | | | | | | |
| DIRECTION: | LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | | |
| | 7:00 AM | 2 | 8 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 48 | | |
| | 7:15 AM | 2 | 8 | 1 | 0 | 4 | 8 | 0 | 0 | 0 | 6 | 5 | 1 | 3 | 7 | 6 | 0 | 49 | | |
| | 7:30 AM | 2 | 7 | 1 | 0 | 3 | 5 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 1 | 7 | 0 | 40 | | |
| | 7:45 AM | 1 | 16 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 2 | 5 | 6 | 0 | 49 |
| | 8:00 AM | 3 | 10 | 1 | 0 | 0 | 6 | 1 | 0 | 1 | 5 | 4 | 0 | 0 | 7 | 6 | 8 | 0 | 52 | |
| | 8:15 AM | 1 | 11 | 0 | 0 | 3 | 6 | 2 | 0 | 1 | 6 | 6 | 0 | 0 | 3 | 4 | 4 | 0 | 47 | |
| | 8:30 AM | 1 | 10 | 1 | 0 | 1 | 9 | 1 | 0 | 1 | 6 | 5 | 0 | 0 | 10 | 4 | 4 | 0 | 53 | |
| | 8:45 AM | 1 | 6 | 1 | 0 | 4 | 6 | 3 | 0 | 1 | 7 | 6 | 0 | 0 | 5 | 5 | 5 | 0 | 50 | |
| | 9:00 AM | 2 | 8 | 2 | 0 | 3 | 14 | 0 | 0 | 1 | 3 | 6 | 0 | 0 | 1 | 8 | 5 | 0 | 53 | |
| | 9:15 AM | 1 | 8 | 1 | 0 | 2 | 8 | 0 | 0 | 1 | 3 | 6 | 0 | 0 | 4 | 6 | 5 | 0 | 45 | |
| | 9:30 AM | 2 | 4 | 1 | 0 | 2 | 5 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 5 | 11 | 0 | 40 | |
| | 9:45 AM | 1 | 5 | 2 | 0 | 3 | 9 | 3 | 0 | 2 | 5 | 7 | 0 | 0 | 1 | 4 | 1 | 0 | 43 | |
| | 10:00 AM | 1 | 2 | 1 | 0 | 3 | 4 | 2 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 4 | 3 | 0 | 28 | |
| | 10:15 AM | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 3 | 3 | 2 | 1 | 2 | 4 | 5 | 0 | 27 | | |
| | 10:30 AM | 2 | 2 | 1 | 0 | 2 | 6 | 1 | 0 | 1 | 3 | 5 | 1 | 1 | 4 | 6 | 0 | 35 | | |
| | 10:45 AM | 1 | 3 | 2 | 0 | 7 | 4 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 4 | 5 | 6 | 0 | 40 | |
| | 11:00 AM | 2 | 4 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 6 | 2 | 0 | 0 | 4 | 3 | 5 | 0 | 35 | |
| | 11:15 AM | 1 | 4 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 5 | 6 | 0 | 35 | |
| | 11:30 AM | 1 | 2 | 1 | 2 | 2 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 26 | |
| | 11:45 AM | 4 | 4 | 3 | 0 | 4 | 1 | 2 | 0 | 3 | 1 | 5 | 0 | 0 | 7 | 5 | 4 | 0 | 43 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | | |
| TOTAL: | | 32 | 123 | 25 | 2 | 50 | 120 | 22 | 0 | 24 | 83 | 84 | 3 | 75 | 91 | 106 | 0 | 840 | | |
| P.H.V.: , | | 5 | 35 | 4 | 0 | 11 | 35 | 6 | 0 | 4 | 22 | 23 | 0 | 19 | 21 | 18 | 0 | 203 | | |
| P.H.F.: , | | L | 0.917 | — | — | L | 0.765 | — | L | 0.875 | — | — | L | 0.806 | — | — | L | 0.958 | | |

(1) Peak Hour Volume (Peak Hour - 815 AM - 915 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - MD PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | DATE: | | Tuesday, May 22, 2018 | VICINITY: | | VA | | | | | | | |
|----------------|----------|--------------------|--------------|----|----------------------|-------|-------|-----------------------|-----------|-------|----|----|---|-------|----|----|----|--------|
| NORTH / SOUTH: | | S Hayes St - MAJOR | EAST / WEST: | | Army Navy Dr - MINOR | | | | | | | | | | | | | |
| DIRECTION: | LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
| | 12:00 PM | 2 | 4 | 2 | 0 | 1 | 6 | 2 | 0 | 2 | 3 | 2 | 0 | 3 | 5 | 5 | 0 | 37 |
| | 12:15 PM | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 7 | 3 | 0 | 6 | 4 | 2 | 0 | 33 |
| | 12:30 PM | 2 | 3 | 2 | 1 | 3 | 6 | 2 | 0 | 1 | 3 | 3 | 0 | 7 | 2 | 4 | 0 | 39 |
| | 12:45 PM | 0 | 3 | 2 | 0 | 3 | 8 | 1 | 0 | 3 | 4 | 0 | 8 | 4 | 5 | 0 | 41 | |
| | 1:00 PM | 3 | 2 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 3 | 5 | 0 | 32 |
| | 1:15 PM | 1 | 3 | 0 | 0 | 2 | 4 | 1 | 1 | 1 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 30 |
| | 1:30 PM | 0 | 3 | 4 | 0 | 3 | 5 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 1 | 5 | 0 | 31 |
| | 1:45 PM | 1 | 2 | 2 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 6 | 0 | 1 | 3 | 4 | 0 | 26 |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
| TOTAL: | | 11 | 22 | 14 | 1 | 18 | 40 | 10 | 2 | 9 | 26 | 26 | 0 | 30 | 27 | 33 | 0 | 269 |
| P.H.V.: , | | 6 | 12 | 8 | 1 | 8 | 21 | 5 | 1 | 5 | 16 | 12 | 0 | 24 | 15 | 16 | 0 | 150 |
| P.H.F.: , | | L | 0.844 | — | — | L | 0.729 | — | L | 0.688 | — | — | L | 0.809 | — | — | L | 0.915 |

(1) Peak Hour Volume (Peak Hour - 100 PM - 200 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 145 PM - 200 PM

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - PM PEAK

| LOCATION#: | | 002 | QTD PROJ#: | | 2018184 | DATE: | | Tuesday, May 22, 2018 | VICINITY: | | VA | | | | | | | | |
|----------------|---------|--------------------|--------------|----|----------------------|-------|-------|-----------------------|-----------|-------|----|----|---|-------|-----|----|---|--------|----|
| NORTH / SOUTH: | | S Hayes St - MAJOR | EAST / WEST: | | Army Navy Dr - MINOR | | | | | | | | | | | | | | |
| DIRECTION: | LANES: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| | 2:00 PM | 1 | 2 | 0 | 0 | 6 | 5 | 1 | 0 | 2 | 5 | 3 | 0 | 1 | 3 | 5 | 0 | 34 | |
| | 2:15 PM | 3 | 1 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 4 | 2 | 0 | 25 | |
| | 2:30 PM | 2 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 3 | 6 | 0 | 26 | |
| | 2:45 PM | 1 | 4 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 4 | 6 | 0 | 30 | |
| | 3:00 PM | 1 | 3 | 2 | 0 | 5 | 7 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 6 | 0 | 33 | |
| | 3:15 PM | 1 | 3 | 1 | 0 | 9 | 7 | 1 | 0 | 0 | 2 | 3 | 1 | 2 | 6 | 1 | 0 | 37 | |
| | 3:30 PM | 2 | 3 | 5 | 0 | 6 | 6 | 0 | 0 | 2 | 3 | 3 | 0 | 2 | 10 | 4 | 0 | 46 | |
| | 3:45 PM | 2 | 0 | 2 | 0 | 6 | 9 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 | 0 | 33 | |
| | 4:00 PM | 1 | 2 | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 11 | 4 | 0 | 47 |
| | 4:15 PM | 4 | 2 | 3 | 0 | 5 | 9 | 0 | 0 | 0 | 3 | 7 | 0 | 1 | 11 | 2 | 0 | 0 | 47 |
| | 4:30 PM | 3 | 1 | 3 | 0 | 6 | 6 | 0 | 0 | 0 | 7 | 3 | 0 | 1 | 5 | 3 | 0 | 38 | |
| | 4:45 PM | 2 | 3 | 4 | 0 | 1 | 15 | 0 | 0 | 0 | 7 | 4 | 0 | 3 | 9 | 0 | 0 | 48 | |
| | 5:00 PM | 2 | 2 | 2 | 0 | 6 | 8 | 1 | 0 | 0 | 7 | 4 | 0 | 0 | 3 | 7 | 5 | 0 | 47 |
| | 5:15 PM | 8 | 1 | 6 | 0 | 3 | 11 | 1 | 0 | 0 | 6 | 9 | 0 | 8 | 6 | 2 | 0 | 61 | |
| | 5:30 PM | 9 | 0 | 7 | 0 | 1 | 12 | 2 | 0 | 0 | 4 | 4 | 0 | 7 | 10 | 2 | 0 | 58 | |
| | 5:45 PM | 6 | 2 | 6 | 0 | 3 | 15 | 1 | 0 | 0 | 4 | 7 | 0 | 8 | 10 | 1 | 0 | 63 | |
| | 6:00 PM | 3 | 6 | 4 | 0 | 5 | 12 | 0 | 0 | 0 | 2 | 9 | 0 | 11 | 11 | 0 | 0 | 63 | |
| | 6:15 PM | 5 | 5 | 6 | 1 | 3 | 12 | 0 | 0 | 0 | 6 | 5 | 0 | 7 | 8 | 2 | 0 | 60 | |
| | 6:30 PM | 4 | 5 | 2 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 7 | 1 | 0 | 44 | |
| | 6:45 PM | 4 | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 9 | 0 | 3 | 11 | 0 | 0 | 45 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| TOTAL: | | 66 | 51 | 65 | 1 | 76 | 171 | 8 | 0 | 6 | 76 | 95 | 1 | 68 | 145 | 56 | 0 | 885 | |
| P.H.V.: , | | L | 0.906 | — | — | L | 0.868 | — | L | 0.750 | — | — | L | 0.864 | — | — | L | 0.972 | |

(1) Peak Hour Volume (Peak Hour - 400 PM - 500 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 430 PM - 445 PM



QUALITY TRAFFIC DATA, LLC
Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - AM PEAK

| | | | |
|-----------------------|----------------------|-------------------|-----------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|------------|-------------------|-------------------|--------------------|--------------------|--------|
| 7:00 AM | 0 | 0 | 21 | 2 | 23 |
| 7:15 AM | 0 | 1 | 15 | 1 | 17 |
| 7:30 AM | 0 | 1 | 16 | 0 | 17 |
| 7:45 AM | 0 | 0 | 18 | 1 | 19 |
| 8:00 AM | 0 | 0 | 18 | 1 | 19 |
| 8:15 AM | 0 | 2 | 20 | 1 | 23 |
| 8:30 AM | 0 | 0 | 14 | 0 | 14 |
| 8:45 AM | 0 | 0 | 9 | 0 | 9 |
| 9:00 AM | 0 | 0 | 12 | 0 | 12 |
| 9:15 AM | 0 | 0 | 19 | 0 | 19 |
| 9:30 AM | 0 | 0 | 4 | 0 | 4 |
| 9:45 AM | 0 | 0 | 9 | 0 | 9 |
| 10:00 AM | 0 | 0 | 6 | 0 | 6 |
| 10:15 AM | 0 | 2 | 3 | 4 | 9 |
| 10:30 AM | 0 | 1 | 6 | 0 | 7 |
| 10:45 AM | 0 | 6 | 3 | 0 | 9 |
| 11:00 AM | 0 | 1 | 9 | 2 | 12 |
| 11:15 AM | 0 | 0 | 5 | 0 | 5 |
| 11:30 AM | 2 | 3 | 11 | 6 | 22 |
| 11:45 AM | 0 | 0 | 8 | 0 | 8 |

| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
|---------------|-------------------|-------------------|--------------------|--------------------|-------|
| TOTAL: | 2 | 17 | 226 | 18 | 263 |
| P.H.V.: | 0 | 3 | 72 | 3 | 78 |
| P.H.F.: | 0.000 | 0.375 | 0.900 | 0.750 | 0.848 |

(1) Peak Hour Volume (Peak Hour - 815 AM - 915 AM)

(2) Peak Hour Factor

(3) Peak 15m: 845 AM - 900 AM

PEDESTRIAN CROSSWALK COUNTS

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - MD PEAK

| | | | |
|-----------------------|----------------------|-------------------|-----------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|------------|-------------------|-------------------|--------------------|--------------------|--------|
| 12:00 PM | 0 | 0 | 20 | 0 | 20 |
| 12:15 PM | 0 | 0 | 24 | 1 | 25 |
| 12:30 PM | 0 | 0 | 28 | 0 | 28 |
| 12:45 PM | 1 | 0 | 35 | 0 | 36 |
| 1:00 PM | 1 | 0 | 17 | 0 | 18 |
| 1:15 PM | 0 | 0 | 15 | 0 | 15 |
| 1:30 PM | 0 | 0 | 10 | 1 | 11 |
| 1:45 PM | 0 | 0 | 18 | 0 | 18 |

| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
|---------------|-------------------|-------------------|--------------------|--------------------|-------|
| TOTAL: | 2 | 0 | 167 | 2 | 171 |
| P.H.V.: | 1 | 0 | 107 | 1 | 109 |
| P.H.F.: | 0.250 | 0.000 | 0.764 | 0.250 | 0.757 |

(1) Peak Hour Volume (Peak Hour - 100 PM - 200 PM)

(2) Peak Hour Factor

(3) Peak 15m: 145 PM - 200 PM

PEDESTRIAN CROSSWALK COUNTS

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - PM PEAK

| | | | |
|-----------------------|----------------------|-------------------|-----------------------|
| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|------------|-------------------|-------------------|--------------------|--------------------|--------|
| 2:00 PM | 0 | 0 | 11 | 0 | 11 |
| 2:15 PM | 0 | 0 | 9 | 0 | 9 |
| 2:30 PM | 0 | 0 | 45 | 1 | 46 |
| 2:45 PM | 0 | 0 | 15 | 0 | 15 |
| 3:00 PM | 0 | 0 | 15 | 1 | 16 |
| 3:15 PM | 0 | 0 | 6 | 8 | 14 |
| 3:30 PM | 0 | 0 | 28 | 1 | 29 |
| 3:45 PM | 0 | 0 | 13 | 3 | 16 |
| 4:00 PM | 0 | 0 | 19 | 1 | 20 |
| 4:15 PM | 0 | 0 | 34 | 3 | 37 |
| 4:30 PM | 0 | 0 | 22 | 6 | 28 |
| 4:45 PM | 0 | 0 | 4 | 0 | 4 |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 |
| 5:15 PM | 0 | 0 | 3 | 0 | 3 |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 |
| 5:45 PM | 0 | 0 | 6 | 0 | 6 |
| 6:00 PM | 0 | 0 | 2 | 0 | 2 |
| 6:15 PM | 0 | 0 | 2 | 0 | 2 |
| 6:30 PM | 0 | 0 | 4 | 0 | 4 |
| 6:45 PM | 0 | 0 | 2 | 1 | 3 |

| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
|---------------|-------------------|-------------------|--------------------|--------------------|-------|
| TOTAL: | 0 | 0 | 245 | 25 | 270 |
| P.H.V.: | 0 | 0 | 94 | 8 | 102 |
| P.H.F.: | 0.000 | 0.000 | 0.691 | 0.667 | 0.689 |

(1) Peak Hour Volume (Peak Hour - 400 PM - 500 PM)

(2) Peak Hour Factor

(3) Peak 15m: 430 PM - 445 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - AM PEAK

| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
|--|---|------------|-----------------------|
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |
| DIRECTION: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| LANES: | 1 3 1 0 1 2 1 0 1 3 0 0 1 3 1 0 | | TOTALS |
| 7:00 AM | 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0 | 4 | |
| 7:15 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 | 1 | |
| 7:30 AM | 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 | 1 | |
| 7:45 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 8:00 AM | 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 | 1 | |
| 8:15 AM | 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 | 1 | |
| 8:30 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 8:45 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 9:00 AM | 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 | 2 | |
| 9:15 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 9:30 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 9:45 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 10:00 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 10:15 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 10:30 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 10:45 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 11:00 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 11:15 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 11:30 AM | 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 | |
| 11:45 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| VOLUME STATS: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| TOTAL: | 1 0 0 0 0 0 0 0 0 6 1 0 0 3 0 0 | 11 | |
| P.H.V.: 1 | 0 0 0 0 0 0 0 0 0 3 0 0 0 3 0 0 | 6 | |
| P.H.F.: 2 | 0.000 0.000 0.000 0.000 0.375 0.375 0.375 0.375 | 0.375 | |

(1) Peak Hour Volume (Peak Hour - 815 AM - 915 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

BICYCLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - MD PEAK

| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
|--|---|------------|-----------------------|
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |
| DIRECTION: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| LANES: | 1 3 1 0 1 2 1 0 1 3 0 0 1 3 1 0 | | TOTALS |
| 12:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 12:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 12:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 12:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 1:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 1:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 1:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 1:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| VOLUME STATS: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| TOTAL: | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| P.H.V.: 1 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| P.H.F.: 2 | 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 | 0.000 | |

(1) Peak Hour Volume (Peak Hour - 100 PM - 200 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 145 PM - 200 PM

BICYCLE TURNING MOVEMENT COUNT

#002 S Hayes St - MAJOR & Army Navy Dr - MINOR - PM PEAK

| LOCATION#: | 002 | QTD PROJ#: | 2018184 |
|--|---|------------|-----------------------|
| NORTH / SOUTH: | S Hayes St - MAJOR | DATE: | Tuesday, May 22, 2018 |
| EAST / WEST: | Army Navy Dr - MINOR | VICINITY: | VA |
| DIRECTION: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| LANES: | 1 3 1 0 1 2 1 0 1 3 0 0 1 3 1 0 | | TOTALS |
| 2:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 2:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 2:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 2:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 3:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 3:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 3:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 3:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 4:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 4:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 4:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 | 1 | |
| 4:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 5:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 5:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 5:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 5:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 6:00 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 | 1 | |
| 6:15 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 6:30 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| 6:45 PM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 | |
| VOLUME STATS: NL NT NR U SL ST SR U EL ET ER U WL WT WR U | | | |
| TOTAL: | 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 | 2 | |
| P.H.V.: 1 | 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 | 1 | |
| P.H.F.: 2 | 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.250 | 0.250 | |

(1) Peak Hour Volume (Peak Hour - 400 PM - 500 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 430 PM - 445 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

SUMMARY PAGE

#011 Hayes St - MINOR & Army Navy Dr - MAJOR

| | | | | | |
|----------------|----------------------|---------------|-------------------------|-----------------|-----------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 | AM PEAK HOUR: | 800 AM - 900 AM |
| NORTH / SOUTH: | Hayes St - MINOR | COUNT DATE: | Wednesday, May 24, 2017 | MD PEAK HOUR: | 200 PM - 300 PM |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA | PM PEAK HOUR: | 445 PM - 545 PM |
| WEATHER: | NORMAL / CLEAR | AM TOTAL PHF: | 0.952 | AM PEAK 15-Min: | 845 AM - 900 AM |
| | | MD TOTAL PHF: | 0.959 | MD PEAK 15-Min: | 245 PM - 300 PM |
| | | PM TOTAL PHF: | 0.934 | PM PEAK 15-Min: | 515 PM - 530 PM |



COMMENTS:



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

| | | | |
|----------|----------|----|----------|
| AM COUNT | 7:00 AM | TO | 11:00 AM |
| MD COUNT | 11:00 AM | TO | 3:00 PM |
| PM COUNT | 3:00 PM | TO | 7:00 PM |

VEHICLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - AM PEAK

| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
|----------------------|----------------------|-------------------|-------------------------|
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |
| DIRECTION: | | | |
| LANES: | | | |
| 7:00 AM | 10 75 14 0 | 109 112 67 1 | 0 3 0 0 |
| 7:15 AM | 13 49 11 0 | 144 117 99 2 | 0 9 57 11 |
| 7:30 AM | 7 70 6 1 | 179 168 81 0 | 11 74 7 0 |
| 7:45 AM | 11 81 18 0 | 185 233 95 0 | 9 87 15 0 |
| 8:00 AM | 8 86 18 0 | 211 296 128 1 | 7 97 24 1 |
| 8:15 AM | 11 65 10 0 | 202 291 88 0 | 12 126 17 0 |
| 8:30 AM | 11 86 15 0 | 188 299 116 0 | 9 104 10 0 |
| 8:45 AM | 5 68 29 1 | 207 338 108 0 | 17 113 17 0 |
| 9:00 AM | 10 53 20 3 | 189 224 71 2 | 20 76 16 2 |
| 9:15 AM | 8 52 14 0 | 183 184 82 1 | 13 44 15 0 |
| 9:30 AM | 7 47 14 1 | 128 134 71 1 | 15 39 14 2 |
| 9:45 AM | 10 49 10 0 | 103 143 102 3 | 13 53 6 3 |
| 10:00 AM | 10 55 13 3 | 109 108 69 0 | 16 41 7 2 |
| 10:15 AM | 9 45 16 0 | 102 118 63 3 | 17 46 4 1 |
| 10:30 AM | 7 57 16 1 | 74 117 54 3 | 18 43 7 1 |
| 10:45 AM | 9 77 13 2 | 74 94 71 1 | 24 40 11 0 |
| VOLUME STATS: | | | |
| TOTAL: | 146 1015 237 12 | 2387 2976 1365 19 | 216 1084 194 12 |
| P.H.V.: | 35 305 72 1 | 808 1224 440 1 | 45 440 68 1 |
| P.H.F.: | 0.922 | 0.947 | 0.894 |
| | | | |

(1) Peak Hour Volume (Peak Hour - 800 AM - 900 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

VEHICLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - MD PEAK

| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
|----------------------|----------------------|-------------------|-------------------------|
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |
| DIRECTION: | | | |
| LANES: | | | |
| 11:00 AM | 16 57 21 0 | 55 103 70 3 | 27 53 13 1 |
| 11:15 AM | 19 57 19 1 | 71 107 60 2 | 36 44 20 0 |
| 11:30 AM | 18 57 29 4 | 90 116 74 1 | 25 42 16 1 |
| 11:45 AM | 23 81 22 1 | 59 118 86 1 | 30 62 19 2 |
| 12:00 PM | 26 62 24 3 | 79 86 79 0 | 44 62 13 0 |
| 12:15 PM | 21 92 26 2 | 75 105 64 0 | 43 77 13 1 |
| 12:30 PM | 16 108 27 4 | 90 106 76 2 | 34 59 19 4 |
| 12:45 PM | 16 71 28 1 | 83 102 88 0 | 41 78 17 0 |
| 1:00 PM | 19 98 36 0 | 79 95 64 1 | 46 94 19 2 |
| 1:15 PM | 23 85 28 2 | 64 91 80 1 | 60 79 10 2 |
| 1:30 PM | 20 101 30 3 | 60 99 56 1 | 52 84 16 2 |
| 1:45 PM | 19 98 23 1 | 95 109 67 0 | 44 65 26 1 |
| 2:00 PM | 18 110 33 1 | 60 104 58 3 | 59 90 15 0 |
| 2:15 PM | 22 104 22 0 | 79 95 55 1 | 55 83 15 3 |
| 2:30 PM | 22 101 29 2 | 70 101 45 2 | 60 79 15 2 |
| 2:45 PM | 17 107 31 3 | 71 107 72 3 | 63 71 25 5 |
| VOLUME STATS: | | | |
| TOTAL: | 315 1389 428 28 | 1180 1644 1094 21 | 719 1122 271 26 |
| P.H.V.: | 79 422 115 6 | 280 407 230 9 | 237 323 70 10 |
| P.H.F.: | 0.960 | 0.915 | 0.976 |
| | | | |

(1) Peak Hour Volume (Peak Hour - 200 PM - 300 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 245 PM - 300 PM

VEHICLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - PM PEAK

| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
|----------------------|----------------------|-------------------|-------------------------|
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |
| DIRECTION: | | | |
| LANES: | | | |
| 3:00 PM | 20 104 16 3 | 85 107 47 2 | 64 76 28 2 |
| 3:15 PM | 14 87 34 2 | 85 103 74 2 | 66 90 28 2 |
| 3:30 PM | 20 132 24 1 | 58 116 63 6 | 70 88 28 2 |
| 3:45 PM | 19 116 24 6 | 92 139 69 2 | 58 67 30 3 |
| 4:00 PM | 36 125 27 5 | 77 118 52 3 | 67 97 19 1 |
| 4:15 PM | 29 122 37 2 | 60 166 70 0 | 69 93 35 5 |
| 4:30 PM | 38 109 27 0 | 72 140 52 0 | 73 82 25 0 |
| 4:45 PM | 24 97 25 1 | 93 173 97 0 | 61 97 18 6 |
| 5:00 PM | 33 114 28 2 | 96 176 94 0 | 68 105 38 6 |
| 5:15 PM | 36 132 18 1 | 97 214 137 0 | 65 91 40 3 |
| 5:30 PM | 29 137 29 4 | 115 222 107 2 | 71 98 25 2 |
| 5:45 PM | 25 98 20 3 | 110 134 115 2 | 47 94 26 6 |
| 6:00 PM | 29 131 25 5 | 91 168 87 3 | 57 71 32 4 |
| 6:15 PM | 30 113 33 1 | 99 171 90 1 | 63 72 25 7 |
| 6:30 PM | 29 130 23 1 | 97 141 98 1 | 61 72 28 5 |
| 6:45 PM | 18 111 26 3 | 103 83 69 3 | 67 73 17 1 |
| VOLUME STATS: | | | |
| TOTAL: | 429 1858 416 40 | 1430 2371 1321 27 | 1027 1366 442 55 |
| P.H.V.: | 122 480 100 8 | 401 785 435 2 | 265 391 121 17 |
| P.H.F.: | 0.892 | 0.906 | 0.915 |
| | | | |

(1) Peak Hour Volume (Peak Hour - 445 PM - 545 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 515 PM - 530 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - AM PEAK

| LOCATION#: | | 011 | QTD PROJ#: | | 2017111 | DATE: | | Wednesday, May 24, 2017 | | | | | | | | | | | |
|----------------|----------|----------------------|------------|----|---------|-------|-----|-------------------------|---|-------|----|-------|---|-------|----|-------|----|--------|----|
| NORTH / SOUTH: | | Hayes St - MINOR | VICINITY: | | VA | | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MAJOR | | | | | | | | | | | | | | | | | |
| DIRECTION: | LANES | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| | 7:00 AM | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 62 |
| | 7:15 AM | 2 | 14 | 1 | 0 | 0 | 5 | 7 | 2 | 0 | 0 | 6 | 4 | 0 | 6 | 7 | 9 | 0 | 55 |
| | 7:30 AM | 2 | 9 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 0 | 0 | 5 | 6 | 0 | 2 | 5 | 12 | 0 |
| | 7:45 AM | 1 | 10 | 3 | 0 | 4 | 8 | 1 | 0 | 0 | 1 | 4 | 4 | 0 | 8 | 4 | 14 | 0 | 59 |
| | 8:00 AM | 1 | 10 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 3 | 9 | 0 | 6 | 7 | 5 | 0 | 56 |
| | 8:15 AM | 1 | 15 | 1 | 0 | 4 | 6 | 1 | 0 | 1 | 4 | 8 | 0 | 6 | 5 | 10 | 0 | 62 | |
| | 8:30 AM | 3 | 8 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 4 | 9 | 0 | 8 | 3 | 14 | 0 | 60 | |
| | 8:45 AM | 2 | 10 | 1 | 0 | 3 | 7 | 1 | 0 | 1 | 6 | 13 | 0 | 7 | 6 | 10 | 0 | 67 | |
| | 9:00 AM | 0 | 13 | 0 | 0 | 2 | 14 | 4 | 0 | 1 | 6 | 11 | 0 | 6 | 6 | 9 | 0 | 72 | |
| | 9:15 AM | 3 | 11 | 1 | 0 | 1 | 10 | 2 | 0 | 3 | 5 | 5 | 0 | 6 | 7 | 5 | 0 | 59 | |
| | 9:30 AM | 1 | 5 | 1 | 0 | 2 | 7 | 1 | 0 | 2 | 2 | 6 | 0 | 0 | 3 | 5 | 0 | 35 | |
| | 9:45 AM | 2 | 4 | 3 | 0 | 5 | 8 | 1 | 2 | 0 | 7 | 8 | 0 | 4 | 3 | 5 | 0 | 52 | |
| | 10:00 AM | 2 | 7 | 1 | 0 | 6 | 9 | 4 | 1 | 1 | 4 | 5 | 0 | 4 | 6 | 5 | 0 | 55 | |
| | 10:15 AM | 1 | 2 | 1 | 0 | 2 | 11 | 1 | 0 | 0 | 3 | 3 | 1 | 4 | 4 | 6 | 0 | 39 | |
| | 10:30 AM | 1 | 6 | 0 | 0 | 5 | 6 | 0 | 1 | 2 | 4 | 2 | 0 | 5 | 4 | 6 | 0 | 42 | |
| | 10:45 AM | 2 | 0 | 4 | 0 | 4 | 6 | 1 | 0 | 4 | 1 | 5 | 0 | 11 | 3 | 6 | 0 | 47 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | | |
| TOTAL: | | 25 | 133 | 17 | 0 | 58 | 132 | 22 | 4 | 17 | 74 | 102 | 1 | 87 | 76 | 134 | 0 | 692 | |
| P.H.V.: | | 6 | 46 | 2 | 0 | 12 | 35 | 6 | 0 | 3 | 20 | 41 | 0 | 27 | 20 | 43 | 0 | 261 | |
| P.H.F.: | | | | | | 0.794 | | | | 0.663 | | 0.800 | | 0.900 | | 0.906 | | | |

(1) Peak Hour Volume (Peak Hour - 800 AM - 900 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - MD PEAK

| LOCATION#: | | 011 | QTD PROJ#: | | 2017111 | DATE: | | Wednesday, May 24, 2017 | | | | | | | | | | |
|----------------|----------|----------------------|------------|----|---------|-------|----|-------------------------|---|-------|----|-------|---|-------|----|-------|----|--------|
| NORTH / SOUTH: | | Hayes St - MINOR | VICINITY: | | VA | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MAJOR | | | | | | | | | | | | | | | | |
| DIRECTION: | LANES | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
| | 11:00 AM | 4 | 5 | 4 | 0 | 3 | 4 | 1 | 0 | 0 | 5 | 5 | 0 | 6 | 4 | 6 | 0 | 47 |
| | 11:15 AM | 1 | 5 | 1 | 0 | 6 | 5 | 3 | 0 | 3 | 3 | 3 | 0 | 8 | 6 | 3 | 0 | 47 |
| | 11:30 AM | 3 | 4 | 2 | 0 | 5 | 4 | 1 | 0 | 1 | 4 | 3 | 0 | 2 | 4 | 4 | 0 | 37 |
| | 11:45 AM | 1 | 1 | 0 | 0 | 9 | 4 | 1 | 0 | 1 | 0 | 4 | 0 | 10 | 4 | 6 | 0 | 41 |
| | 12:00 PM | 2 | 6 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 3 | 4 | 0 | 9 | 4 | 5 | 0 | 44 |
| | 12:15 PM | 1 | 4 | 2 | 1 | 1 | 7 | 1 | 0 | 1 | 3 | 8 | 0 | 9 | 7 | 5 | 0 | 50 |
| | 12:30 PM | 2 | 2 | 3 | 1 | 4 | 3 | 3 | 0 | 0 | 3 | 6 | 0 | 5 | 5 | 4 | 0 | 41 |
| | 12:45 PM | 2 | 3 | 3 | 0 | 3 | 6 | 2 | 0 | 0 | 3 | 9 | 0 | 11 | 5 | 1 | 0 | 48 |
| | 1:00 PM | 3 | 4 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 7 | 6 | 0 | 11 | 4 | 8 | 0 | 50 |
| | 1:15 PM | 1 | 4 | 3 | 0 | 3 | 5 | 2 | 0 | 1 | 4 | 4 | 0 | 6 | 2 | 9 | 0 | 44 |
| | 1:30 PM | 1 | 5 | 1 | 0 | 3 | 4 | 1 | 0 | 1 | 2 | 10 | 0 | 0 | 5 | 3 | 0 | 38 |
| | 1:45 PM | 1 | 2 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 5 | 4 | 0 | 6 | 2 | 5 | 0 | 32 |
| | 2:00 PM | 1 | 7 | 3 | 0 | 4 | 2 | 0 | 1 | 1 | 4 | 0 | 4 | 4 | 6 | 0 | 38 | |
| | 2:15 PM | 2 | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 5 | 0 | 27 |
| | 2:30 PM | 2 | 4 | 2 | 0 | 3 | 5 | 1 | 2 | 0 | 5 | 2 | 0 | 4 | 6 | 2 | 0 | 38 |
| | 2:45 PM | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 4 | 5 | 0 | 21 |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | | 27 | 63 | 29 | 2 | 56 | 72 | 15 | 3 | 10 | 51 | 75 | 1 | 98 | 67 | 77 | 0 | 646 |
| P.H.V.: | | 8 | 13 | 10 | 2 | 10 | 19 | 6 | 0 | 1 | 16 | 29 | 0 | 36 | 21 | 18 | 0 | 189 |
| P.H.F.: | | | | | | 0.917 | | | | 0.795 | | 0.885 | | 0.815 | | 0.945 | | |

(1) Peak Hour Volume (Peak Hour - 200 PM - 300 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 245 PM - 300 PM

HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - PM PEAK

| LOCATION#: | | 011 | QTD PROJ#: | | 2017111 | DATE: | | Wednesday, May 24, 2017 | | | | | | | | | | | |
|----------------|---------|----------------------|------------|----|---------|-------|-----|-------------------------|---|-------|----|-------|----|-------|-----|-------|----|--------|----|
| NORTH / SOUTH: | | Hayes St - MINOR | VICINITY: | | VA | | | | | | | | | | | | | | |
| EAST / WEST: | | Army Navy Dr - MAJOR | | | | | | | | | | | | | | | | | |
| DIRECTION: | LANES | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS | |
| | 3:00 PM | 1 | 4 | 1 | 0 | 2 | 2 | 0 | 0 | 6 | 5 | 1 | 0 | 2 | 4 | 7 | 0 | 35 | |
| | 3:15 PM | 1 | 3 | 1 | 0 | 7 | 6 | 1 | 0 | 1 | 4 | 0 | 0 | 5 | 5 | 0 | 34 | | |
| | 3:30 PM | 1 | 7 | 6 | 0 | 6 | 9 | 0 | 0 | 1 | 4 | 2 | 0 | 4 | 6 | 4 | 0 | 50 | |
| | 3:45 PM | 3 | 1 | 5 | 0 | 6 | 11 | 0 | 0 | 1 | 2 | 3 | 0 | 6 | 2 | 0 | 41 | | |
| | 4:00 PM | 1 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 11 | 10 | 5 | 0 | 52 | |
| | 4:15 PM | 3 | 3 | 7 | 0 | 4 | 12 | 0 | 0 | 1 | 3 | 6 | 0 | 4 | 8 | 0 | 0 | 51 | |
| | 4:30 PM | 2 | 4 | 4 | 0 | 7 | 10 | 0 | 0 | 0 | 5 | 8 | 0 | 5 | 6 | 5 | 0 | 56 | |
| | 4:45 PM | 5 | 1 | 7 | 0 | 5 | 9 | 0 | 0 | 1 | 5 | 14 | 0 | 8 | 8 | 5 | 0 | 68 | |
| | 5:00 PM | 3 | 5 | 5 | 0 | 3 | 10 | 0 | 0 | 0 | 5 | 3 | 0 | 5 | 9 | 6 | 0 | 54 | |
| | 5:15 PM | 3 | 5 | 2 | 0 | 3 | 15 | 0 | 0 | 0 | 1 | 5 | 12 | 0 | 6 | 10 | 1 | 0 | 58 |
| | 5:30 PM | 4 | 2 | 4 | 0 | 2 | 15 | 0 | 0 | 0 | 4 | 5 | 0 | 8 | 13 | 4 | 0 | 61 | |
| | 5:45 PM | 2 | 1 | 2 | 0 | 5 | 9 | 0 | 0 | 0 | 7 | 15 | 0 | 16 | 8 | 1 | 0 | 66 | |
| | 6:00 PM | 3 | 5 | 4 | 0 | 2 | 13 | 0 | 0 | 1 | 5 | 8 | 0 | 8 | 8 | 3 | 0 | 60 | |
| | 6:15 PM | 3 | 7 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 4 | 10 | 0 | 8 | 8 | 1 | 0 | 51 | |
| | 6:30 PM | 2 | 6 | 4 | 0 | 4 | 14 | 0 | 0 | 0 | 7 | 6 | 0 | 9 | 11 | 2 | 0 | 65 | |
| | 6:45 PM | 3 | 7 | 4 | 0 | 1 | 8 | 0 | 0 | 0 | 3 | 9 | 0 | 8 | 8 | 0 | 0 | 51 | |
| VOLUME STATS: | | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | | |
| TOTAL: | | 42 | 62 | 62 | 0 | 62 | 150 | 3 | 0 | 13 | 68 | 110 | 0 | 108 | 128 | 52 | 0 | 860 | |
| P.H.V.: | | 12 | 13 | 12 | 0 | 12 | 47 | 40 | 0 | 2 | 21 | 40 | 0 | 38 | 39 | 9 | 0 | 245 | |
| P.H.F.: | | | | | | 0.771 | | | | 0.868 | | 0.716 | | 0.860 | | 0.928 | | | |

(1) Peak Hour Volume (Peak Hour - 445 PM - 545 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 515 PM - 530 PM

PEDESTRIAN CROSSWALK COUNTS

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - AM PEAK

| | | | |
|-----------------------|----------------------|-------------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|---------------|-------------------|-------------------|--------------------|--------------------|--------|
| 7:00 AM | 0 | 0 | 14 | 0 | 14 |
| 7:15 AM | 0 | 0 | 16 | 1 | 17 |
| 7:30 AM | 0 | 0 | 20 | 0 | 20 |
| 7:45 AM | 0 | 0 | 19 | 0 | 19 |
| 8:00 AM | 0 | 0 | 19 | 0 | 19 |
| 8:15 AM | 0 | 0 | 19 | 1 | 20 |
| 8:30 AM | 0 | 1 | 20 | 0 | 21 |
| 8:45 AM | 0 | 0 | 6 | 0 | 6 |
| 9:00 AM | 0 | 0 | 12 | 1 | 13 |
| 9:15 AM | 0 | 0 | 9 | 1 | 10 |
| 9:30 AM | 0 | 0 | 11 | 0 | 11 |
| 9:45 AM | 0 | 0 | 3 | 0 | 3 |
| 10:00 AM | 0 | 0 | 46 | 0 | 46 |
| 10:15 AM | 0 | 0 | 13 | 1 | 14 |
| 10:30 AM | 0 | 0 | 6 | 0 | 6 |
| 10:45 AM | 0 | 0 | 4 | 0 | 4 |
| <hr/> | | | | | |
| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
| TOTAL: | 0 | 1 | 237 | 5 | 243 |
| P.H.V.: | 0 | 1 | 77 | 1 | 79 |
| P.H.F.: | 0.000 | 0.250 | 0.963 | 0.250 | 0.940 |

(1) Peak Hour Volume (Peak Hour - 800 AM - 900 AM)

(2) Peak Hour Factor

(3) Peak 15m: 845 AM - 900 AM

PEDESTRIAN CROSSWALK COUNTS

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - MD PEAK

| | | | |
|-----------------------|----------------------|-------------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|---------------|-------------------|-------------------|--------------------|--------------------|--------|
| 11:00 AM | 0 | 0 | 10 | 0 | 10 |
| 11:15 AM | 0 | 0 | 24 | 0 | 24 |
| 11:30 AM | 0 | 0 | 26 | 0 | 26 |
| 11:45 AM | 0 | 0 | 12 | 0 | 12 |
| 12:00 PM | 1 | 0 | 27 | 0 | 28 |
| 12:15 PM | 0 | 0 | 38 | 0 | 38 |
| 12:30 PM | 0 | 0 | 29 | 0 | 29 |
| 12:45 PM | 0 | 0 | 32 | 0 | 32 |
| 1:00 PM | 0 | 0 | 69 | 2 | 71 |
| 1:15 PM | 0 | 0 | 28 | 2 | 30 |
| 1:30 PM | 0 | 0 | 20 | 0 | 20 |
| 1:45 PM | 0 | 0 | 17 | 0 | 17 |
| 2:00 PM | 0 | 0 | 20 | 0 | 20 |
| 2:15 PM | 0 | 0 | 6 | 0 | 6 |
| 2:30 PM | 0 | 2 | 17 | 0 | 19 |
| 2:45 PM | 0 | 0 | 20 | 0 | 20 |
| <hr/> | | | | | |
| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
| TOTAL: | 1 | 2 | 395 | 4 | 402 |
| P.H.V.: | 0 | 0 | 168 | 2 | 170 |
| P.H.F.: | 0.000 | 0.000 | 0.609 | 0.250 | 0.599 |

(1) Peak Hour Volume (Peak Hour - 200 PM - 300 PM)

(2) Peak Hour Factor

(3) Peak 15m: 245 PM - 300 PM

PEDESTRIAN CROSSWALK COUNTS

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - PM PEAK

| | | | |
|-----------------------|----------------------|-------------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | TOTALS |
|---------------|-------------------|-------------------|--------------------|--------------------|--------|
| 3:00 PM | 0 | 0 | 9 | 0 | 9 |
| 3:15 PM | 0 | 0 | 26 | 1 | 27 |
| 3:30 PM | 0 | 0 | 20 | 1 | 21 |
| 3:45 PM | 1 | 0 | 12 | 1 | 14 |
| 4:00 PM | 0 | 0 | 18 | 1 | 19 |
| 4:15 PM | 0 | 0 | 10 | 1 | 11 |
| 4:30 PM | 0 | 0 | 22 | 0 | 22 |
| 4:45 PM | 0 | 0 | 10 | 1 | 11 |
| 5:00 PM | 0 | 0 | 27 | 0 | 27 |
| 5:15 PM | 1 | 0 | 21 | 1 | 23 |
| 5:30 PM | 0 | 0 | 17 | 0 | 17 |
| 5:45 PM | 0 | 0 | 23 | 0 | 23 |
| 6:00 PM | 0 | 0 | 17 | 0 | 17 |
| 6:15 PM | 0 | 0 | 8 | 0 | 8 |
| 6:30 PM | 0 | 0 | 14 | 0 | 14 |
| 6:45 PM | 2 | 0 | 11 | 0 | 13 |
| <hr/> | | | | | |
| VOLUME STATS: | EASTERN CROSSWALK | WESTERN CROSSWALK | SOUTHERN CROSSWALK | NORTHERN CROSSWALK | |
| TOTAL: | 4 | 0 | 265 | 7 | 276 |
| P.H.V.: | 1 | 0 | 78 | 1 | 80 |
| P.H.F.: | 0.250 | 0.000 | 0.848 | 0.250 | 1.250 |

(1) Peak Hour Volume (Peak Hour - 445 PM - 545 PM)

(2) Peak Hour Factor

(3) Peak 15m: 515 PM - 530 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - AM PEAK

| | | | |
|----------------|----------------------|------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
|---------------|----|----|-------|---|----|-------|----|---|----|-------|----|---|----|----|----|-------|--------|
| LANES: | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| VOLUME STATS: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| P.H.V.: 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| P.H.F.: 2 | 0 | 0 | 0.500 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0.500 | |

(1) Peak Hour Volume (Peak Hour - 800 AM - 900 AM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 845 AM - 900 AM

BICYCLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - MD PEAK

| | | | |
|----------------|----------------------|------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
|---------------|----|----|-------|---|----|-------|----|---|----|-------|----|---|----|----|----|-------|--------|
| LANES: | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| VOLUME STATS: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.V.: 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.F.: 2 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0.000 | |

(1) Peak Hour Volume (Peak Hour - 200 PM - 300 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 245 PM - 300 PM

BICYCLE TURNING MOVEMENT COUNT

#011 Hayes St - MINOR & Army Navy Dr - MAJOR - PM PEAK

| | | | |
|----------------|----------------------|------------|-------------------------|
| LOCATION#: | 011 | QTD PROJ#: | 2017111 |
| NORTH / SOUTH: | Hayes St - MINOR | DATE: | Wednesday, May 24, 2017 |
| EAST / WEST: | Army Navy Dr - MAJOR | VICINITY: | VA |

| DIRECTION: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | TOTALS |
|---------------|----|----|-------|---|----|-------|----|---|----|-------|----|---|-------|----|----|-------|--------|
| LANES: | 1 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| VOLUME STATS: | NL | NT | NR | U | SL | ST | SR | U | EL | ET | ER | U | WL | WT | WR | U | |
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| P.H.V.: 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| P.H.F.: 2 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0.250 | 0 | 0 | 0.250 | |

(1) Peak Hour Volume (Peak Hour - 445 PM - 545 PM)

(2) Peak Hour Factor (directional aggregate)

(3) Peak 15m: 515 PM - 530 PM



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_001e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-------------|------------|------------|------------|----------|-----|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:00 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:00 | 0 | 68 | 10 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 06:00 | 0 | 145 | 29 | 15 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 205 |
| 07:00 | 2 | 250 | 40 | 19 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 08:00 | 1 | 329 | 43 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |
| 09:00 | 0 | 189 | 16 | 13 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 230 |
| 10:00 | 0 | 114 | 25 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 11:00 | 1 | 147 | 20 | 9 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 185 |
| 12:00 PM | 0 | 178 | 23 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 13:00 | 0 | 145 | 29 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 14:00 | 0 | 129 | 17 | 8 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 15:00 | 1 | 156 | 20 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 16:00 | 0 | 175 | 25 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 17:00 | 0 | 251 | 20 | 15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 18:00 | 0 | 188 | 16 | 14 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 19:00 | 1 | 111 | 9 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 20:00 | 0 | 92 | 7 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 21:00 | 0 | 75 | 10 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 22:00 | 0 | 40 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 23:00 | 0 | 18 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Totals | 7 | 2860 | 368 | 213 | 164 | 5 | | 4 | | | | | | 3621 |
| % of Totals | 0% | 79% | 10% | 6% | 5% | 0% | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|---|-------|---|---------------|---|-----|---|-------------------------|
| AM Volumes | 5 | 1302 | 192 | 98 | 76 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1680 |
| % AM | 0% | 36% | 5% | 3% | 2% | 0% | | 0% | | | | | | 46% |
| AM Peak Hour | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 06:00 | | 06:00 | | | | | | 08:00 |
| Volume | 2 | 329 | 43 | 19 | 25 | 1 | | 2 | | | | | | 402 |
| PM Volumes | 2 | 1558 | 176 | 115 | 88 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1941 |
| % PM | 0% | 43% | 5% | 3% | 2% | 0% | | | | | | | | 54% |
| PM Peak Hour | 15:00 | 17:00 | 13:00 | 17:00 | 18:00 | 12:00 | | | | | | | | 17:00 |
| Volume | 1 | 251 | 29 | 15 | 13 | 1 | | | | | | | | 298 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | |
| | | 738 | ↔ | 20% | | 408 | ↔ | 11% | | 516 | ↔ | 14% | | 1959 |
| | | | | | | | | | | | | | | 54% |

Classification Definitions

Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 17 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 27 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:00 | 0 | 70 | 14 | 10 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 102 |
| 07:00 | 0 | 124 | 26 | 15 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 179 |
| 08:00 | 0 | 134 | 18 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 09:00 | 0 | 104 | 20 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 10:00 | 0 | 134 | 15 | 8 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 168 |
| 11:00 | 0 | 174 | 24 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 12:00 PM | 1 | 146 | 24 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 13:00 | 1 | 140 | 25 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 14:00 | 1 | 187 | 25 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 15:00 | 0 | 216 | 26 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 |
| 16:00 | 1 | 381 | 54 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 466 |
| 17:00 | 1 | 442 | 50 | 23 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 535 |
| 18:00 | 2 | 285 | 32 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| 19:00 | 0 | 204 | 30 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 20:00 | 0 | 151 | 13 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 21:00 | 0 | 134 | 18 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 22:00 | 0 | 86 | 8 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 23:00 | 1 | 42 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Totals | 8 | 3226 | 439 | 212 | 154 | 4 | 2 | 5 | | | | | | 4050 |
| % of Totals | 0% | 80% | 11% | 5% | 4% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|--------------------------|----|--------|-------|-------|-------|-----------|----|-------|---|--------|---|-----|---|------------------|---|-----|
| AM Volumes | 0 | 812 | 131 | 75 | 57 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1084 | | |
| % AM | | 20% | 3% | 2% | 1% | 0% | | 0% | | | | | | 27% | | |
| AM Peak Hour | | 11:00 | 07:00 | 07:00 | 07:00 | 08:00 | | 06:00 | | | | | | 11:00 | | |
| Volume | | 174 | 26 | 15 | 13 | 2 | | 3 | | | | | | 219 | | |
| PM Volumes | 8 | 2414 | 308 | 137 | 97 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2966 | | |
| % PM | 0% | 60% | 8% | 3% | 2% | | 0% | | | | | | | 73% | | |
| PM Peak Hour | | 18:00 | 17:00 | 16:00 | 17:00 | 17:00 | | 17:00 | | | | | | 17:00 | | |
| Volume | | 2 | 442 | 54 | 23 | 18 | | 1 | | | | | | 535 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | | |
| | | 355 | ↔ | 9% | | 376 | ↔ | 9% | | 1001 | ↔ | 25% | | 2318 | ↔ | 57% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 26 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 01:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:00 | 0 | 24 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:00 | 0 | 79 | 7 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 07:00 | 1 | 154 | 27 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 08:00 | 0 | 165 | 27 | 13 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 216 |
| 09:00 | 0 | 150 | 21 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 10:00 | 0 | 116 | 27 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 11:00 | 0 | 166 | 27 | 11 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 12:00 PM | 0 | 175 | 32 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 13:00 | 0 | 195 | 28 | 12 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 14:00 | 2 | 193 | 26 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 15:00 | 0 | 213 | 34 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 16:00 | 2 | 368 | 44 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 17:00 | 1 | 440 | 59 | 19 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 536 |
| 18:00 | 0 | 401 | 46 | 22 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 480 |
| 19:00 | 0 | 254 | 28 | 14 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 20:00 | 0 | 173 | 17 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 21:00 | 0 | 153 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 22:00 | 0 | 107 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 23:00 | 1 | 50 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Totals | 7 | 3644 | 490 | 225 | 145 | 2 | 2 | 2 | | | | | | 4517 |
| % of Totals | 0% | 81% | 11% | 5% | 3% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|-------|-----|-------|--------|---|-----|---|------------------|---|
| AM Volumes | 1 | 922 | 146 | 79 | 56 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1207 | |
| % AM | 0% | 20% | 3% | 2% | 1% | 0% | | | 0% | | | | | 27% | |
| AM Peak Hour | 07:00 | 11:00 | 07:00 | 07:00 | 10:00 | 09:00 | | | 08:00 | | | | | 11:00 | |
| Volume | 1 | 166 | 27 | 17 | 12 | 1 | | | 1 | | | | | 217 | |
| PM Volumes | 6 | 2722 | 344 | 146 | 89 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3310 | |
| % PM | 0% | 60% | 8% | 3% | 2% | | 0% | | 0% | | | | | 73% | |
| PM Peak Hour | 14:00 | 17:00 | 17:00 | 18:00 | 17:00 | | 13:00 | | 18:00 | | | | | 17:00 | |
| Volume | 2 | 440 | 59 | 22 | 17 | | 1 | | 1 | | | | | 536 | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | |
| | | 423 | ↔ | 9% | | 469 | ↔ | 10% | | 977 | ↔ | 22% | | 2648 | ↔ |
| | | | | | | | | | | | | | | 59% | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_001

Summary

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|------------|------------|-----------|----------|----------|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 41 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 01:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:00 | 0 | 35 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 05:00 | 0 | 98 | 15 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 06:00 | 1 | 202 | 22 | 26 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 07:00 | 4 | 438 | 65 | 39 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 |
| 08:00 | 2 | 477 | 79 | 33 | 28 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 623 |
| 09:00 | 2 | 331 | 34 | 22 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 413 |
| 10:00 | 2 | 236 | 49 | 20 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 331 |
| 11:00 | 0 | 329 | 55 | 24 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 12:00 PM | 3 | 340 | 51 | 16 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 13:00 | 1 | 337 | 43 | 20 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 419 |
| 14:00 | 3 | 328 | 41 | 20 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 15:00 | 1 | 369 | 64 | 27 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 |
| 16:00 | 3 | 567 | 62 | 29 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 681 |
| 17:00 | 3 | 714 | 78 | 33 | 28 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 858 |
| 18:00 | 2 | 617 | 56 | 38 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 735 |
| 19:00 | 2 | 379 | 36 | 24 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 459 |
| 20:00 | 0 | 264 | 21 | 24 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 21:00 | 0 | 227 | 22 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 22:00 | 1 | 163 | 14 | 13 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 198 |
| 23:00 | 1 | 75 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Totals | 31 | 6621 | 830 | 448 | 305 | 16 | 5 | 4 | 2 | | | | | 8262 |
| % of Totals | 0% | 80% | 10% | 5% | 4% | 0% | 0% | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-------|---------------|---|-----|---|-------------------------|
| AM Volumes | 11 | 2241 | 331 | 184 | 130 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 2912 |
| % AM | 0% | 27% | 4% | 2% | 2% | 0% | | 0% | 0% | | | | | 35% |
| AM Peak Hour | 07:00 | 08:00 | 08:00 | 07:00 | 08:00 | 10:00 | | 08:00 | 08:00 | | | | | 08:00 |
| Volume | 4 | 477 | 79 | 39 | 28 | 4 | | 1 | 1 | | | | | 623 |
| PM Volumes | 20 | 4380 | 499 | 264 | 175 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 5350 |
| % PM | 0% | 53% | 6% | 3% | 2% | 0% | 0% | 0% | 0% | | | | | 65% |
| PM Peak Hour | 12:00 | 17:00 | 17:00 | 18:00 | 17:00 | 12:00 | 17:00 | 22:00 | 18:00 | | | | | 17:00 |
| Volume | 3 | 714 | 78 | 38 | 28 | 1 | 2 | 1 | 1 | | | | | 858 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | |
| | | 1192 | ↔ | 14% | | 849 | ↔ | 10% | | 1539 | ↔ | 19% | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_001e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|------------|------------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 1 | 82 | 9 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 06:00 | 0 | 125 | 20 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 07:00 | 3 | 250 | 24 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 08:00 | 1 | 235 | 46 | 18 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 09:00 | 1 | 173 | 20 | 13 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 219 |
| 10:00 | 2 | 143 | 31 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 11:00 | 2 | 138 | 19 | 11 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 180 |
| 12:00 PM | 0 | 160 | 24 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 13:00 | 1 | 164 | 18 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 14:00 | 0 | 147 | 13 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 15:00 | 2 | 188 | 27 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 16:00 | 1 | 198 | 22 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 17:00 | 3 | 220 | 27 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 18:00 | 1 | 204 | 22 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 19:00 | 0 | 160 | 23 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 20:00 | 0 | 106 | 7 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 21:00 | 1 | 78 | 8 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 22:00 | 0 | 58 | 5 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 71 |
| 23:00 | 0 | 43 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Totals | 20 | 2923 | 372 | 224 | 177 | 5 | 3 | | | | | | | 3724 |
| % of Totals | 1% | 78% | 10% | 6% | 5% | 0% | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|---|-------|---|--------|---|-----|---|------------------|---|
| AM Volumes | 11 | 1197 | 174 | 98 | 78 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1564 | |
| % AM | 0% | 32% | 5% | 3% | 2% | 0% | | 0% | | | | | | 42% | |
| AM Peak Hour | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | 10:00 | | 09:00 | | | | | | 08:00 | |
| Volume | 3 | 250 | 46 | 18 | 18 | 2 | | 1 | | | | | | 316 | |
| PM Volumes | 9 | 1726 | 198 | 126 | 99 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2160 | |
| % PM | 0% | 46% | 5% | 3% | 3% | 0% | | 0% | | | | | | 58% | |
| PM Peak Hour | 17:00 | 17:00 | 15:00 | 17:00 | 16:00 | 19:00 | | 22:00 | | | | | | 17:00 | |
| Volume | 3 | 220 | 27 | 16 | 13 | 1 | | 1 | | | | | | 277 | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | |
| | | 629 | ↔ | 17% | | 410 | ↔ | 11% | | 522 | ↔ | 14% | | 2163 | ↔ |
| | | | | | | | | | | | | | | 58% | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-------------|------------|------------|------------|-----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 24 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 06:00 | 1 | 82 | 10 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 07:00 | 1 | 142 | 17 | 16 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 185 |
| 08:00 | 0 | 139 | 16 | 12 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 178 |
| 09:00 | 1 | 129 | 18 | 11 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 169 |
| 10:00 | 0 | 145 | 20 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 11:00 | 1 | 163 | 27 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 12:00 PM | 0 | 222 | 23 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 13:00 | 0 | 188 | 26 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| 14:00 | 1 | 212 | 28 | 8 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 259 |
| 15:00 | 0 | 283 | 34 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 16:00 | 0 | 336 | 38 | 18 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 407 |
| 17:00 | 0 | 400 | 42 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 |
| 18:00 | 0 | 264 | 30 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 19:00 | 0 | 207 | 18 | 18 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 20:00 | 1 | 222 | 22 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 21:00 | 1 | 145 | 26 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 22:00 | 0 | 128 | 14 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 23:00 | 0 | 108 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| Totals | 7 | 3605 | 424 | 225 | 136 | 11 | 4 | 5 | | | | | | 4417 |
| % of Totals | 0% | 82% | 10% | 5% | 3% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|-------|-------|---|--------|---|-----|---|------------------|---|-----|
| AM Volumes | 4 | 890 | 113 | 77 | 46 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1136 | | |
| % AM | 0% | 20% | 3% | 2% | 1% | 0% | | 0% | | | | | | 26% | | |
| AM Peak Hour | 06:00 | 11:00 | 11:00 | 07:00 | 08:00 | 09:00 | | 07:00 | | | | | | 11:00 | | |
| Volume | 1 | 163 | 27 | 16 | 10 | 2 | | 2 | | | | | | 208 | | |
| PM Volumes | 3 | 2715 | 311 | 148 | 90 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 3281 | | |
| % PM | 0% | 61% | 7% | 3% | 2% | 0% | 0% | 0% | | | | | | 74% | | |
| PM Peak Hour | 14:00 | 17:00 | 17:00 | 17:00 | 12:00 | 16:00 | 16:00 | 14:00 | | | | | | 17:00 | | |
| Volume | 1 | 400 | 42 | 22 | 11 | 4 | 2 | 1 | | | | | | 475 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | | |
| | | 363 | ↔ | 8% | | 500 | ↔ | 11% | | 882 | ↔ | 20% | | 2672 | ↔ | 60% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 71 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 01:00 | 0 | 45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 02:00 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 03:00 | 0 | 28 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:00 | 0 | 27 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:00 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 06:00 | 1 | 15 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 | 0 | 46 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 08:00 | 0 | 79 | 9 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 09:00 | 0 | 95 | 13 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 10:00 | 0 | 129 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 11:00 | 1 | 165 | 15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 12:00 PM | 0 | 165 | 19 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 13:00 | 0 | 210 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 14:00 | 0 | 215 | 22 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 15:00 | 1 | 195 | 15 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 16:00 | 0 | 206 | 23 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 17:00 | 0 | 200 | 28 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 18:00 | 2 | 209 | 18 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 19:00 | 0 | 193 | 16 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 20:00 | 0 | 161 | 17 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 21:00 | 0 | 161 | 15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 22:00 | 0 | 120 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 23:00 | 0 | 113 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| Totals | 5 | 2890 | 290 | 144 | 80 | | | | | | | | | 3409 |
| % of Totals | 0% | 85% | 9% | 4% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|--------|------------------|---|--------|---|---------------|--------|---|---|-------------------------|---|--|
| AM Volumes | 2 | 742 | 78 | 51 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 893 | | |
| % AM | 0% | 22% | 2% | 1% | 1% | | | | | | | | | 26% | | |
| AM Peak Hour | 06:00 | 11:00 | 11:00 | 10:00 | 08:00 | | | | | | | | | 11:00 | | |
| Volume | 1 | 165 | 15 | 9 | 5 | | | | | | | | | 192 | | |
| PM Volumes | 3 | 2148 | 212 | 93 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2516 | | |
| % PM | 0% | 63% | 6% | 3% | 2% | | | | | | | | | 74% | | |
| PM Peak Hour | 18:00 | 14:00 | 17:00 | 17:00 | 14:00 | | | | | | | | | 14:00 | | |
| Volume | 2 | 215 | 28 | 10 | 8 | | | | | | | | | 253 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | % | | Volume | % | | Volume | % | | Volume | % | | Volume | % | |
| | | 160 | ↔ | | 442 | ↔ | | 487 | ↔ | | 2320 | ↔ | | 2320 | ↔ | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_001

Summary

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|------------|------------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 106 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 01:00 | 0 | 62 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 02:00 | 1 | 35 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 03:00 | 0 | 38 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 04:00 | 0 | 39 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 05:00 | 0 | 38 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 06:00 | 1 | 47 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 07:00 | 0 | 84 | 7 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 08:00 | 0 | 151 | 17 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 09:00 | 0 | 201 | 25 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 10:00 | 0 | 247 | 29 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 |
| 11:00 | 2 | 327 | 26 | 17 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 386 |
| 12:00 PM | 0 | 311 | 44 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 |
| 13:00 | 0 | 352 | 28 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 |
| 14:00 | 2 | 408 | 36 | 16 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 |
| 15:00 | 1 | 361 | 30 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 16:00 | 1 | 374 | 40 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 |
| 17:00 | 0 | 374 | 41 | 19 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 |
| 18:00 | 2 | 360 | 33 | 18 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 |
| 19:00 | 3 | 304 | 25 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 |
| 20:00 | 1 | 257 | 22 | 16 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 21:00 | 0 | 242 | 17 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 22:00 | 0 | 185 | 11 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 23:00 | 0 | 168 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| Totals | 14 | 5071 | 480 | 296 | 171 | | | | | | | | | 6032 |
| % of Totals | 0% | 84% | 8% | 5% | 3% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|---|-----|---|---------------|---|-----|---|-------------------------|-----|
| AM Volumes | 4 | 1375 | 138 | 106 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1680 | |
| % AM | 0% | 23% | 2% | 2% | 1% | | | | | | | | | 28% | |
| AM Peak Hour | 11:00 | 11:00 | 10:00 | 09:00 | 11:00 | | | | | | | | | 11:00 | |
| Volume | 2 | 327 | 29 | 17 | 14 | | | | | | | | | 386 | |
| PM Volumes | 10 | 3696 | 342 | 190 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4352 | |
| % PM | 0% | 61% | 6% | 3% | 2% | | | | | | | | | 72% | |
| PM Peak Hour | 19:00 | 14:00 | 12:00 | 12:00 | 14:00 | | | | | | | | | 14:00 | |
| Volume | 3 | 408 | 44 | 19 | 15 | | | | | | | | | 477 | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | |
| | | 308 | ↔ | 5% | | 792 | ↔ | 13% | | 888 | ↔ | 15% | | 4044 | ↔ |
| | | | | | | | | | | | | | | | 67% |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_001e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 39 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 01:00 | 1 | 19 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 02:00 | 0 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:00 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 1 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 06:00 | 0 | 29 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 | 0 | 30 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 08:00 | 1 | 51 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 09:00 | 0 | 73 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:00 | 0 | 122 | 7 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 11:00 | 0 | 149 | 8 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 12:00 PM | 0 | 169 | 10 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 13:00 | 0 | 166 | 10 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 14:00 | 0 | 169 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 15:00 | 0 | 142 | 21 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 16:00 | 0 | 167 | 9 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 17:00 | 0 | 114 | 8 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 18:00 | 0 | 105 | 4 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 19:00 | 0 | 72 | 8 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 20:00 | 1 | 55 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:00 | 0 | 48 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 22:00 | 0 | 30 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 23:00 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Totals | 4 | 1829 | 115 | 128 | 92 | | | | | | | | | 2168 |
| % of Totals | 0% | 84% | 5% | 6% | 4% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|-----|---|-----|--------|-----|---|-----|------------------|------|--|---|-----|
| AM Volumes | 3 | 575 | 35 | 50 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 691 | | | | |
| % AM | 0% | 27% | 2% | 2% | 1% | | | | | | | | | 32% | | | | |
| AM Peak Hour | 01:00 | 11:00 | 09:00 | 10:00 | 11:00 | | | | | | | | | 11:00 | | | | |
| Volume | 1 | 149 | 9 | 9 | 7 | | | | | | | | | 172 | | | | |
| PM Volumes | 1 | 1254 | 80 | 78 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1477 | | | | |
| % PM | 0% | 58% | 4% | 4% | 3% | | | | | | | | | 68% | | | | |
| PM Peak Hour | 20:00 | 12:00 | 15:00 | 21:00 | 12:00 | | | | | | | | | 12:00 | | | | |
| Volume | 1 | 169 | 21 | 9 | 8 | | | | | | | | | 193 | | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | | |
| All Classes | | Volume | 110 | | 5% | Volume | 384 | | 18% | Volume | 328 | | 15% | Volume | 1346 | | % | 62% |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| 1 Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| 2 Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 1 | 70 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 01:00 | 0 | 32 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 02:00 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 03:00 | 0 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:00 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:00 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 06:00 | 0 | 16 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 | 0 | 32 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 08:00 | 0 | 43 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 09:00 | 0 | 66 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 0 | 117 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 11:00 | 0 | 136 | 10 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 12:00 PM | 0 | 173 | 21 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 13:00 | 0 | 166 | 10 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 14:00 | 0 | 195 | 19 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 15:00 | 0 | 199 | 16 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 16:00 | 0 | 177 | 12 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 17:00 | 0 | 185 | 16 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 18:00 | 0 | 194 | 19 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 19:00 | 0 | 116 | 10 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 20:00 | 0 | 97 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 21:00 | 0 | 82 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 22:00 | 0 | 61 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 23:00 | 0 | 39 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Totals | 2 | 2256 | 191 | 131 | 61 | | | | | | | | | 2641 |
| % of Totals | 0% | 85% | 7% | 5% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|--------------------------|----|--------|-------|-------|-------|-----------|---|-----|---|--------|---|-----|---|------------------|---|
| AM Volumes | 2 | 572 | 46 | 50 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 686 | |
| % AM | 0% | 22% | 2% | 2% | 1% | | | | | | | | | 26% | |
| AM Peak Hour | | 11:00 | 11:00 | 07:00 | 07:00 | | | | | | | | | 11:00 | |
| Volume | 1 | 136 | 10 | 8 | 4 | | | | | | | | | 157 | |
| PM Volumes | 0 | 1684 | 145 | 81 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1955 | |
| % PM | | 64% | 5% | 3% | 2% | | | | | | | | | 74% | |
| PM Peak Hour | | 15:00 | 12:00 | 19:00 | 16:00 | | | | | | | | | 15:00 | |
| Volume | | 199 | 21 | 10 | 7 | | | | | | | | | 229 | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | |
| | | 104 | ↔ | 4% | | 394 | ↔ | 15% | | 417 | ↔ | 16% | | 1726 | ↔ |
| | | | | | | | | | | | | | | 65% | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_001e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:00 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 1 | 70 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 06:00 | 0 | 117 | 21 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 07:00 | 0 | 257 | 41 | 19 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 08:00 | 0 | 304 | 38 | 19 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| 09:00 | 0 | 183 | 26 | 13 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 235 |
| 10:00 | 1 | 116 | 14 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 149 |
| 11:00 | 0 | 118 | 22 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 12:00 PM | 0 | 129 | 17 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 13:00 | 0 | 121 | 21 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 14:00 | 0 | 120 | 9 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 15:00 | 1 | 147 | 18 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 16:00 | 0 | 177 | 21 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 17:00 | 1 | 181 | 21 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| 18:00 | 1 | 131 | 15 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 19:00 | 0 | 117 | 13 | 12 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 20:00 | 0 | 85 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 21:00 | 0 | 60 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 22:00 | 0 | 40 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 23:00 | 0 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Totals | 6 | 2541 | 324 | 211 | 137 | 2 | 2 | 3 | | | | | | 3226 |
| % of Totals | 0% | 79% | 10% | 7% | 4% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|-------|-------|---|--------|---|-----|---|------------------|---|
| AM Volumes | 3 | 1212 | 176 | 98 | 69 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1564 | |
| % AM | 0% | 38% | 5% | 3% | 2% | 0% | 0% | 0% | | | | | | 48% | |
| AM Peak Hour | 01:00 | 08:00 | 07:00 | 07:00 | 07:00 | 06:00 | 08:00 | 09:00 | | | | | | 08:00 | |
| Volume | 1 | 304 | 41 | 19 | 15 | 1 | 1 | 2 | | | | | | 376 | |
| PM Volumes | 3 | 1329 | 148 | 113 | 68 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1662 | |
| % PM | 0% | 41% | 5% | 4% | 2% | | 0% | | | | | | | 52% | |
| PM Peak Hour | 15:00 | 17:00 | 13:00 | 17:00 | 17:00 | | 19:00 | | | | | | | 17:00 | |
| Volume | 1 | 181 | 21 | 13 | 10 | | 1 | | | | | | | 226 | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | |
| | | 708 | ↔ | 22% | | 320 | ↔ | 10% | | 443 | ↔ | 14% | | 1755 | ↔ |
| | | | | | | | | | | | | | | 54% | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 25 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:00 | 1 | 59 | 11 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 07:00 | 0 | 136 | 26 | 16 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 186 |
| 08:00 | 0 | 130 | 16 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 09:00 | 0 | 120 | 23 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 10:00 | 0 | 110 | 18 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 146 |
| 11:00 | 0 | 112 | 22 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 12:00 PM | 0 | 175 | 19 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 13:00 | 0 | 136 | 24 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 14:00 | 0 | 179 | 23 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 15:00 | 0 | 186 | 24 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 16:00 | 2 | 302 | 43 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 |
| 17:00 | 2 | 425 | 46 | 19 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 18:00 | 0 | 313 | 30 | 19 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 19:00 | 0 | 187 | 23 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 20:00 | 0 | 129 | 13 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 21:00 | 0 | 121 | 17 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 22:00 | 0 | 74 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 23:00 | 0 | 41 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| Totals | 5 | 3000 | 402 | 212 | 129 | 3 | 2 | | | | | | | 3753 |
| % of Totals | 0% | 80% | 11% | 6% | 3% | 0% | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|---|-------|---|--------|---|-----|---|------------------|---|-----|
| AM Volumes | 1 | 732 | 126 | 76 | 41 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 981 | | |
| % AM | 0% | 20% | 3% | 2% | 1% | 0% | | 0% | | | | | | 26% | | |
| AM Peak Hour | 06:00 | 07:00 | 07:00 | 07:00 | 11:00 | 11:00 | | 07:00 | | | | | | 07:00 | | |
| Volume | 1 | 136 | 26 | 16 | 9 | 2 | | 1 | | | | | | 186 | | |
| PM Volumes | 4 | 2268 | 276 | 136 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2772 | | |
| % PM | 0% | 60% | 7% | 4% | 2% | | | | | | | | | 74% | | |
| PM Peak Hour | 16:00 | 17:00 | 17:00 | 17:00 | 14:00 | | | | | | | | | 17:00 | | |
| Volume | 2 | 425 | 46 | 19 | 12 | | | | | | | | | 504 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | | |
| | | 351 | ↔ | 9% | | 384 | ↔ | 10% | | 879 | ↔ | 23% | | 2139 | ↔ | 57% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_001e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|------------|------------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:00 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:00 | 0 | 63 | 10 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 06:00 | 0 | 133 | 23 | 17 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 07:00 | 1 | 289 | 36 | 20 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 362 |
| 08:00 | 0 | 330 | 39 | 23 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 09:00 | 0 | 198 | 29 | 14 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 255 |
| 10:00 | 3 | 126 | 25 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 11:00 | 0 | 138 | 19 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 12:00 PM | 0 | 146 | 21 | 9 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 187 |
| 13:00 | 3 | 141 | 18 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 14:00 | 0 | 135 | 20 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 15:00 | 3 | 169 | 19 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 16:00 | 2 | 204 | 24 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 17:00 | 1 | 235 | 21 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 18:00 | 0 | 158 | 15 | 16 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 19:00 | 2 | 124 | 13 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 20:00 | 0 | 92 | 10 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 21:00 | 0 | 67 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 22:00 | 0 | 45 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 23:00 | 0 | 30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Totals | 16 | 2880 | 355 | 227 | 155 | 3 | 4 | | | | | | | 3640 |
| % of Totals | 0% | 79% | 10% | 6% | 4% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|---|-------|---|---------------|---|-----|---|-------------------------|---|-----|
| AM Volumes | 5 | 1334 | 184 | 103 | 74 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1703 | | |
| % AM | 0% | 37% | 5% | 3% | 2% | | | 0% | | | | | | 47% | | |
| AM Peak Hour | 10:00 | 08:00 | 08:00 | 08:00 | 07:00 | | | 05:00 | | | | | | 08:00 | | |
| Volume | 3 | 330 | 39 | 23 | 15 | | | 1 | | | | | | 405 | | |
| PM Volumes | 11 | 1546 | 171 | 124 | 81 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1937 | | |
| % PM | 0% | 42% | 5% | 3% | 2% | 0% | | 0% | | | | | | 53% | | |
| PM Peak Hour | 13:00 | 17:00 | 16:00 | 17:00 | 18:00 | 12:00 | | 12:00 | | | | | | 17:00 | | |
| Volume | 3 | 235 | 24 | 16 | 14 | 2 | | 1 | | | | | | 282 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | | | |
| | | 767 | ↔ | 21% | | 371 | ↔ | 10% | | 532 | ↔ | 15% | | 1970 | ↔ | 54% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Columbia Pike Bet. S Oak St & Air Force Memorial Dr

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_001w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 25 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 01:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:00 | 0 | 36 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:00 | 1 | 66 | 12 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 07:00 | 0 | 133 | 23 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 08:00 | 2 | 131 | 22 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 09:00 | 1 | 123 | 29 | 10 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |
| 10:00 | 0 | 145 | 29 | 10 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 196 |
| 11:00 | 0 | 156 | 26 | 10 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 204 |
| 12:00 PM | 0 | 163 | 33 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 13:00 | 0 | 171 | 37 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 14:00 | 1 | 211 | 33 | 11 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 268 |
| 15:00 | 1 | 201 | 39 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| 16:00 | 1 | 295 | 48 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 17:00 | 0 | 404 | 52 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 484 |
| 18:00 | 0 | 284 | 35 | 20 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| 19:00 | 0 | 227 | 37 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 20:00 | 0 | 162 | 19 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 21:00 | 0 | 147 | 18 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 22:00 | 0 | 86 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 23:00 | 1 | 46 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Totals | 8 | 3245 | 520 | 222 | 135 | 4 | 2 | 3 | | | | | | 4139 |
| % of Totals | 0% | 78% | 13% | 5% | 3% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|--------------------------|-------|--------|-------|-------|-------|-----------|----|-------|-------|--------|---|-----|---|------------------|---|-----|
| AM Volumes | 4 | 848 | 152 | 80 | 52 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1142 | | |
| % AM | 0% | 20% | 4% | 2% | 1% | 0% | 0% | 0% | 0% | 0 | 0 | 0 | 0 | 28% | | |
| AM Peak Hour | 08:00 | 11:00 | 09:00 | 07:00 | 10:00 | 06:00 | | 09:00 | 11:00 | | | | | 11:00 | | |
| Volume | 2 | 156 | 29 | 16 | 11 | 1 | | 1 | 2 | | | | | 204 | | |
| PM Volumes | 4 | 2397 | 368 | 142 | 83 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2997 | | |
| % PM | 0% | 58% | 9% | 3% | 2% | 0% | | 0% | | | | | | 72% | | |
| PM Peak Hour | 14:00 | 17:00 | 17:00 | 16:00 | 12:00 | 18:00 | | 14:00 | | | | | | 17:00 | | |
| Volume | 1 | 404 | 52 | 21 | 12 | 1 | | 1 | | | | | | 484 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | | % | | Volume | | % | | Volume | | % | | Volume | | |
| | | 360 | ↔ | 9% | | 441 | ↔ | 11% | | 858 | ↔ | 21% | | 2480 | ↔ | 60% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|------------|----------|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 22 | 7 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:00 | 0 | 35 | 16 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 | 0 | 94 | 32 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 08:00 | 0 | 104 | 14 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 09:00 | 0 | 66 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 10:00 | 0 | 79 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:00 | 0 | 105 | 16 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 12:00 PM | 2 | 100 | 17 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 13:00 | 1 | 103 | 18 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 14:00 | 1 | 130 | 26 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 15:00 | 0 | 120 | 20 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 16:00 | 1 | 157 | 41 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 17:00 | 2 | 173 | 28 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 18:00 | 0 | 105 | 8 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 19:00 | 1 | 15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 13 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 8 | 1446 | 274 | 26 | 110 | 4 | | | | | | | | 1868 |
| % of Totals | 0% | 77% | 15% | 1% | 6% | 0% | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|------------------|--------|-------|---------------|-----|--------|-------------------------|---|-----|-----------|
| AM Volumes | 0 | 508 | 111 | 7 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 |
| % AM | | 27% | 6% | 0% | 3% | 0% | | | | | | | | 36% |
| AM Peak Hour | | 11:00 | 07:00 | 05:00 | 07:00 | 07:00 | | | | | | | | 07:00 |
| Volume | | 105 | 32 | 4 | 14 | 1 | | | | | | | | 141 |
| PM Volumes | 8 | 938 | 163 | 19 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1193 |
| % PM | 0% | 50% | 9% | 1% | 3% | 0% | | | | | | | | 64% |
| PM Peak Hour | | 12:00 | 17:00 | 16:00 | 15:00 | 16:00 | 12:00 | | | | | | | 17:00 |
| Volume | 2 | 173 | 41 | 3 | 13 | 1 | | | | | | | | 217 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 265 | ↔ | 14% | Volume | 259 | ↔ | 14% | Volume | 432 | ↔ | 23% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 912 ↔ 49% |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 1 | 41 | 10 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 06:00 | 0 | 70 | 15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 07:00 | 0 | 127 | 21 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 08:00 | 0 | 139 | 14 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 09:00 | 0 | 104 | 15 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 124 |
| 10:00 | 0 | 74 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 11:00 | 1 | 63 | 13 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 12:00 PM | 0 | 113 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 13:00 | 0 | 92 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:00 | 0 | 116 | 18 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 139 |
| 15:00 | 1 | 104 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 16:00 | 1 | 169 | 27 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 17:00 | 1 | 168 | 25 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 18:00 | 1 | 65 | 7 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 19:00 | 0 | 21 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 12 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Totals | 6 | 1521 | 218 | 18 | 67 | 7 | 2 | 2 | | | | | | 1841 |
| % of Totals | 0% | 83% | 12% | 1% | 4% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 2 | 628 | 96 | 4 | 31 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 769 | | | |
| % AM | 0% | 34% | 5% | 0% | 2% | 0% | 0% | 0% | | | | | | 42% | | | |
| AM Peak Hour | 05:00 | 08:00 | 07:00 | 08:00 | 05:00 | 09:00 | 05:00 | 09:00 | | | | | | 08:00 | | | |
| Volume | 1 | 139 | 21 | 2 | 8 | 2 | 1 | 1 | | | | | | 158 | | | |
| PM Volumes | 4 | 893 | 122 | 14 | 36 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1072 | | | |
| % PM | 0% | 49% | 7% | 1% | 2% | 0% | | 0% | | | | | | 58% | | | |
| PM Peak Hour | 15:00 | 16:00 | 16:00 | 20:00 | 17:00 | 16:00 | | 14:00 | | | | | | 16:00 | | | |
| Volume | 1 | 169 | 27 | 4 | 7 | 1 | | 1 | | | | | | 203 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 315 | ↔ | 17% | Volume | 244 | ↔ | 13% | Volume | 405 | ↔ | 22% | Volume | 877 | ↔ | 48% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 17 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:00 | 0 | 40 | 10 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:00 | 1 | 108 | 21 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 08:00 | 1 | 91 | 21 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 09:00 | 1 | 81 | 11 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 10:00 | 0 | 73 | 16 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 11:00 | 0 | 116 | 23 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 12:00 PM | 2 | 113 | 18 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 13:00 | 3 | 94 | 14 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 14:00 | 0 | 143 | 39 | 3 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 196 |
| 15:00 | 0 | 132 | 36 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 16:00 | 0 | 208 | 36 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 |
| 17:00 | 1 | 173 | 31 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 18:00 | 0 | 100 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 19:00 | 0 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:00 | 0 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 9 | 1531 | 307 | 16 | 116 | 6 | 1 | 1 | | | | | | 1987 |
| % of Totals | 0% | 77% | 15% | 1% | 6% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|
| AM Volumes | 3 | 537 | 117 | 6 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 |
| % AM | 0% | 27% | 6% | 0% | 2% | 0% | | | | | | | | 36% |
| AM Peak Hour | 07:00 | 11:00 | 11:00 | 09:00 | 07:00 | 06:00 | | | | | | | | 11:00 |
| Volume | 1 | 116 | 23 | 3 | 11 | 1 | | | | | | | | 148 |
| PM Volumes | 6 | 994 | 190 | 10 | 71 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1276 |
| % PM | 0% | 50% | 10% | 1% | 4% | 0% | 0% | 0% | | | | | | 64% |
| PM Peak Hour | 13:00 | 16:00 | 14:00 | 14:00 | 17:00 | 12:00 | 14:00 | 14:00 | | | | | | 16:00 |
| Volume | 3 | 208 | 39 | 3 | 15 | 1 | 1 | 1 | | | | | | 256 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 262 | ↔ | 13% | Volume | 260 | ↔ | 13% | Volume | 478 | ↔ | 24% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 50% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 46 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 06:00 | 0 | 58 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 07:00 | 0 | 131 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 08:00 | 2 | 127 | 14 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 09:00 | 1 | 108 | 18 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 10:00 | 0 | 109 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 11:00 | 0 | 110 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 12:00 PM | 1 | 98 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 13:00 | 1 | 104 | 26 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 14:00 | 0 | 128 | 21 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 15:00 | 1 | 104 | 15 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 16:00 | 1 | 170 | 22 | 3 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 205 |
| 17:00 | 0 | 212 | 21 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 18:00 | 2 | 100 | 17 | 4 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 132 |
| 19:00 | 0 | 28 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20:00 | 0 | 15 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 12 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 9 | 1679 | 233 | 24 | 60 | 7 | 4 | 2 | | | | | | 2018 |
| % of Totals | 0% | 83% | 12% | 1% | 3% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 3 | 696 | 91 | 9 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 826 | | | |
| % AM | 0% | 34% | 5% | 0% | 1% | 0% | | | | | | | | 41% | | | |
| AM Peak Hour | 08:00 | 07:00 | 09:00 | 08:00 | 06:00 | 09:00 | | | | | | | | 08:00 | | | |
| Volume | 2 | 131 | 18 | 4 | 6 | 1 | | | | | | | | 151 | | | |
| PM Volumes | 6 | 983 | 142 | 15 | 35 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1192 | | | |
| % PM | 0% | 49% | 7% | 1% | 2% | 0% | 0% | 0% | | | | | | 59% | | | |
| PM Peak Hour | 18:00 | 17:00 | 13:00 | 18:00 | 18:00 | 15:00 | 13:00 | 16:00 | | | | | | 17:00 | | | |
| Volume | 2 | 212 | 26 | 4 | 8 | 2 | 1 | 1 | | | | | | 238 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 300 | ↔ | 15% | Volume | 249 | ↔ | 12% | Volume | 443 | ↔ | 22% | Volume | 1026 | ↔ | 51% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|-----|-----|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 18 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 06:00 | 2 | 25 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:00 | 0 | 108 | 24 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 08:00 | 0 | 79 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 09:00 | 0 | 78 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 103 |
| 10:00 | 0 | 68 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 11:00 | 1 | 128 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 12:00 PM | 1 | 113 | 20 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 13:00 | 0 | 91 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 14:00 | 0 | 161 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 15:00 | 0 | 189 | 29 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 16:00 | 0 | 226 | 30 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 17:00 | 0 | 185 | 23 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 18:00 | 1 | 112 | 12 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 19:00 | 0 | 23 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 28 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Totals | 7 | 1676 | 291 | 14 | 74 | 1 | | | 1 | | | | | 2064 |
| % of Totals | 0% | 81% | 14% | 1% | 4% | 0% | | | 0% | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|--------|---------------|-------|---|-------------------------|--------|-----|-------|---|-----|
| AM Volumes | 5 | 515 | 130 | 2 | 33 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 686 | | |
| % AM | 0% | 25% | 6% | 0% | 2% | | | | 0% | | | | | 33% | | |
| AM Peak Hour | 06:00 | 11:00 | 07:00 | 06:00 | 07:00 | | | | 09:00 | | | | | 11:00 | | |
| Volume | 2 | 128 | 24 | 1 | 7 | | | | 1 | | | | | 148 | | |
| PM Volumes | 2 | 1161 | 161 | 12 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1378 | | |
| % PM | 0% | 56% | 8% | 1% | 2% | 0% | | | | | | | | 67% | | |
| PM Peak Hour | 12:00 | 16:00 | 16:00 | 19:00 | 13:00 | 12:00 | | | | | | | | 16:00 | | |
| Volume | 1 | 226 | 30 | 3 | 7 | 1 | | | | | | | | 264 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 249 | ↔ | % | 12% | Volume | 254 | ↔ | % | 12% | Volume | 480 | ↔ | % | 23% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 35 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 06:00 | 0 | 81 | 20 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 07:00 | 0 | 126 | 21 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 08:00 | 2 | 140 | 13 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 09:00 | 0 | 108 | 13 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 10:00 | 0 | 108 | 20 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 11:00 | 2 | 106 | 15 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 12:00 PM | 1 | 116 | 12 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 13:00 | 1 | 142 | 18 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 14:00 | 0 | 161 | 26 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 193 |
| 15:00 | 2 | 164 | 30 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 16:00 | 1 | 186 | 24 | 3 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 226 |
| 17:00 | 1 | 159 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 18:00 | 0 | 45 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:00 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 0 | 29 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Totals | 10 | 1772 | 251 | 15 | 85 | 4 | 2 | 3 | | | | | | 2142 |
| % of Totals | 0% | 83% | 12% | 1% | 4% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|----|-----|---------------|-----|---|-----|-------------------------|
| AM Volumes | 4 | 712 | 109 | 7 | 45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 880 |
| % AM | 0% | 33% | 5% | 0% | 2% | 0% | 0% | | | | | | | 41% |
| AM Peak Hour | 08:00 | 08:00 | 07:00 | 09:00 | 11:00 | 08:00 | 09:00 | | | | | | | 08:00 |
| Volume | 2 | 140 | 21 | 2 | 9 | 1 | 1 | | | | | | | 163 |
| PM Volumes | 6 | 1060 | 142 | 8 | 40 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1262 |
| % PM | 0% | 49% | 7% | 0% | 2% | 0% | | 0% | | | | | | 59% |
| PM Peak Hour | 15:00 | 16:00 | 15:00 | 16:00 | 16:00 | 13:00 | 16:00 | | | | | | | 16:00 |
| Volume | 2 | 186 | 30 | 3 | 10 | 2 | | 2 | | | | | | 226 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 317 | ↔ | 15% | Volume | 303 | ↔ | 14% | Volume | 409 | ↔ | 19% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 1113 ↔ 52% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:00 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:00 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 09:00 | 0 | 53 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 80 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 0 | 108 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:00 PM | 1 | 119 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 13:00 | 0 | 124 | 12 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 14:00 | 3 | 113 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 15:00 | 1 | 104 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 16:00 | 1 | 103 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 17:00 | 1 | 73 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 18:00 | 0 | 65 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 19:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 19 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Totals | 7 | 1086 | 111 | 21 | 23 | 1 | 2 | | | | | | | 1251 |
| % of Totals | 1% | 87% | 9% | 2% | 2% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 305 | 38 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | | | |
| % AM | | 24% | 3% | 0% | 1% | | | | | | | | | 28% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 04:00 | | | | | | | | | | 11:00 | | | |
| Volume | | 108 | 12 | 3 | 2 | | | | | | | | | 121 | | | |
| PM Volumes | 7 | 781 | 73 | 16 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 895 | | | |
| % PM | 1% | 62% | 6% | 1% | 1% | 0% | 0% | | | | | | | 72% | | | |
| PM Peak Hour | | 14:00 | 13:00 | 12:00 | 12:00 | 16:00 | 13:00 | 13:00 | | | | | | 13:00 | | | |
| Volume | 3 | 124 | 18 | 3 | 4 | 1 | 1 | | | | | | | 144 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 50 | ↔ | 4% | Volume | 287 | ↔ | 23% | Volume | 201 | ↔ | 16% | Volume | 713 | ↔ | 57% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|----------|-----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 06:00 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 1 | 29 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 08:00 | 0 | 36 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 09:00 | 1 | 64 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 10:00 | 1 | 87 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:00 | 0 | 80 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 12:00 PM | 1 | 91 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 13:00 | 0 | 75 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 14:00 | 0 | 64 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 15:00 | 0 | 76 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 16:00 | 0 | 66 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 17:00 | 0 | 53 | 6 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 18:00 | 1 | 31 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 19:00 | 0 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 29 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 21:00 | 0 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Totals | 6 | 870 | 103 | 7 | 38 | 3 | 1 | | | | | | | 1028 |
| % of Totals | 1% | 85% | 10% | 1% | 4% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 4 | 333 | 43 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | | | |
| % AM | 0% | 32% | 4% | 0% | 1% | | | | | | | | | 38% | | | |
| AM Peak Hour | | 10:00 | 11:00 | 06:00 | 11:00 | | | | | | | | | 10:00 | | | |
| Volume | 1 | 87 | 11 | 1 | 4 | | | | | | | | | 96 | | | |
| PM Volumes | 2 | 537 | 60 | 4 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 634 | | | |
| % PM | 0% | 52% | 6% | 0% | 3% | 0% | 0% | | | | | | | 62% | | | |
| PM Peak Hour | | 12:00 | 12:00 | 12:00 | 17:00 | 13:00 | 12:00 | 14:00 | | | | | | 12:00 | | | |
| Volume | 1 | 91 | 11 | 2 | 4 | 1 | 1 | | | | | | | 107 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 82 | ↔ | 8% | Volume | 194 | ↔ | 19% | Volume | 141 | ↔ | 14% | Volume | 611 | ↔ | 59% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|-----------|----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:00 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 | 0 | 23 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 09:00 | 0 | 47 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 94 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 11:00 | 0 | 114 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 12:00 PM | 0 | 104 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 13:00 | 0 | 122 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 14:00 | 1 | 102 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:00 | 0 | 101 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 16:00 | 0 | 76 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 17:00 | 0 | 67 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:00 | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Totals | 1 | 957 | 91 | 4 | 13 | | | | | | | | | 1066 |
| % of Totals | 0% | 90% | 9% | 0% | 1% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-----|---|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 300 | 25 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | | | |
| % AM | | 28% | 2% | 0% | 1% | | | | | | | | | 31% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 07:00 | 10:00 | | | | | | | | | 11:00 | | | |
| Volume | | 114 | 8 | 1 | 2 | | | | | | | | | 123 | | | |
| PM Volumes | 1 | 657 | 66 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 732 | | | |
| % PM | 0% | 62% | 6% | 0% | 1% | | | | | | | | | 69% | | | |
| PM Peak Hour | | 14:00 | 13:00 | 14:00 | 17:00 | 22:00 | | | | | | | | 13:00 | | | |
| Volume | 1 | 122 | 13 | 1 | 2 | | | | | | | | | 134 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 33 | ↔ | 3% | Volume | 248 | ↔ | 23% | Volume | 158 | ↔ | 15% | Volume | 627 | ↔ | 59% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|------------|-----------|----------|-----------|-----|-----|-----|-----|-----|------|------|------|------|------------|
| 00:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:00 | 0 | 47 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 09:00 | 0 | 59 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 10:00 | 0 | 84 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 11:00 | 0 | 100 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 12:00 PM | 0 | 80 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 13:00 | 0 | 86 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 14:00 | 0 | 78 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 15:00 | 0 | 56 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 16:00 | 0 | 66 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 17:00 | 0 | 53 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 18:00 | 0 | 17 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 19:00 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 795 | 89 | 6 | 20 | | | | | | | | | | 910 |
| % of Totals | 87% | 10% | 1% | 2% | | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|-------|------------------|-----|---|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 315 | 31 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | | | |
| % AM | | 35% | 3% | 0% | 1% | | | | | | | | | 39% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 09:00 | 06:00 | | | | | | | | | 11:00 | | | |
| Volume | | 100 | 14 | 1 | 2 | | | | | | | | | 110 | | | |
| PM Volumes | 0 | 480 | 58 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 555 | | | |
| % PM | | 53% | 6% | 0% | 1% | | | | | | | | | 61% | | | |
| PM Peak Hour | | 13:00 | 15:00 | 13:00 | 16:00 | | | | | | | | | 13:00 | | | |
| Volume | | 86 | 12 | 1 | 4 | | | | | | | | | 96 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 60 | ↔ | 7% | Volume | 185 | ↔ | 20% | Volume | 137 | ↔ | 15% | Volume | 528 | ↔ | 58% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|------------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 21 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 06:00 | 0 | 50 | 14 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 07:00 | 0 | 126 | 19 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 08:00 | 0 | 103 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 09:00 | 0 | 73 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:00 | 0 | 84 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 0 | 134 | 17 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 12:00 PM | 1 | 122 | 20 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 13:00 | 0 | 115 | 40 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 14:00 | 1 | 105 | 25 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 15:00 | 0 | 119 | 28 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 16:00 | 1 | 187 | 39 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 17:00 | 0 | 157 | 35 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 18:00 | 1 | 79 | 19 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 19:00 | 0 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 4 | 1529 | 316 | 17 | 133 | | | | | | | | | 1999 |
| % of Totals | 0% | 76% | 16% | 1% | 7% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-----|---|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 599 | 97 | 4 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 729 | | | |
| % AM | | 30% | 5% | 0% | 1% | | | | | | | | | 36% | | | |
| AM Peak Hour | | 11:00 | 07:00 | 11:00 | 11:00 | | | | | | | | | 11:00 | | | |
| Volume | | 134 | 19 | 2 | 7 | | | | | | | | | 160 | | | |
| PM Volumes | 4 | 930 | 219 | 13 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1270 | | | |
| % PM | 0% | 47% | 11% | 1% | 5% | | | | | | | | | 64% | | | |
| PM Peak Hour | | 12:00 | 16:00 | 13:00 | 14:00 | 16:00 | | | | | | | | 16:00 | | | |
| Volume | 1 | 187 | 40 | 3 | 22 | | | | | | | | | 252 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 271 | ↔ | 14% | Volume | 323 | ↔ | 16% | Volume | 469 | ↔ | 23% | Volume | 936 | ↔ | 47% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 51 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 06:00 | 0 | 64 | 14 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 07:00 | 0 | 124 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 08:00 | 1 | 130 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 09:00 | 0 | 107 | 19 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 10:00 | 0 | 91 | 23 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 11:00 | 0 | 82 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 12:00 PM | 0 | 95 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 13:00 | 1 | 103 | 17 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 127 |
| 14:00 | 0 | 88 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 15:00 | 0 | 88 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 16:00 | 0 | 168 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 17:00 | 1 | 158 | 26 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18:00 | 0 | 72 | 9 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 19:00 | 0 | 21 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 3 | 1487 | 234 | 11 | 60 | 4 | 1 | 1 | | | | | | 1801 |
| % of Totals | 0% | 83% | 13% | 1% | 3% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|--------|---------------|----|---|-------------------------|--------|-----|-------|---|-----|
| AM Volumes | 1 | 657 | 111 | 2 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 807 | | |
| % AM | 0% | 36% | 6% | 0% | 2% | 0% | 0% | | | | | | | 45% | | |
| AM Peak Hour | 08:00 | 08:00 | 10:00 | 08:00 | 06:00 | 06:00 | 10:00 | | | | | | | 08:00 | | |
| Volume | 1 | 130 | 23 | 1 | 7 | 2 | 1 | | | | | | | 155 | | |
| PM Volumes | 2 | 830 | 123 | 9 | 27 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 994 | | |
| % PM | 0% | 46% | 7% | 0% | 1% | 0% | | | 0% | | | | | 55% | | |
| PM Peak Hour | 13:00 | 16:00 | 17:00 | 14:00 | 16:00 | 13:00 | | 13:00 | | | | | | 16:00 | | |
| Volume | 1 | 168 | 26 | 2 | 5 | 1 | | 1 | | | | | | 191 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 301 | ↔ | % | 17% | Volume | 242 | ↔ | % | 13% | Volume | 380 | ↔ | % | 21% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_002e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:00 | 0 | 47 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:00 | 1 | 98 | 26 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 08:00 | 0 | 81 | 24 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 09:00 | 0 | 57 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:00 | 0 | 79 | 17 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 11:00 | 0 | 99 | 23 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 12:00 PM | 1 | 102 | 22 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 13:00 | 0 | 93 | 22 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 14:00 | 0 | 127 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 15:00 | 0 | 144 | 35 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 16:00 | 0 | 213 | 35 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 17:00 | 0 | 197 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 18:00 | 0 | 115 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 19:00 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 2 | 1551 | 296 | 8 | 71 | | | | | | | | | 1928 |
| % of Totals | 0% | 80% | 15% | 0% | 4% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|--------|-----|---------------|-----|--------|-------------------------|---|-----|-----------|
| AM Volumes | 1 | 502 | 131 | 7 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| % AM | 0% | 26% | 7% | 0% | 2% | | | | | | | | | 35% |
| AM Peak Hour | 07:00 | 11:00 | 07:00 | 11:00 | 07:00 | | | | | | | | | 07:00 |
| Volume | 1 | 99 | 26 | 3 | 8 | | | | | | | | | 134 |
| PM Volumes | 1 | 1049 | 165 | 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1250 |
| % PM | 0% | 54% | 9% | 0% | 2% | | | | | | | | | 65% |
| PM Peak Hour | 12:00 | 16:00 | 15:00 | 22:00 | 12:00 | | | | | | | | | 16:00 |
| Volume | 1 | 213 | 35 | 1 | 6 | | | | | | | | | 253 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 247 | ↔ | 13% | Volume | 250 | ↔ | 13% | Volume | 471 | ↔ | 24% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 960 ↔ 50% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

Southgate Rd Bet. Hobson Dr & Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_002w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 1 | 46 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 06:00 | 1 | 65 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 07:00 | 0 | 109 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 08:00 | 0 | 141 | 19 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 09:00 | 0 | 120 | 10 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 10:00 | 0 | 75 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 11:00 | 2 | 77 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 12:00 PM | 1 | 119 | 23 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 13:00 | 2 | 83 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 14:00 | 0 | 105 | 15 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 15:00 | 1 | 98 | 14 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 16:00 | 1 | 166 | 30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 17:00 | 0 | 168 | 17 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 18:00 | 0 | 72 | 12 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:00 | 0 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 15 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 9 | 1521 | 214 | 15 | 56 | 7 | 4 | | | | | | | 1826 |
| % of Totals | 0% | 83% | 12% | 1% | 3% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|---|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 4 | 641 | 87 | 8 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 765 | | | |
| % AM | 0% | 35% | 5% | 0% | 1% | | 0% | | | | | | | 42% | | | |
| AM Peak Hour | 11:00 | 08:00 | 08:00 | 08:00 | 06:00 | | 09:00 | | | | | | | 08:00 | | | |
| Volume | 2 | 141 | 19 | 4 | 5 | | 1 | | | | | | | 169 | | | |
| PM Volumes | 5 | 880 | 127 | 7 | 33 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1061 | | | |
| % PM | 0% | 48% | 7% | 0% | 2% | 0% | 0% | | | | | | | 58% | | | |
| PM Peak Hour | 13:00 | 17:00 | 16:00 | 15:00 | 16:00 | 13:00 | 14:00 | | | | | | | 16:00 | | | |
| Volume | 2 | 168 | 30 | 2 | 7 | 2 | 1 | | | | | | | 205 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 293 | ↔ | 16% | Volume | 249 | ↔ | 14% | Volume | 396 | ↔ | 22% | Volume | 888 | ↔ | 49% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|-----------|-----|----------|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 46 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 01:00 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 02:00 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:00 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:00 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:00 | 0 | 89 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 06:00 | 1 | 213 | 19 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 07:00 | 1 | 398 | 35 | 4 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 448 |
| 08:00 | 0 | 392 | 22 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 423 |
| 09:00 | 0 | 256 | 17 | 11 | 19 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 311 |
| 10:00 | 0 | 282 | 24 | 3 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 318 |
| 11:00 | 0 | 296 | 27 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 12:00 PM | 0 | 406 | 36 | 5 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 |
| 13:00 | 1 | 380 | 36 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 433 |
| 14:00 | 0 | 404 | 45 | 11 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 |
| 15:00 | 0 | 436 | 42 | 5 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 490 |
| 16:00 | 1 | 567 | 54 | 4 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 643 |
| 17:00 | 1 | 588 | 51 | 5 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 657 |
| 18:00 | 1 | 485 | 29 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 |
| 19:00 | 0 | 425 | 30 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |
| 20:00 | 1 | 402 | 28 | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 451 |
| 21:00 | 0 | 334 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 22:00 | 0 | 221 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 23:00 | 1 | 97 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Totals | 8 | 6805 | 546 | 103 | 148 | 15 | | 5 | 6 | | | | | 7636 |
| % of Totals | 0% | 89% | 7% | 1% | 2% | 0% | | 0% | 0% | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|--------|-------|-------|---------------|-----|--------|------|-------------------------|---|-----|
| AM Volumes | 2 | 2060 | 158 | 31 | 54 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 2322 | | |
| % AM | 0% | 27% | 2% | 0% | 1% | 0% | | 0% | 0% | | | | | 30% | | |
| AM Peak Hour | 06:00 | 07:00 | 07:00 | 09:00 | 09:00 | 09:00 | | 07:00 | 09:00 | | | | | 07:00 | | |
| Volume | 1 | 398 | 35 | 11 | 19 | 3 | | 1 | 4 | | | | | 448 | | |
| PM Volumes | 6 | 4745 | 388 | 72 | 94 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 5314 | | |
| % PM | 0% | 62% | 5% | 1% | 1% | 0% | | 0% | 0% | | | | | 70% | | |
| PM Peak Hour | 13:00 | 17:00 | 16:00 | 20:00 | 16:00 | 12:00 | | 16:00 | 15:00 | | | | | 17:00 | | |
| Volume | 1 | 588 | 54 | 16 | 15 | 2 | | 1 | 1 | | | | | 657 | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | |
| All Classes | | Volume | 871 | ↔ | % | 11% | Volume | 896 | ↔ | % | 12% | Volume | 1300 | ↔ | % | 17% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 01:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 59 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 06:00 | 0 | 147 | 19 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 174 |
| 07:00 | 0 | 266 | 23 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 08:00 | 2 | 347 | 32 | 2 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 395 |
| 09:00 | 1 | 270 | 24 | 6 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 313 |
| 10:00 | 0 | 204 | 21 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 11:00 | 0 | 238 | 29 | 2 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 281 |
| 12:00 PM | 0 | 295 | 30 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 13:00 | 0 | 252 | 28 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 14:00 | 0 | 227 | 24 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| 15:00 | 0 | 272 | 25 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 16:00 | 3 | 450 | 47 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| 17:00 | 3 | 606 | 49 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| 18:00 | 1 | 423 | 35 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 |
| 19:00 | 0 | 245 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 20:00 | 0 | 178 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 21:00 | 0 | 136 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 22:00 | 0 | 68 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 23:00 | 0 | 36 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Totals | 10 | 4794 | 447 | 43 | 113 | 2 | 3 | 3 | | | | | | 5415 |
| % of Totals | 0% | 89% | 8% | 1% | 2% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|--------|---------------|-------|---|-------------------------|--------|------|-------|-----|
| AM Volumes | 3 | 1606 | 159 | 17 | 53 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1846 | |
| % AM | 0% | 30% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0 | 0 | 0 | 0 | 34% | |
| AM Peak Hour | 08:00 | 08:00 | 08:00 | 09:00 | 08:00 | 08:00 | | 06:00 | 09:00 | | | | | 08:00 | |
| Volume | 2 | 347 | 32 | 6 | 10 | 1 | | 1 | 3 | | | | | 395 | |
| PM Volumes | 7 | 3188 | 288 | 26 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3569 | |
| % PM | 0% | 59% | 5% | 0% | 1% | | | | | | | | | 66% | |
| PM Peak Hour | 16:00 | 17:00 | 17:00 | 21:00 | 14:00 | | | | | | | | | 17:00 | |
| Volume | 3 | 606 | 49 | 6 | 12 | | | | | | | | | 663 | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | |
| All Classes | | Volume | 693 | ↔ | % | 13% | Volume | 622 | ↔ | % | 11% | Volume | 1172 | ↔ | 22% |
| | | | | | | | | | | | | Volume | 2928 | ↔ | 54% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

13 >=7-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|-----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 56 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 01:00 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 02:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 1 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 04:00 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:00 | 0 | 84 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 06:00 | 1 | 212 | 21 | 3 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 245 |
| 07:00 | 1 | 416 | 34 | 3 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 461 |
| 08:00 | 0 | 449 | 30 | 2 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 489 |
| 09:00 | 1 | 303 | 28 | 8 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 353 |
| 10:00 | 0 | 281 | 30 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 11:00 | 2 | 348 | 29 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 |
| 12:00 PM | 1 | 377 | 34 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 427 |
| 13:00 | 0 | 427 | 42 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 |
| 14:00 | 0 | 438 | 41 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498 |
| 15:00 | 1 | 444 | 44 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 16:00 | 1 | 606 | 50 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 672 |
| 17:00 | 0 | 682 | 59 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 754 |
| 18:00 | 2 | 615 | 48 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 |
| 19:00 | 1 | 442 | 47 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 |
| 20:00 | 0 | 454 | 37 | 9 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 507 |
| 21:00 | 0 | 365 | 28 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 22:00 | 0 | 259 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 |
| 23:00 | 0 | 144 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| Totals | 12 | 7498 | 654 | 97 | 111 | 13 | 2 | 6 | | | | | | 8393 |
| % of Totals | 0% | 89% | 8% | 1% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-------|---------------|------|----|-----|-------------------------|------|---|-----|
| AM Volumes | 6 | 2245 | 195 | 25 | 42 | 8 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 2527 | | | |
| % AM | 0% | 27% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | | | |
| AM Peak Hour | 11:00 | 08:00 | 07:00 | 09:00 | 09:00 | 09:00 | | 07:00 | 06:00 | | | | | 08:00 | | | |
| Volume | 2 | 449 | 34 | 8 | 9 | 3 | | 1 | 1 | | | | | 489 | | | |
| PM Volumes | 6 | 5253 | 459 | 72 | 69 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5866 | | | |
| % PM | 0% | 63% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% | | | |
| PM Peak Hour | 18:00 | 17:00 | 17:00 | 20:00 | 14:00 | 15:00 | | 17:00 | | | | | | 17:00 | | | |
| Volume | 2 | 682 | 59 | 9 | 12 | 2 | | 1 | | | | | | 754 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 950 | ↔ | 11% | Volume | 910 | ↔ | 11% | Volume | 1426 | ↔ | 17% | Volume | 5107 | ↔ | 61% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 52 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 06:00 | 0 | 151 | 16 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 07:00 | 0 | 328 | 24 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 |
| 08:00 | 1 | 354 | 35 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 09:00 | 1 | 308 | 20 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| 10:00 | 0 | 213 | 19 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 11:00 | 0 | 295 | 30 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 12:00 PM | 0 | 296 | 26 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 13:00 | 0 | 258 | 25 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 14:00 | 0 | 262 | 23 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 |
| 15:00 | 1 | 316 | 28 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 16:00 | 2 | 530 | 36 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 584 |
| 17:00 | 3 | 601 | 41 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| 18:00 | 1 | 458 | 26 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 494 |
| 19:00 | 2 | 245 | 13 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 20:00 | 0 | 159 | 6 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 21:00 | 0 | 145 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 22:00 | 0 | 102 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 23:00 | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Totals | 11 | 5194 | 398 | 62 | 114 | | | | | | | | | 5779 |
| % of Totals | 0% | 90% | 7% | 1% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|--------|-----|---------------|-----|--------|-------------------------|---|-----|------------|
| AM Volumes | 2 | 1771 | 158 | 16 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1990 |
| % AM | 0% | 31% | 3% | 0% | 1% | | | | | | | | | 34% |
| AM Peak Hour | 08:00 | 08:00 | 08:00 | 07:00 | 09:00 | | | | | | | | | 08:00 |
| Volume | 1 | 354 | 35 | 4 | 10 | | | | | | | | | 400 |
| PM Volumes | 9 | 3423 | 240 | 46 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3789 |
| % PM | 0% | 59% | 4% | 1% | 1% | | | | | | | | | 66% |
| PM Peak Hour | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | | | | | | | | | 17:00 |
| Volume | 3 | 601 | 41 | 8 | 12 | | | | | | | | | 663 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 762 | ↔ | 13% | Volume | 619 | ↔ | 11% | Volume | 1247 | ↔ | 22% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 3151 ↔ 55% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 56 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 61 |
| 01:00 | 0 | 31 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 02:00 | 0 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 04:00 | 1 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:00 | 0 | 90 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 06:00 | 1 | 227 | 21 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 |
| 07:00 | 3 | 379 | 34 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 425 |
| 08:00 | 3 | 386 | 36 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 433 |
| 09:00 | 0 | 304 | 30 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 342 |
| 10:00 | 0 | 304 | 39 | 8 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 360 |
| 11:00 | 0 | 362 | 46 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| 12:00 PM | 0 | 424 | 39 | 4 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 481 |
| 13:00 | 0 | 435 | 40 | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 496 |
| 14:00 | 1 | 488 | 52 | 8 | 10 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 562 |
| 15:00 | 2 | 519 | 51 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 588 |
| 16:00 | 2 | 567 | 50 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 633 |
| 17:00 | 1 | 576 | 54 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 649 |
| 18:00 | 1 | 508 | 36 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 |
| 19:00 | 0 | 454 | 35 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 497 |
| 20:00 | 0 | 432 | 30 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 474 |
| 21:00 | 1 | 363 | 26 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 |
| 22:00 | 0 | 288 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 |
| 23:00 | 0 | 267 | 28 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 299 |
| Totals | 16 | 7546 | 689 | 84 | 126 | 9 | 3 | 7 | | | | | | 8480 |
| % of Totals | 0% | 89% | 8% | 1% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-------|---------------|------|----|-----|-------------------------|
| AM Volumes | 8 | 2225 | 229 | 22 | 45 | 5 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 2539 |
| % AM | 0% | 26% | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% |
| AM Peak Hour | 07:00 | 08:00 | 11:00 | 10:00 | 11:00 | 10:00 | | 09:00 | | | | | | 08:00 |
| Volume | 3 | 386 | 46 | 8 | 10 | 2 | | 1 | 1 | | | | | 433 |
| PM Volumes | 8 | 5321 | 460 | 62 | 81 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5941 |
| % PM | 0% | 63% | 5% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 70% |
| PM Peak Hour | 15:00 | 17:00 | 17:00 | 13:00 | 12:00 | 13:00 | | 14:00 | 12:00 | | | | | 17:00 |
| Volume | 2 | 576 | 54 | 8 | 12 | 2 | | 2 | 1 | | | | | 649 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 858 | ↔ | 10% | Volume | 977 | ↔ | 12% | Volume | 1282 | ↔ | 15% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 5363 ↔ 63% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 57 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 06:00 | 0 | 146 | 14 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 07:00 | 0 | 258 | 15 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 08:00 | 0 | 284 | 26 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324 |
| 09:00 | 0 | 286 | 20 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| 10:00 | 0 | 272 | 26 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 11:00 | 2 | 295 | 25 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 12:00 PM | 1 | 337 | 27 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 13:00 | 0 | 325 | 19 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 14:00 | 0 | 294 | 22 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 15:00 | 2 | 348 | 28 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| 16:00 | 1 | 445 | 37 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 |
| 17:00 | 4 | 494 | 31 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 |
| 18:00 | 3 | 395 | 24 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 432 |
| 19:00 | 0 | 256 | 11 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 20:00 | 0 | 198 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 21:00 | 0 | 149 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 22:00 | 0 | 104 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 23:00 | 0 | 59 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Totals | 13 | 5063 | 362 | 32 | 117 | | | | | | | | | 5587 |
| % of Totals | 0% | 91% | 6% | 1% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-----|--------|---------------|---|---|-------------------------|--------|------|-------|---|-----|
| AM Volumes | 2 | 1659 | 138 | 11 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1871 | | |
| % AM | 0% | 30% | 2% | 0% | 1% | | | | | | | | | 33% | | |
| AM Peak Hour | 11:00 | 11:00 | 08:00 | 06:00 | 09:00 | | | | | | | | | 11:00 | | |
| Volume | 2 | 295 | 26 | 3 | 15 | | | | | | | | | 326 | | |
| PM Volumes | 11 | 3404 | 224 | 21 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3716 | | |
| % PM | 0% | 61% | 4% | 0% | 1% | | | | | | | | | 67% | | |
| PM Peak Hour | 17:00 | 17:00 | 16:00 | 13:00 | 15:00 | | | | | | | | | 17:00 | | |
| Volume | 4 | 494 | 37 | 3 | 9 | | | | | | | | | 535 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 612 | ↔ | % | 11% | Volume | 725 | ↔ | % | 13% | Volume | 1023 | ↔ | % | 18% |
| | | | | | | | | | | | | | | | | |
| | | Volume | 3227 | ↔ | % | 58% | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|-----------|----------|-----------|----------|-----------|----------|------|------|------|-------------|
| 00:00 AM | 0 | 150 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 01:00 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 02:00 | 0 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 03:00 | 0 | 42 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 47 |
| 04:00 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 0 | 30 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 06:00 | 3 | 85 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:00 | 0 | 130 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 08:00 | 0 | 207 | 17 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 09:00 | 0 | 288 | 18 | 3 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 317 |
| 10:00 | 5 | 439 | 31 | 4 | 3 | 0 | 12 | 0 | 1 | 5 | 0 | 0 | 0 | 500 |
| 11:00 | 3 | 460 | 35 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| 12:00 PM | 4 | 504 | 43 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 555 |
| 13:00 | 0 | 528 | 37 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 573 |
| 14:00 | 1 | 568 | 39 | 3 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 619 |
| 15:00 | 0 | 563 | 44 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 614 |
| 16:00 | 2 | 485 | 34 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527 |
| 17:00 | 0 | 547 | 48 | 7 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 610 |
| 18:00 | 1 | 502 | 39 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 551 |
| 19:00 | 0 | 447 | 29 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| 20:00 | 1 | 424 | 27 | 8 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 464 |
| 21:00 | 0 | 359 | 34 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 401 |
| 22:00 | 1 | 279 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 23:00 | 0 | 514 | 38 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 560 |
| Totals | 21 | 7733 | 571 | 53 | 66 | 3 | 14 | 2 | 11 | 6 | | | | 8480 |
| % of Totals | 0% | 91% | 7% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-------|---------------|------|---|---|-------------------------|
| AM Volumes | 11 | 2013 | 143 | 16 | 20 | 2 | 12 | 1 | 3 | 5 | 0 | 0 | 0 | 2226 |
| % AM | 0% | 24% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | 26% |
| AM Peak Hour | 10:00 | 11:00 | 11:00 | 07:00 | 09:00 | 08:00 | 10:00 | 09:00 | 03:00 | 10:00 | | | | 11:00 |
| Volume | 5 | 460 | 35 | 4 | 5 | 1 | 12 | 1 | 1 | 5 | | | | 503 |
| PM Volumes | 10 | 5720 | 428 | 37 | 46 | 1 | 2 | 1 | 8 | 1 | 0 | 0 | 0 | 6254 |
| % PM | 0% | 67% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | | | | 74% |
| PM Peak Hour | 12:00 | 14:00 | 17:00 | 20:00 | 13:00 | 15:00 | 23:00 | 20:00 | 23:00 | 14:00 | | | | 14:00 |
| Volume | 4 | 568 | 48 | 8 | 7 | 1 | 2 | 1 | 4 | 1 | | | | 619 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 376 | ↔ | % | Volume | 1128 | ↔ | % | Volume | 1137 | ↔ | % | Volume |
| | | | | | 4% | | | | 13% | | | | | 5839 ↔ 69% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 69 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 01:00 | 0 | 39 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 02:00 | 0 | 24 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 06:00 | 0 | 38 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 | 0 | 76 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 08:00 | 0 | 125 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 09:00 | 0 | 198 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 10:00 | 0 | 262 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 11:00 | 1 | 318 | 15 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 12:00 PM | 0 | 335 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 13:00 | 1 | 310 | 14 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 14:00 | 1 | 330 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| 15:00 | 0 | 308 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| 16:00 | 1 | 289 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| 17:00 | 0 | 316 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 18:00 | 0 | 291 | 15 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 19:00 | 0 | 199 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 20:00 | 0 | 174 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 21:00 | 0 | 146 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 22:00 | 0 | 122 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 23:00 | 0 | 83 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Totals | 4 | 4097 | 185 | 30 | 64 | | | | | | | | | 4380 |
| % of Totals | 0% | 94% | 4% | 1% | 1% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|----|-------|---|---|---|---|---|---|---|---|-------|
| AM Volumes | 1 | 1194 | 53 | 11 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1287 |
| % AM | 0% | 27% | 1% | 0% | 1% | | | | | | | | | 29% |
| AM Peak Hour | 11:00 | 11:00 | 11:00 | | 11:00 | | | | | | | | | 11:00 |
| Volume | 1 | 318 | 15 | 2 | 11 | | | | | | | | | 347 |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|---|---|---|---|---|---|---|---|-------|
| PM Volumes | 3 | 2903 | 132 | 19 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3093 |
| % PM | 0% | 66% | 3% | 0% | 1% | | | | | | | | | 71% |
| PM Peak Hour | 13:00 | 12:00 | 17:00 | 13:00 | 13:00 | | | | | | | | | 12:00 |
| Volume | 1 | 335 | 18 | 3 | 6 | | | | | | | | | 356 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|--|--------|---|----|-----------|---|-----|--------|---|-----|------------------|---|-----|
| All Classes | | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % |
| | | 219 | ↔ | 5% | 690 | ↔ | 16% | 649 | ↔ | 15% | 2822 | ↔ | 64% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

13 >=7-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 1 | 278 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 01:00 | 0 | 78 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 02:00 | 0 | 56 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 03:00 | 0 | 41 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 04:00 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 05:00 | 1 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 06:00 | 0 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 07:00 | 0 | 71 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 08:00 | 0 | 139 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 09:00 | 0 | 213 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 10:00 | 0 | 331 | 34 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 |
| 11:00 | 1 | 398 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| 12:00 PM | 0 | 512 | 53 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 |
| 13:00 | 0 | 476 | 44 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 |
| 14:00 | 0 | 525 | 48 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 585 |
| 15:00 | 0 | 485 | 53 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 549 |
| 16:00 | 0 | 495 | 43 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 546 |
| 17:00 | 1 | 492 | 44 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 543 |
| 18:00 | 1 | 440 | 30 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 |
| 19:00 | 0 | 267 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| 20:00 | 0 | 211 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| 21:00 | 1 | 156 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 22:00 | 0 | 110 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 23:00 | 0 | 67 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Totals | 6 | 5946 | 532 | 58 | 39 | 2 | | | | | | | | 6583 |
| % of Totals | 0% | 90% | 8% | 1% | 1% | 0% | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-------|---|-----|---------------|------|---|-----|-------------------------|------|---|-----|
| AM Volumes | 3 | 1710 | 160 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1893 | | | |
| % AM | 0% | 26% | 2% | 0% | 0% | 0% | | | | | | | | 29% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 08:00 | 09:00 | 10:00 | | | | | | | | 11:00 | | | |
| Volume | 1 | 398 | 34 | 4 | 2 | 1 | | | | | | | | 435 | | | |
| PM Volumes | 3 | 4236 | 372 | 42 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4690 | | | |
| % PM | 0% | 64% | 6% | 1% | 1% | 0% | | | | | | | | 71% | | | |
| PM Peak Hour | | 17:00 | 14:00 | 12:00 | 13:00 | 14:00 | 20:00 | | | | | | | 14:00 | | | |
| Volume | 1 | 525 | 53 | 7 | 8 | 1 | | | | | | | | 585 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 242 | ↔ | 4% | Volume | 1100 | ↔ | 17% | Volume | 1089 | ↔ | 17% | Volume | 4152 | ↔ | 63% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|-----------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 64 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 01:00 | 0 | 42 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 02:00 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:00 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 04:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 06:00 | 0 | 38 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 07:00 | 0 | 37 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 08:00 | 1 | 85 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 09:00 | 2 | 145 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 10:00 | 0 | 231 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 11:00 | 2 | 324 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 12:00 PM | 1 | 340 | 9 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 361 |
| 13:00 | 0 | 330 | 8 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 |
| 14:00 | 1 | 315 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 15:00 | 0 | 297 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| 16:00 | 0 | 306 | 5 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 17:00 | 0 | 245 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 18:00 | 0 | 206 | 8 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| 19:00 | 0 | 137 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 20:00 | 0 | 111 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 21:00 | 0 | 106 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 22:00 | 0 | 71 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 23:00 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| Totals | 7 | 3536 | 85 | 33 | 57 | | | | | | | | | 3718 |
| % of Totals | 0% | 95% | 2% | 1% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|------------|----|------|----|----|----|---|---|---|---|---|---|---|---|------|
| AM Volumes | 5 | 1045 | 24 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1108 |
| % AM | 0% | 28% | 1% | 0% | 0% | | | | | | | | | 30% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|---|--|--|--|--|--|--|--|--|-------|
| AM Peak Hour | 09:00 | 11:00 | 11:00 | 09:00 | | | | | | | | | | 11:00 |
| Volume | 2 | 324 | 8 | 4 | 3 | | | | | | | | | 338 |

| | | | | | | | | | | | | | | |
|------------|----|------|----|----|----|---|---|---|---|---|---|---|---|------|
| PM Volumes | 2 | 2491 | 61 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2610 |
| % PM | 0% | 67% | 2% | 0% | 1% | | | | | | | | | 70% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|-------|
| PM Peak Hour | 12:00 | 12:00 | 12:00 | 14:00 | 12:00 | | | | | | | | | 12:00 |
| Volume | 1 | 340 | 9 | 3 | 9 | | | | | | | | | 361 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|--|--------|---|----|-----------|---|-----|--------|---|-----|------------------|---|-----|
| All Classes | | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % |
| | | 134 | ↔ | 4% | 707 | ↔ | 19% | 572 | ↔ | 15% | 2305 | ↔ | 62% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 01:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:00 | 0 | 26 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:00 | 0 | 81 | 13 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 100 |
| 06:00 | 1 | 197 | 14 | 2 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 222 |
| 07:00 | 0 | 395 | 40 | 5 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 448 |
| 08:00 | 0 | 374 | 40 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 422 |
| 09:00 | 0 | 282 | 37 | 6 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 333 |
| 10:00 | 0 | 238 | 37 | 7 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 292 |
| 11:00 | 1 | 279 | 35 | 4 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 327 |
| 12:00 PM | 0 | 355 | 49 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 13:00 | 0 | 365 | 65 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |
| 14:00 | 0 | 373 | 49 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 |
| 15:00 | 0 | 393 | 35 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 |
| 16:00 | 1 | 535 | 56 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 611 |
| 17:00 | 0 | 544 | 62 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 613 |
| 18:00 | 0 | 550 | 50 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 614 |
| 19:00 | 1 | 438 | 39 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 490 |
| 20:00 | 0 | 310 | 22 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 21:00 | 0 | 290 | 21 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 22:00 | 0 | 152 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 23:00 | 0 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Totals | 4 | 6335 | 687 | 88 | 98 | 12 | 2 | 8 | | | | | | 7234 |
| % of Totals | 0% | 88% | 9% | 1% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-------|---------------|------|----|-----|-------------------------|------|---|-----|
| AM Volumes | 2 | 1955 | 223 | 31 | 32 | 9 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 2262 | | | |
| % AM | 0% | 27% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 31% | | | |
| AM Peak Hour | 06:00 | 07:00 | 07:00 | 10:00 | 10:00 | 09:00 | | 09:00 | 07:00 | | | | | 07:00 | | | |
| Volume | 1 | 395 | 40 | 7 | 8 | 4 | | 1 | 3 | | | | | 448 | | | |
| PM Volumes | 2 | 4380 | 464 | 57 | 66 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4972 | | | |
| % PM | 0% | 61% | 6% | 1% | 1% | 0% | | | | | | | | 69% | | | |
| PM Peak Hour | 16:00 | 18:00 | 13:00 | 13:00 | 13:00 | 14:00 | | | | | | | | 18:00 | | | |
| Volume | 1 | 550 | 65 | 8 | 16 | 2 | | | | | | | | 614 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 870 | ↔ | 12% | Volume | 863 | ↔ | 12% | Volume | 1224 | ↔ | 17% | Volume | 4277 | ↔ | 59% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 01:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 69 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 06:00 | 0 | 149 | 15 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 07:00 | 0 | 278 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 08:00 | 2 | 352 | 24 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 09:00 | 0 | 261 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 10:00 | 0 | 208 | 16 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 11:00 | 0 | 244 | 17 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 12:00 PM | 0 | 257 | 20 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 13:00 | 0 | 223 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 14:00 | 0 | 218 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 15:00 | 0 | 263 | 21 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 16:00 | 1 | 393 | 30 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| 17:00 | 6 | 522 | 33 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 |
| 18:00 | 1 | 337 | 15 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 19:00 | 0 | 230 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 20:00 | 0 | 152 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 21:00 | 0 | 114 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 22:00 | 0 | 68 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 23:00 | 0 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Totals | 10 | 4422 | 279 | 39 | 88 | | | | | | | | | 4838 |
| % of Totals | 0% | 91% | 6% | 1% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|------------|----|------|-----|----|----|---|---|---|---|---|---|---|---|------|
| AM Volumes | 2 | 1609 | 110 | 18 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1774 |
| % AM | 0% | 33% | 2% | 0% | 1% | | | | | | | | | 37% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|-------|
| AM Peak Hour | 08:00 | 08:00 | 08:00 | 09:00 | 06:00 | | | | | | | | | 08:00 |
| Volume | 2 | 352 | 24 | 4 | 10 | | | | | | | | | 387 |

| | | | | | | | | | | | | | | |
|------------|----|------|-----|----|----|---|---|---|---|---|---|---|---|------|
| PM Volumes | 8 | 2813 | 169 | 21 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3064 |
| % PM | 0% | 58% | 3% | 0% | 1% | | | | | | | | | 63% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|-------|
| PM Peak Hour | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | | | | | | | | | 17:00 |
| Volume | 6 | 522 | 33 | 4 | 15 | | | | | | | | | 578 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|--|--------|---|-----|-----------|---|-----|--------|---|-----|------------------|---|-----|
| All Classes | | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % |
| | | 686 | | 14% | 525 | | 11% | 1013 | | 21% | 2614 | | 54% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_003n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|------------|------------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 57 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 01:00 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:00 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:00 | 0 | 82 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 06:00 | 0 | 209 | 20 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 07:00 | 2 | 374 | 33 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 08:00 | 1 | 356 | 38 | 9 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| 09:00 | 0 | 273 | 36 | 5 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 326 |
| 10:00 | 0 | 264 | 39 | 7 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 320 |
| 11:00 | 0 | 311 | 40 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 12:00 PM | 1 | 380 | 59 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 13:00 | 2 | 379 | 52 | 9 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 452 |
| 14:00 | 0 | 371 | 45 | 3 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 15:00 | 0 | 444 | 46 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 501 |
| 16:00 | 0 | 522 | 51 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 586 |
| 17:00 | 0 | 525 | 53 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 588 |
| 18:00 | 0 | 484 | 47 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 |
| 19:00 | 0 | 445 | 31 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 |
| 20:00 | 2 | 401 | 37 | 6 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 453 |
| 21:00 | 0 | 353 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| 22:00 | 0 | 220 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 23:00 | 0 | 104 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Totals | 8 | 6628 | 701 | 106 | 116 | 8 | 4 | | | | | | | 7571 |
| % of Totals | 0% | 88% | 9% | 1% | 2% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-----|---------------|------|---|-----|-------------------------|
| AM Volumes | 3 | 2000 | 225 | 45 | 51 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2329 |
| % AM | 0% | 26% | 3% | 1% | 1% | 0% | | 0% | | | | | | 31% |
| AM Peak Hour | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 08:00 | | 09:00 | | | | | | 07:00 |
| Volume | 2 | 374 | 40 | 9 | 11 | 1 | | 1 | | | | | | 420 |
| PM Volumes | 5 | 4628 | 476 | 61 | 65 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5242 |
| % PM | 0% | 61% | 6% | 1% | 1% | 0% | | 0% | | | | | | 69% |
| PM Peak Hour | 13:00 | 17:00 | 12:00 | 13:00 | 14:00 | 14:00 | | 13:00 | | | | | | 17:00 |
| Volume | 2 | 525 | 59 | 9 | 13 | 2 | | 1 | | | | | | 588 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 836 | ↔ | 11% | Volume | 907 | ↔ | 12% | Volume | 1174 | ↔ | 16% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 4654 ↔ 61% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

S Joyce St S/O Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_003s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----------|-------------|------------|-----------|------------|----------|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 01:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:00 | 0 | 57 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 06:00 | 0 | 153 | 14 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 07:00 | 0 | 295 | 26 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| 08:00 | 2 | 321 | 23 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 09:00 | 0 | 259 | 19 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| 10:00 | 0 | 201 | 17 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| 11:00 | 0 | 285 | 25 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 12:00 PM | 0 | 280 | 21 | 6 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 13:00 | 1 | 240 | 17 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 14:00 | 1 | 251 | 20 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 15:00 | 0 | 282 | 25 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 16:00 | 2 | 428 | 36 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 485 |
| 17:00 | 2 | 607 | 43 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 |
| 18:00 | 2 | 402 | 33 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 |
| 19:00 | 1 | 268 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 20:00 | 0 | 165 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 21:00 | 0 | 128 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 22:00 | 0 | 84 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 23:00 | 0 | 62 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Totals | 11 | 4841 | 363 | 54 | 103 | 5 | | | | | | | | 5377 |
| % of Totals | 0% | 90% | 7% | 1% | 2% | 0% | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|--------|---------------|---|---|-------------------------|--------|------|-------|---|-----|
| AM Volumes | 2 | 1644 | 130 | 24 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1837 | | |
| % AM | 0% | 31% | 2% | 0% | 1% | 0% | | | | | | | | 34% | | |
| AM Peak Hour | 08:00 | 08:00 | 07:00 | 06:00 | 09:00 | 10:00 | | | | | | | | 08:00 | | |
| Volume | 2 | 321 | 26 | 6 | 9 | 1 | | | | | | | | 356 | | |
| PM Volumes | 9 | 3197 | 233 | 30 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3540 | | |
| % PM | 0% | 59% | 4% | 1% | 1% | 0% | | | | | | | | 66% | | |
| PM Peak Hour | 16:00 | 17:00 | 17:00 | 12:00 | 16:00 | 17:00 | | | | | | | | 17:00 | | |
| Volume | 2 | 607 | 43 | 6 | 19 | 2 | | | | | | | | 660 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 687 | ↔ | % | 13% | Volume | 583 | ↔ | % | 11% | Volume | 1145 | ↔ | % | 21% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| 00:00 AM | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 06:00 | 0 | 34 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:00 | 0 | 88 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 97 |
| 08:00 | 0 | 119 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 125 |
| 09:00 | 0 | 90 | 8 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 105 |
| 10:00 | 0 | 92 | 8 | 0 | 5 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 111 |
| 11:00 | 0 | 89 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 12:00 PM | 1 | 122 | 13 | 2 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 146 |
| 13:00 | 0 | 139 | 13 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 14:00 | 0 | 144 | 17 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 15:00 | 0 | 162 | 21 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 16:00 | 0 | 146 | 12 | 1 | 2 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 166 |
| 17:00 | 0 | 139 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 18:00 | 0 | 178 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 19:00 | 0 | 158 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 20:00 | 0 | 135 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 146 |
| 21:00 | 0 | 120 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 22:00 | 0 | 72 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 23:00 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Totals | 1 | 2093 | 166 | 9 | 26 | 16 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 2328 |
| % of Totals | 0% | 90% | 7% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-------|-------|-------|---------------|-------|----|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 556 | 43 | 1 | 11 | 7 | 2 | 3 | 1 | 3 | 0 | 0 | 0 | 627 | | | |
| % AM | | 24% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% | | | |
| AM Peak Hour | | 08:00 | 11:00 | 06:00 | 10:00 | 10:00 | 06:00 | 08:00 | 09:00 | 10:00 | | | | 08:00 | | | |
| Volume | | 119 | 10 | 1 | 5 | 3 | 2 | 1 | 1 | 2 | | | | 125 | | | |
| PM Volumes | 1 | 1537 | 123 | 8 | 15 | 9 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 1701 | | | |
| % PM | 0% | 66% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 73% | | | |
| PM Peak Hour | | 12:00 | 18:00 | 15:00 | 14:00 | 13:00 | 12:00 | 13:00 | 16:00 | 12:00 | 16:00 | | | 15:00 | | | |
| Volume | 1 | 178 | 21 | 3 | 6 | 3 | 2 | 1 | 1 | 1 | | | | 185 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 222 | ↔ | 10% | Volume | 306 | ↔ | 13% | Volume | 323 | ↔ | 14% | Volume | 1477 | ↔ | 63% |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|---------------|---|---|-----------|------------------|---|---|-----------|---------------|---|---|-----------|-------------------------|---------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | Volume | 0 | ↔ | % #VALUE! | Volume | 0 | ↔ | % #VALUE! | Volume | 0 | ↔ | % #VALUE! | Volume | #VALUE! ↔ % #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-------------|------------|-----------|-----------|----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 06:00 | 0 | 48 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 07:00 | 0 | 93 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 100 |
| 08:00 | 0 | 128 | 8 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 145 |
| 09:00 | 0 | 101 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 0 | 84 | 10 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:00 | 0 | 105 | 12 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 12:00 PM | 0 | 130 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 13:00 | 0 | 138 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 14:00 | 0 | 193 | 18 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 15:00 | 0 | 158 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 173 |
| 16:00 | 0 | 149 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 17:00 | 0 | 170 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 18:00 | 0 | 187 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 19:00 | 0 | 149 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 20:00 | 0 | 182 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 192 |
| 21:00 | 0 | 118 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 22:00 | 0 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 69 |
| 23:00 | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Totals | 2300 | 178 | 12 | 17 | 9 | 6 | 3 | 6 | | | | | | 2531 |
| % of Totals | 91% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|-------|------------------|-------|-------|-------|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 612 | 46 | 4 | 9 | 6 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 689 | | | |
| % AM | | 24% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | 27% | | | |
| AM Peak Hour | | 08:00 | 11:00 | | 11:00 | 08:00 | 08:00 | 07:00 | 07:00 | | | | | 08:00 | | | |
| Volume | | 128 | 12 | 1 | 3 | 2 | 3 | 1 | 1 | | | | | 145 | | | |
| PM Volumes | 0 | 1688 | 132 | 8 | 8 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1842 | | | |
| % PM | | 67% | 5% | 0% | 0% | 0% | | | 0% | | | | | 73% | | | |
| PM Peak Hour | | 14:00 | 17:00 | 18:00 | 14:00 | 12:00 | | 15:00 | | | | | | 14:00 | | | |
| Volume | | 193 | 20 | 4 | 3 | 1 | | 1 | | | | | | 216 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 245 | ↔ | 10% | Volume | 303 | ↔ | 12% | Volume | 349 | ↔ | 14% | Volume | 1634 | ↔ | 65% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|---------------|---|---|-----------|------------------|---|---|-----------|---------------|---|---|-----------|-------------------------|---------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| All Classes | Volume | 0 | ↔ | % #VALUE! | Volume | 0 | ↔ | % #VALUE! | Volume | 0 | ↔ | % #VALUE! | Volume | #VALUE! ↔ % #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-------------|------------|-----------|-----------|----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 01:00 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 06:00 | 0 | 36 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 | 0 | 94 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 08:00 | 0 | 98 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 09:00 | 0 | 82 | 9 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 0 | 109 | 23 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 139 |
| 11:00 | 0 | 125 | 13 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 12:00 PM | 0 | 161 | 22 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 13:00 | 0 | 173 | 17 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 14:00 | 0 | 197 | 22 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 225 |
| 15:00 | 0 | 214 | 19 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 239 |
| 16:00 | 0 | 195 | 18 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 17:00 | 0 | 183 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| 18:00 | 0 | 211 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 19:00 | 0 | 165 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 20:00 | 0 | 174 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 21:00 | 0 | 144 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 22:00 | 0 | 106 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 115 |
| 23:00 | 0 | 109 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 114 |
| Totals | 2635 | 226 | 23 | 40 | 6 | 5 | 7 | | | | | | | 2942 |
| % of Totals | 90% | 8% | 1% | 1% | 0% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|-------|------------------|-------|---|-------|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 603 | 68 | 12 | 16 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 707 | | | |
| % AM | | 20% | 2% | 0% | 1% | 0% | 0% | | 0% | | | | | 24% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 07:00 | 06:00 | 09:00 | 09:00 | | | | | | | 11:00 | | | |
| Volume | | 125 | 23 | 3 | 4 | 1 | 3 | | 1 | | | | | 144 | | | |
| PM Volumes | 0 | 2032 | 158 | 11 | 24 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 2235 | | | |
| % PM | | 69% | 5% | 0% | 1% | 0% | 0% | | 0% | | | | | 76% | | | |
| PM Peak Hour | | 15:00 | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | | 14:00 | | | | | 15:00 | | | |
| Volume | | 214 | 22 | 2 | 5 | 2 | 2 | | 1 | | | | | 239 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 214 | ↔ | 7% | Volume | 391 | ↔ | 13% | Volume | 414 | ↔ | 14% | Volume | 1923 | ↔ | 65% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------------------|---|---------------|---|---------|------------------|---|---|---------------|---------|--------|-------------------------|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
| | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|----------|-----------|-----|-----|-----|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 01:00 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 02:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:00 | 0 | 59 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 09:00 | 0 | 80 | 3 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 |
| 10:00 | 0 | 151 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 11:00 | 0 | 176 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 12:00 PM | 0 | 175 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 13:00 | 0 | 172 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 14:00 | 1 | 204 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 15:00 | 0 | 203 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 16:00 | 0 | 196 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 17:00 | 0 | 191 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 199 |
| 18:00 | 0 | 181 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 193 |
| 19:00 | 0 | 150 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 20:00 | 0 | 160 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 165 |
| 21:00 | 0 | 127 | 8 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 138 |
| 22:00 | 0 | 100 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 23:00 | 0 | 92 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 |
| Totals | 1 | 2595 | 123 | 7 | 23 | | | | 7 | | | | | 2756 |
| % of Totals | 0% | 94% | 4% | 0% | 1% | | | | 0% | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-----|---|-------|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 644 | 30 | 4 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 690 | | | |
| % AM | | 23% | 1% | 0% | 0% | | | | 0% | | | | | 25% | | | |
| AM Peak Hour | | 11:00 | 11:00 | 07:00 | 08:00 | | | | 09:00 | | | | | 11:00 | | | |
| Volume | | 176 | 9 | 1 | 3 | | | | 1 | | | | | 189 | | | |
| PM Volumes | 1 | 1951 | 93 | 3 | 12 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2066 | | | |
| % PM | 0% | 71% | 3% | 0% | 0% | | | | 0% | | | | | 75% | | | |
| PM Peak Hour | | 14:00 | 14:00 | 12:00 | 15:00 | 15:00 | | | 18:00 | | | | | 14:00 | | | |
| Volume | 1 | 204 | 16 | 1 | 2 | | | | 2 | | | | | 220 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 101 | ↔ | 4% | Volume | 377 | ↔ | 14% | Volume | 406 | ↔ | 15% | Volume | 1872 | ↔ | 68% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: VA19 11095 004w

West Bound

| | | | | | | | | | | | | | | |
|---|---|---------------|---|---------|------------------|---|---------|---------------|---|---------|-------------------------|---|---------|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| | | Volume | % | | Volume | % | | Volume | % | | Volume | % | | |
| | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | #VALUE! | ↔ | #VALUE! | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-------------|-----------|----------|----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 45 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 01:00 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 02:00 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 03:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:00 | 0 | 37 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 09:00 | 0 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 10:00 | 0 | 111 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 11:00 | 0 | 146 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 12:00 PM | 0 | 171 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 13:00 | 0 | 185 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 14:00 | 0 | 185 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 15:00 | 0 | 176 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 16:00 | 0 | 182 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 17:00 | 0 | 177 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 18:00 | 0 | 167 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 19:00 | 0 | 100 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 20:00 | 0 | 81 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 21:00 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 22:00 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 23:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Totals | | 2026 | 87 | 7 | 7 | | | | | | | | | 2127 |
| % of Totals | | 95% | 4% | 0% | 0% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|------------|---|-----|----|----|----|---|---|---|---|---|---|---|---|-----|
| AM Volumes | 0 | 514 | 30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 |
| % AM | | 24% | 1% | 0% | 0% | | | | | | | | | 26% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|---|--|--|--|--|--|--|--|--|--|-------|
| AM Peak Hour | 11:00 | 11:00 | 04:00 | | | | | | | | | | | 11:00 |
| Volume | 146 | 12 | 1 | 1 | | | | | | | | | | 158 |

| | | | | | | | | | | | | | | |
|------------|---|------|----|----|----|---|---|---|---|---|---|---|---|------|
| PM Volumes | 0 | 1512 | 57 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1579 |
| % PM | | 71% | 3% | 0% | 0% | | | | | | | | | 74% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|--|-------|
| PM Peak Hour | 13:00 | 17:00 | 13:00 | 15:00 | | | | | | | | | | 13:00 |
| Volume | 185 | 9 | 2 | 2 | | | | | | | | | | 194 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|--|--------|---|----|-----------|---|-----|--------|---|-----|------------------|---|-----|
| All Classes | | Volume | | % | Volume | | % | Volume | | % | Volume | | % |
| | | 54 | ↔ | 3% | 372 | ↔ | 17% | 375 | ↔ | 18% | 1326 | ↔ | 62% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------------------|---|---------------|---|---------|------------------|---|---|---------------|---------|--------|-------------------------|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
| | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 | 0 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 06:00 | 0 | 52 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 59 |
| 07:00 | 0 | 95 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 105 |
| 08:00 | 0 | 108 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 09:00 | 0 | 102 | 11 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 118 |
| 10:00 | 0 | 75 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 11:00 | 1 | 95 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 12:00 PM | 0 | 120 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 13:00 | 0 | 131 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 14:00 | 0 | 160 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 15:00 | 0 | 145 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 16:00 | 0 | 192 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 17:00 | 0 | 169 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 184 |
| 18:00 | 0 | 163 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 19:00 | 0 | 164 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 20:00 | 0 | 124 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 21:00 | 0 | 93 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 22:00 | 0 | 56 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 23:00 | 0 | 29 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Totals | 1 | 2121 | 145 | 6 | 19 | 7 | 2 | 4 | | | | | | 2305 |
| % of Totals | 0% | 92% | 6% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-------|---------------|-----|----|-----|-------------------------|------|---|-----|
| AM Volumes | 1 | 575 | 53 | 3 | 9 | 5 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 651 | | | |
| % AM | 0% | 25% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | | | |
| AM Peak Hour | 11:00 | 08:00 | 11:00 | 04:00 | 07:00 | 09:00 | | 09:00 | 06:00 | | | | | 09:00 | | | |
| Volume | 1 | 108 | 14 | 1 | 2 | 3 | | 1 | 2 | | | | | 118 | | | |
| PM Volumes | 0 | 1546 | 92 | 3 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1654 | | | |
| % PM | | 67% | 4% | 0% | 0% | 0% | | 0% | | | | | | 72% | | | |
| PM Peak Hour | | 16:00 | 17:00 | 16:00 | 18:00 | 14:00 | | 17:00 | | | | | | 16:00 | | | |
| Volume | | 192 | 14 | 2 | 2 | 1 | | 1 | | | | | | 203 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 219 | ↔ | 10% | Volume | 271 | ↔ | 12% | Volume | 387 | ↔ | 17% | Volume | 1428 | ↔ | 62% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|-----------|--------|---|---------|--------|---|------------------|---|---|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | % | NOON 12-2 | Volume | % | PM 4-6 | Volume | % | Off Peak Volumes | | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_004e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 36 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:00 | 0 | 75 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 08:00 | 0 | 107 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 09:00 | 0 | 90 | 10 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 10:00 | 0 | 70 | 13 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 11:00 | 0 | 89 | 12 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 12:00 PM | 0 | 130 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 13:00 | 0 | 125 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 14:00 | 0 | 153 | 22 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 15:00 | 1 | 170 | 16 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 16:00 | 0 | 142 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 17:00 | 0 | 140 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 18:00 | 0 | 210 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 19:00 | 0 | 151 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 20:00 | 0 | 161 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 21:00 | 0 | 117 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 22:00 | 0 | 73 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 23:00 | 0 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Totals | 1 | 2119 | 184 | 11 | 31 | 6 | 4 | | | | | | | 2356 |
| % of Totals | 0% | 90% | 8% | 0% | 1% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 508 | 53 | 2 | 12 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 582 | | | |
| % AM | | 22% | 2% | 0% | 1% | 0% | 0% | | | | | | | 25% | | | |
| AM Peak Hour | | 08:00 | 10:00 | 06:00 | 10:00 | 09:00 | 09:00 | | | | | | | 08:00 | | | |
| Volume | | 107 | 13 | 1 | 4 | 3 | 1 | | | | | | | 114 | | | |
| PM Volumes | 1 | 1611 | 131 | 9 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1774 | | | |
| % PM | 0% | 68% | 6% | 0% | 1% | 0% | 0% | | | | | | | 75% | | | |
| PM Peak Hour | | 15:00 | 18:00 | 14:00 | 13:00 | 12:00 | 14:00 | 20:00 | | | | | | 18:00 | | | |
| Volume | 1 | 210 | 22 | 2 | 4 | 1 | 1 | | | | | | | 227 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 195 | ↔ | 8% | Volume | 289 | ↔ | 12% | Volume | 314 | ↔ | 13% | Volume | 1558 | ↔ | 66% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

EB Columbia Pike Ramp Onto SB Washington Blvd

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_004w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------------------|---|---------------|---|---------|------------------|---|---|---------------|---------|--------|-------------------------|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
| | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|-----------|--------|---|---------|--------|---|------------------|---------|---|---------|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | % | NOON 12-2 | Volume | % | PM 4-6 | Volume | % | Off Peak Volumes | Volume | % | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | #VALUE! | ↔ | #VALUE! | |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:00 | 1 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 06:00 | 1 | 89 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 07:00 | 0 | 94 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:00 | 0 | 69 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:00 | 0 | 35 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:00 | 0 | 46 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:00 | 0 | 52 | 7 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 12:00 PM | 0 | 66 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 13:00 | 0 | 34 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 56 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 15:00 | 0 | 66 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:00 | 0 | 77 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 17:00 | 0 | 72 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 18:00 | 0 | 54 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:00 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 2 | 960 | 110 | 14 | 34 | | | | | | | | | 1120 |
| % of Totals | 0% | 86% | 10% | 1% | 3% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|---|---|---|---|---|---|---|---|-------|
| AM Volumes | 2 | 461 | 66 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 |
| % AM | 0% | 41% | 6% | 0% | 2% | | | | | | | | | 49% |
| AM Peak Hour | 05:00 | 07:00 | 06:00 | 11:00 | 10:00 | | | | | | | | | 06:00 |
| Volume | 1 | 94 | 19 | 3 | 5 | | | | | | | | | 113 |

| | | | | | | | | | | | | | | |
|--------------|---|-------|-------|-------|-------|---|---|---|---|---|---|---|---|-------|
| PM Volumes | 0 | 499 | 44 | 9 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 566 |
| % PM | | 45% | 4% | 1% | 1% | | | | | | | | | 51% |
| PM Peak Hour | | 16:00 | 15:00 | 12:00 | 13:00 | | | | | | | | | 16:00 |
| Volume | | 77 | 11 | 3 | 3 | | | | | | | | | 83 |

| Directional Peak Periods | | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | | | | | |
|--------------------------|--|--------|---|-----------|--------|--------|-----|------------------|---|-----|--------|---|-----|
| All Classes | | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % |
| | | 182 | ↔ | 16% | 122 | ↔ | 11% | 161 | ↔ | 14% | 655 | ↔ | 58% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 05:00 | 2 | 51 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 06:00 | 1 | 85 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 07:00 | 0 | 92 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 08:00 | 0 | 58 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 09:00 | 0 | 43 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:00 | 0 | 46 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 47 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 12:00 PM | 0 | 48 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 48 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 72 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 15:00 | 1 | 71 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 0 | 88 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 17:00 | 0 | 63 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:00 | 0 | 51 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 19:00 | 1 | 38 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:00 | 1 | 19 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:00 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 6 | 979 | 118 | 17 | 32 | | | | | | | | | 1152 |
| % of Totals | 1% | 85% | 10% | 1% | 3% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|--------|-----|---------------|-----|--------|-------------------------|---|-----|--------|-----|---|-----|
| AM Volumes | 3 | 445 | 69 | 9 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 539 | | | |
| % AM | 0% | 39% | 6% | 1% | 1% | | | | | | | | | 47% | | | |
| AM Peak Hour | 05:00 | 07:00 | 06:00 | 09:00 | 09:00 | | | | | | | | | 07:00 | | | |
| Volume | 2 | 92 | 15 | 5 | 4 | | | | | | | | | 104 | | | |
| PM Volumes | 3 | 534 | 49 | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 613 | | | |
| % PM | 0% | 46% | 4% | 1% | 2% | | | | | | | | | 53% | | | |
| PM Peak Hour | 15:00 | 16:00 | 15:00 | 20:00 | 13:00 | | | | | | | | | 16:00 | | | |
| Volume | 1 | 88 | 11 | 3 | 5 | | | | | | | | | 93 | | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | | |
| All Classes | | Volume | 168 | ↔ | 15% | Volume | 114 | ↔ | 10% | Volume | 166 | ↔ | 14% | Volume | 704 | ↔ | 61% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:00 | 1 | 35 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 06:00 | 2 | 73 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 07:00 | 0 | 91 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 08:00 | 0 | 56 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 09:00 | 0 | 36 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 10:00 | 2 | 38 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:00 | 0 | 47 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:00 PM | 0 | 51 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:00 | 0 | 60 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 15:00 | 0 | 63 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 16:00 | 1 | 70 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 17:00 | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 18:00 | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:00 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 20:00 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:00 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:00 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 6 | 914 | 113 | 11 | 17 | | | | | | | | | 1061 |
| % of Totals | 1% | 86% | 11% | 1% | 2% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-----|--------|---------------|---|---|-------------------------|--------|-----|-------|---|-----|
| AM Volumes | 5 | 401 | 64 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 490 | | |
| % AM | 0% | 38% | 6% | 1% | 1% | | | | | | | | | 46% | | |
| AM Peak Hour | 06:00 | 07:00 | 06:00 | 10:00 | 09:00 | | | | | | | | | 07:00 | | |
| Volume | 2 | 91 | 12 | 4 | 3 | | | | | | | | | 101 | | |
| PM Volumes | 1 | 513 | 49 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | | |
| % PM | 0% | 48% | 5% | 0% | 1% | | | | | | | | | 54% | | |
| PM Peak Hour | 16:00 | 16:00 | 15:00 | 14:00 | 14:00 | | | | | | | | | 15:00 | | |
| Volume | 1 | 70 | 12 | 1 | 3 | | | | | | | | | 78 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 166 | ↔ | % | 16% | Volume | 117 | ↔ | % | 11% | Volume | 133 | ↔ | % | 13% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|-----------|----------|----------|-----|-----|-----|-----|------|------|------|------|------------|
| 00:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 0 | 25 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 42 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:00 PM | 0 | 73 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 13:00 | 0 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 14:00 | 1 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:00 | 2 | 57 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 16:00 | 0 | 58 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 17:00 | 0 | 55 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 18:00 | 0 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:00 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Totals | 4 | 688 | 59 | 5 | 8 | | | | | | | | | 764 |
| % of Totals | 1% | 90% | 8% | 1% | 1% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|---|-----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 1 | 168 | 17 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | | | |
| % AM | 0% | 22% | 2% | 1% | 1% | | | | | | | | | 25% | | | |
| AM Peak Hour | 07:00 | 11:00 | 10:00 | 09:00 | 09:00 | | | | | | | | | 11:00 | | | |
| Volume | 1 | 42 | 5 | 2 | 2 | | | | | | | | | 49 | | | |
| PM Volumes | 3 | 520 | 42 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 | | | |
| % PM | 0% | 68% | 5% | 0% | 1% | | | | | | | | | 75% | | | |
| PM Peak Hour | 15:00 | 12:00 | 12:00 | 17:00 | 12:00 | | | | | | | | | 12:00 | | | |
| Volume | 2 | 73 | 8 | 1 | 1 | | | | | | | | | 82 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 33 | ↔ | 4% | Volume | 146 | ↔ | 19% | Volume | 123 | ↔ | 16% | Volume | 462 | ↔ | 60% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|-----------|-----------|-----|-----|-----|-----|-----|------|------|------|------|------------|
| 00:00 AM | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 07:00 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 | 0 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 48 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:00 PM | 0 | 39 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 14:00 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 57 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 16:00 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:00 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1 | 533 | 31 | 16 | | | | | | | | | | 581 |
| % of Totals | 0% | 92% | 5% | 3% | | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-----|---|-----|---------------|----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 179 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | | | |
| % AM | | 31% | 1% | 2% | | | | | | | | | | 34% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 09:00 | | | | | | | | | | 11:00 | | | |
| Volume | | 48 | 3 | 4 | | | | | | | | | | 54 | | | |
| PM Volumes | 1 | 354 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | | | |
| % PM | 0% | 61% | 4% | 1% | | | | | | | | | | 66% | | | |
| PM Peak Hour | | 20:00 | 15:00 | 12:00 | 12:00 | | | | | | | | | 15:00 | | | |
| Volume | 1 | 57 | 6 | 4 | | | | | | | | | | 62 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 20 | ↔ | 3% | Volume | 103 | ↔ | 18% | Volume | 90 | ↔ | 15% | Volume | 368 | ↔ | 63% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---|---|---------|-----------|---|---|---------|--------|---|---|---------|----------------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | #VALUE! | NOON 12-2 | | % | #VALUE! | PM 4-6 | | % | #VALUE! | Off Peak Volumes |
| | 0 | ↔ | | | | 0 | ↔ | | | 0 | ↔ | | | Volume #VALUE! ↔ % #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|-----------|-----|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 05:00 | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 06:00 | 0 | 81 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 07:00 | 0 | 114 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 08:00 | 0 | 53 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:00 | 0 | 56 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 10:00 | 0 | 33 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 0 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:00 PM | 0 | 53 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 35 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 14:00 | 0 | 55 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 15:00 | 0 | 85 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 16:00 | 0 | 61 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 17:00 | 0 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 18:00 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:00 | 1 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 2 | 922 | 99 | | 29 | | | | | | | | | 1052 |
| % of Totals | 0% | 88% | 9% | | 3% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|------------------|-----|--------|---------------|---|---|-------------------------|--------|-----|-------|---|-----|
| AM Volumes | 0 | 454 | 51 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 515 | | |
| % AM | | 43% | 5% | | 1% | | | | | | | | | 49% | | |
| AM Peak Hour | | 07:00 | 06:00 | | 09:00 | | | | | | | | | 07:00 | | |
| Volume | | 114 | 14 | | 4 | | | | | | | | | 123 | | |
| PM Volumes | 2 | 468 | 48 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 | | |
| % PM | 0% | 44% | 5% | | 2% | | | | | | | | | 51% | | |
| PM Peak Hour | | 19:00 | 15:00 | 13:00 | 14:00 | | | | | | | | | 15:00 | | |
| Volume | 1 | 85 | 9 | | 7 | | | | | | | | | 95 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 182 | ↔ | % | 17% | Volume | 104 | ↔ | % | 10% | Volume | 144 | ↔ | % | 14% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_005n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd To EB Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_005s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|----------|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 1 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 1 | 43 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 06:00 | 0 | 90 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 07:00 | 0 | 91 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 08:00 | 0 | 49 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 09:00 | 0 | 49 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 10:00 | 0 | 53 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 49 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 PM | 0 | 59 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 13:00 | 0 | 42 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 14:00 | 0 | 46 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 15:00 | 0 | 78 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 16:00 | 0 | 84 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 17:00 | 0 | 78 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 18:00 | 0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 1 | 59 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 20:00 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Totals | 4 | 996 | 107 | 11 | 22 | 8 | | | | | | | | 1148 |
| % of Totals | 0% | 87% | 9% | 1% | 2% | 1% | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|--------|---------------|---|---|-------------------------|--------|-----|-------|---|-----|
| AM Volumes | 2 | 450 | 55 | 7 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | | |
| % AM | 0% | 39% | 5% | 1% | 1% | 1% | | | | | | | | 46% | | |
| AM Peak Hour | 04:00 | 07:00 | 06:00 | 11:00 | 10:00 | 08:00 | | | | | | | | 06:00 | | |
| Volume | 1 | 91 | 16 | 3 | 3 | 2 | | | | | | | | 107 | | |
| PM Volumes | 2 | 546 | 52 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 618 | | |
| % PM | 0% | 48% | 5% | 0% | 1% | 0% | | | | | | | | 54% | | |
| PM Peak Hour | 19:00 | 16:00 | 16:00 | 16:00 | 12:00 | 12:00 | | | | | | | | 16:00 | | |
| Volume | 1 | 84 | 11 | 3 | 3 | 1 | | | | | | | | 99 | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | | |
| All Classes | | Volume | 156 | ↔ | % | 14% | Volume | 119 | ↔ | % | 10% | Volume | 180 | ↔ | % | 16% |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_006e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---|---|---------|-----------|---|---|---------|--------|---|---|---------|----------------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | #VALUE! | NOON 12-2 | | % | #VALUE! | PM 4-6 | | % | #VALUE! | Off Peak Volumes |
| | 0 | ↔ | | | | 0 | ↔ | | | 0 | ↔ | | | Volume #VALUE! ↔ % #VALUE! |

Classification Definitions

| | | | | |
|-------------------------------|-------------------------------|----------------------------|-----------------------------|----------------------------|
| Motorcycles | 4 Buses | 7 >=4-Axle Single Units | 10 >=6-Axle Single Trailers | 13 >=7-Axle Multi-Trailers |
| Passenger Cars | 5 2-Axle, 6-Tire Single Units | 8 <=4-Axle Single Trailers | 11 <=5-Axle Multi-Trailers | |
| 3 2-Axle, 4-Tire Single Units | 6 3-Axle Single Units | 9 5-Axle Single Trailers | 12 6-Axle Multi-Trailers | |

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|------------|------------|-----------|-----------|----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 5 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 31 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:00 | 0 | 62 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 07:00 | 0 | 84 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:00 | 0 | 81 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 09:00 | 0 | 27 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 0 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 30 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 PM | 0 | 43 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 0 | 41 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 14:00 | 0 | 32 | 9 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:00 | 0 | 66 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:00 | 0 | 108 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 17:00 | 0 | 107 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 18:00 | 0 | 73 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 19:00 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:00 | 0 | 29 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 12 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Totals | 919 | 113 | 16 | 26 | 5 | | | | | | | | | 1079 |
| % of Totals | 85% | 10% | 1% | 2% | 0% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|------------------|-------|--------|---------------|---|---|-------------------------|--------|-----|-------|-----|
| AM Volumes | 0 | 343 | 39 | 9 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | |
| % AM | | 32% | 4% | 1% | 1% | 0% | | | | | | | | 38% | |
| AM Peak Hour | | 07:00 | 09:00 | 04:00 | 04:00 | 06:00 | | | | | | | | 07:00 | |
| Volume | | 84 | 9 | 2 | 3 | 1 | | | | | | | | 95 | |
| PM Volumes | 0 | 576 | 74 | 7 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 672 | |
| % PM | | 53% | 7% | 1% | 1% | 0% | | | | | | | | 62% | |
| PM Peak Hour | | 16:00 | 16:00 | 22:00 | 12:00 | 12:00 | | | | | | | | 16:00 | |
| Volume | | 108 | 15 | 2 | 3 | 1 | | | | | | | | 125 | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | | |
| All Classes | | Volume | 184 | ↔ | % | 17% | Volume | 102 | ↔ | % | 9% | Volume | 238 | ↔ | 22% |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_006e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---|---|---------|-----------|---|---|---------|--------|---|---|---------|----------------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | #VALUE! | NOON 12-2 | | % | #VALUE! | PM 4-6 | | % | #VALUE! | Off Peak Volumes |
| | 0 | ↔ | | | | 0 | ↔ | | | 0 | ↔ | | | Volume #VALUE! ↔ % #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|----------|----------|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 5 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:00 | 0 | 24 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 06:00 | 0 | 56 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 07:00 | 0 | 83 | 7 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:00 | 0 | 72 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 09:00 | 0 | 58 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 10:00 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 PM | 0 | 41 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 0 | 28 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:00 | 0 | 57 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 15:00 | 0 | 65 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:00 | 0 | 98 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 17:00 | 0 | 115 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 18:00 | 1 | 99 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 19:00 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:00 | 0 | 23 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 25 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Totals | 1 | 981 | 122 | 13 | 25 | 3 | 2 | | | | | | | 1147 |
| % of Totals | 0% | 86% | 11% | 1% | 2% | 0% | 0% | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|------------|---|-----|----|----|----|----|----|---|---|---|---|---|---|-----|
| AM Volumes | 0 | 368 | 43 | 2 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| % AM | | 32% | 4% | 0% | 1% | 0% | 0% | | | | | | | 38% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|-------|
| AM Peak Hour | 07:00 | 08:00 | 04:00 | 04:00 | 07:00 | 07:00 | | | | | | | | 07:00 |
| Volume | 83 | 10 | 2 | 5 | 1 | 1 | | | | | | | | 94 |

| | | | | | | | | | | | | | | |
|------------|----|-----|----|----|----|----|---|---|---|---|---|---|---|-----|
| PM Volumes | 1 | 613 | 79 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 716 |
| % PM | 0% | 53% | 7% | 1% | 1% | 0% | | | | | | | | 62% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|-------|
| PM Peak Hour | 18:00 | 17:00 | 16:00 | 20:00 | 13:00 | 12:00 | | | | | | | | 17:00 |
| Volume | 1 | 115 | 12 | 4 | 4 | 1 | | | | | | | | 129 |

| | | | | | | | | | |
|--------------------------|-------------|---------------|----------|--------------|---------|---------------|----------|------------------|----------|
| Directional Peak Periods | All Classes | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
| | | Volume 178 | ↔ 16% | Volume 86 | ↔ 7% | Volume 240 | ↔ 21% | Volume 643 | ↔ 56% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: VA19_11095_006e

East Bound

| | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|---|---------|------------------|---|---------|---------------|---|---------|-------------------------|---|---------|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | | % | Volume | | % | Volume | | % | Volume | | % | |
| | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | #VALUE! | ↔ | #VALUE! | |

Classification Definitions

- 1** Motorcycles **4** Buses **7** >=4-Axle Single Units **10** >=6-Axle Single Trailers **13** >=7-Axle Multi-Trailers
2 Passenger Cars **5** 2-Axle, 6-Tire Single Units **8** <=4-Axle Single Trailers **11** <=5-Axle Multi-Trailers
3 2-Axle, 4-Tire Single Units **6** 3-Axle Single Units **9** 5-Axle Single Trailers **12** 6-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|------------|-----------|-----------|----------|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 21 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 06:00 | 0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 07:00 | 0 | 67 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 08:00 | 0 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 09:00 | 0 | 33 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 0 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:00 | 0 | 37 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 PM | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 0 | 62 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 0 | 62 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 15:00 | 1 | 97 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 16:00 | 0 | 118 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:00 | 1 | 112 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 18:00 | 0 | 47 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 0 | 33 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:00 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 32 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 23:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Totals | 2 | 973 | 108 | 10 | 18 | 2 | | | | | | | | 1113 |
| % of Totals | 0% | 87% | 10% | 1% | 2% | 0% | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|--------|-----|---------------|-----|--------|-------------------------|---|-----|-----------|
| AM Volumes | 0 | 301 | 42 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 361 |
| % AM | | 27% | 4% | 1% | 1% | 0% | | | | | | | | 32% |
| AM Peak Hour | | 07:00 | 07:00 | 05:00 | 05:00 | 03:00 | | | | | | | | 07:00 |
| Volume | | 67 | 10 | 6 | 2 | 1 | | | | | | | | 78 |
| PM Volumes | 2 | 672 | 66 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 752 |
| % PM | 0% | 60% | 6% | 0% | 1% | | | | | | | | | 68% |
| PM Peak Hour | 15:00 | 16:00 | 13:00 | 22:00 | 13:00 | | | | | | | | | 16:00 |
| Volume | 1 | 118 | 9 | 2 | 4 | | | | | | | | | 126 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 138 | ↔ | 12% | Volume | 127 | ↔ | 11% | Volume | 248 | ↔ | 22% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 600 ↔ 54% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_006e

East Bound

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|------------|-----------|-----------|-----------|----------|-----|-----|-----|------|------|------|------|------------|
| 00:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 10 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 10 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 06:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:00 | 0 | 11 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:00 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 1 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 PM | 0 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 20 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 22:00 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Totals | 1 | 395 | 45 | 11 | 12 | 2 | | | | | | | | 466 |
| % of Totals | 0% | 85% | 10% | 2% | 3% | 0% | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|-------|---|---------------|----|---|-------------------------|-----|---|-------|
| AM Volumes | 1 | 141 | 17 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| % AM | 0% | 30% | 4% | 1% | 2% | 0% | | | | | | | | 37% |
| AM Peak Hour | 10:00 | 11:00 | 09:00 | 05:00 | 05:00 | 04:00 | | | | | | | | 11:00 |
| Volume | 1 | 34 | 6 | 2 | 4 | 1 | | | | | | | | 35 |
| PM Volumes | 0 | 254 | 28 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| % PM | | 55% | 6% | 2% | 1% | | | | | | | | | 63% |
| PM Peak Hour | | 16:00 | 13:00 | 19:00 | 13:00 | | | | | | | | | 13:00 |
| Volume | | 32 | 8 | 2 | 1 | | | | | | | | | 36 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 27 | ↔ | % | 58 | ↔ | % | 62 | ↔ | % | 319 | ↔ | % |
| | | | | | | | | | | | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_006e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---|---|---------|-----------|---|---|---------|--------|---|---|---------|----------------------------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | #VALUE! | NOON 12-2 | | % | #VALUE! | PM 4-6 | | % | #VALUE! | Off Peak Volumes |
| | 0 | ↔ | | | | 0 | ↔ | | | 0 | ↔ | | | Volume #VALUE! ↔ % #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|------------|-----------|----------|----------|-----|-----|-----|-----|-----|------|------|------|------|------------|
| 00:00 AM | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 10 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:00 | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:00 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:00 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Totals | 260 | 20 | 4 | 5 | | | | | | | | | | 289 |
| % of Totals | 90% | 7% | 1% | 2% | | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|-------|------------------|----|---|-----|---------------|----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 88 | 10 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | | | |
| % AM | | 30% | 3% | 1% | 2% | | | | | | | | | 36% | | | |
| AM Peak Hour | | 06:00 | 06:00 | 05:00 | 05:00 | | | | | | | | | 06:00 | | | |
| Volume | | 15 | 2 | 1 | 2 | | | | | | | | | 19 | | | |
| PM Volumes | 0 | 172 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | | | |
| % PM | | 60% | 3% | 1% | | | | | | | | | | 64% | | | |
| PM Peak Hour | | 13:00 | 21:00 | 15:00 | | | | | | | | | | 13:00 | | | |
| Volume | | 26 | 5 | 1 | | | | | | | | | | 27 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 18 | ↔ | 6% | Volume | 35 | ↔ | 12% | Volume | 43 | ↔ | 15% | Volume | 193 | ↔ | 67% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: VA19_11095_006e

East Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------------------|---|---------------|---|---------|------------------|---|---|---------------|---------|--------|-------------------------|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
| | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|------------|------------|----------|-----------|-----|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 06:00 | 0 | 54 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 07:00 | 0 | 79 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 08:00 | 0 | 72 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 09:00 | 0 | 61 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 31 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 PM | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:00 | 0 | 49 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 0 | 33 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:00 | 0 | 76 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 0 | 99 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 17:00 | 0 | 128 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 18:00 | 0 | 73 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:00 | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Totals | 940 | 107 | 3 | 13 | | | | | | | | | | 1063 |
| % of Totals | 88% | 10% | 0% | 1% | | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|------------|---|-----|----|----|----|---|---|---|---|---|---|---|---|-----|
| AM Volumes | 0 | 347 | 32 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| % AM | | 33% | 3% | 0% | 1% | | | | | | | | | 37% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|--|-------|
| AM Peak Hour | 07:00 | 07:00 | 05:00 | 09:00 | | | | | | | | | | 07:00 |
| Volume | 79 | 11 | 1 | 3 | | | | | | | | | | 91 |

| | | | | | | | | | | | | | | |
|------------|---|-----|----|----|----|---|---|---|---|---|---|---|---|-----|
| PM Volumes | 0 | 593 | 75 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 |
| % PM | | 56% | 7% | 0% | 1% | | | | | | | | | 63% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|--|-------|
| PM Peak Hour | 17:00 | 16:00 | 17:00 | 13:00 | | | | | | | | | | 17:00 |
| Volume | 128 | 17 | 1 | 1 | | | | | | | | | | 140 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|---|--------|----|---|-----------|-----|---|--------|-----|---|------------------|--|---|
| All Classes | | Volume | | % | Volume | | % | Volume | | % | Volume | | % |
| 167 | ↔ | 16% | 98 | ↔ | 9% | 257 | ↔ | 24% | 541 | ↔ | 51% | | |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: VA19 11095 006e

East Bound

| | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|---|---------|------------------|---|---------|---------------|---|---------|-------------------------|---|---------|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | % | | Volume | % | | Volume | % | | Volume | % | | |
| | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | #VALUE! | ↔ | #VALUE! | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

WB Columbia Pike Onto SB Washington Blvd

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_006w

West Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|------------|------------|----------|-----------|-----|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 06:00 | 0 | 48 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 | 0 | 75 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 08:00 | 0 | 81 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:00 | 0 | 41 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 10:00 | 0 | 38 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:00 | 0 | 32 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 PM | 0 | 42 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 0 | 38 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:00 | 0 | 42 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 0 | 81 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 0 | 127 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 17:00 | 0 | 107 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 0 | 74 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 0 | 40 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:00 | 0 | 31 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 0 | 31 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Totals | 966 | 107 | 2 | 14 | | | | | | | | | | 1089 |
| % of Totals | 89% | 10% | 0% | 1% | | | | | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|---|---------------|-------|-------|-------|------------------|----|---|----|---------------|-----|---|-----|-------------------------|-----|---|-----|
| AM Volumes | 0 | 337 | 41 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | | | |
| % AM | | 31% | 4% | 0% | 0% | | | | | | | | | 35% | | | |
| AM Peak Hour | | 08:00 | 06:00 | 10:00 | 05:00 | | | | | | | | | 08:00 | | | |
| Volume | | 81 | 11 | 1 | 1 | | | | | | | | | 88 | | | |
| PM Volumes | 0 | 629 | 66 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 705 | | | |
| % PM | | 58% | 6% | 0% | 1% | | | | | | | | | 65% | | | |
| PM Peak Hour | | 16:00 | 16:00 | 20:00 | 16:00 | | | | | | | | | 16:00 | | | |
| Volume | | 127 | 13 | 1 | 2 | | | | | | | | | 142 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 168 | ↔ | 15% | Volume | 92 | ↔ | 8% | Volume | 257 | ↔ | 24% | Volume | 572 | ↔ | 53% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_007n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|-----------|--------|---|---------|--------|---|------------------|---------|---|---------|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | % | NOON 12-2 | Volume | % | PM 4-6 | Volume | % | Off Peak Volumes | Volume | % | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | #VALUE! | ↔ | #VALUE! | |

Classification Definitions

Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Wednesday

Date: 6/5/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 18 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 62 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 06:00 | 0 | 128 | 16 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 148 |
| 07:00 | 0 | 163 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 08:00 | 0 | 147 | 15 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 171 |
| 09:00 | 0 | 157 | 19 | 11 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 195 |
| 10:00 | 0 | 172 | 15 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 11:00 | 2 | 163 | 23 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 205 |
| 12:00 PM | 0 | 206 | 19 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 13:00 | 0 | 173 | 24 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 14:00 | 0 | 163 | 18 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 15:00 | 0 | 192 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 16:00 | 0 | 350 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 |
| 17:00 | 0 | 476 | 20 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| 18:00 | 0 | 288 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 19:00 | 0 | 205 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 20:00 | 0 | 127 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 21:00 | 0 | 104 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 22:00 | 0 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 23:00 | 0 | 39 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Totals | 2 | 3448 | 264 | 70 | 55 | 2 | 2 | 3 | | | | | | 3846 |
| % of Totals | 0% | 90% | 7% | 2% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|-------|-------|---------------|-----|---|-----|-------------------------|
| AM Volumes | 2 | 1055 | 119 | 33 | 30 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1245 |
| % AM | 0% | 27% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0 | 0 | 0 | 0 | 32% |
| AM Peak Hour | 11:00 | 10:00 | 11:00 | 11:00 | 08:00 | 09:00 | | 06:00 | 09:00 | | | | | 11:00 |
| Volume | 2 | 172 | 23 | 13 | 5 | 1 | | 1 | 2 | | | | | 205 |
| PM Volumes | 0 | 2393 | 145 | 37 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2601 |
| % PM | | 62% | 4% | 1% | 1% | 0% | | | | | | | | 68% |
| PM Peak Hour | | 17:00 | 13:00 | 12:00 | 12:00 | 12:00 | | | | | | | | 17:00 |
| Volume | | 476 | 24 | 9 | 5 | 1 | | | | | | | | 509 |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes |
| All Classes | | Volume | 352 | ↔ | 9% | Volume | 444 | ↔ | 12% | Volume | 877 | ↔ | 23% | Volume |
| | | | | | | | | | | | | | | % |
| | | | | | | | | | | | | | | 57% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|-----|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:00 | 0 | 65 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:00 | 0 | 129 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 07:00 | 0 | 177 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 08:00 | 0 | 151 | 18 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 181 |
| 09:00 | 0 | 167 | 20 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 10:00 | 1 | 160 | 30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 11:00 | 0 | 218 | 23 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 12:00 PM | 0 | 207 | 21 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 13:00 | 0 | 200 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 14:00 | 0 | 190 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 15:00 | 1 | 222 | 15 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 16:00 | 1 | 377 | 20 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 17:00 | 0 | 406 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| 18:00 | 0 | 310 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 19:00 | 0 | 205 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 20:00 | 0 | 133 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 21:00 | 0 | 122 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 22:00 | 0 | 83 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 23:00 | 0 | 50 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Totals | 3 | 3633 | 278 | 80 | 46 | | | | 1 | | | | | 4041 |
| % of Totals | 0% | 90% | 7% | 2% | 1% | | | | 0% | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|---|-------|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 1 | 1128 | 138 | 41 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1331 | | | |
| % AM | 0% | 28% | 3% | 1% | 1% | | | | 0% | | | | | 33% | | | |
| AM Peak Hour | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | | | | 08:00 | | | | | 11:00 | | | |
| Volume | 1 | 218 | 30 | 14 | 10 | | | | 1 | | | | | 265 | | | |
| PM Volumes | 2 | 2505 | 140 | 39 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2710 | | | |
| % PM | 0% | 62% | 3% | 1% | 1% | | | | | | | | | 67% | | | |
| PM Peak Hour | 15:00 | 17:00 | 13:00 | 16:00 | 14:00 | | | | | | | | | 17:00 | | | |
| Volume | 1 | 406 | 22 | 8 | 5 | | | | | | | | | 431 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 378 | ↔ | 9% | Volume | 462 | ↔ | 11% | Volume | 840 | ↔ | 21% | Volume | 2361 | ↔ | 58% |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Thursday

Date: 6/6/2019

City: Arlington

Project #: VA19_11095_007

Summary

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|-----|----------|------|------|------|------|-------------|
| 00:00 AM | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:00 | 0 | 65 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:00 | 0 | 129 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 07:00 | 0 | 177 | 17 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 08:00 | 0 | 151 | 18 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 181 |
| 09:00 | 0 | 167 | 20 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 10:00 | 1 | 160 | 30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 11:00 | 0 | 218 | 23 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 12:00 PM | 0 | 207 | 21 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 13:00 | 0 | 200 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 14:00 | 0 | 190 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 15:00 | 1 | 222 | 15 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 16:00 | 1 | 377 | 20 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 17:00 | 0 | 406 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| 18:00 | 0 | 310 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 19:00 | 0 | 205 | 15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 20:00 | 0 | 133 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 21:00 | 0 | 122 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 22:00 | 0 | 83 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 23:00 | 0 | 50 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Totals | 3 | 3633 | 278 | 80 | 46 | | | | 1 | | | | | 4041 |
| % of Totals | 0% | 90% | 7% | 2% | 1% | | | | 0% | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-----|---|-------|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 1 | 1128 | 138 | 41 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1331 | | | |
| % AM | 0% | 28% | 3% | 1% | 1% | | | | 0% | | | | | 33% | | | |
| AM Peak Hour | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | | | | 08:00 | | | | | 11:00 | | | |
| Volume | 1 | 218 | 30 | 14 | 10 | | | | 1 | | | | | 265 | | | |
| PM Volumes | 2 | 2505 | 140 | 39 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2710 | | | |
| % PM | 0% | 62% | 3% | 1% | 1% | | | | | | | | | 67% | | | |
| PM Peak Hour | 15:00 | 17:00 | 13:00 | 16:00 | 14:00 | | | | | | | | | 17:00 | | | |
| Volume | 1 | 406 | 22 | 8 | 5 | | | | | | | | | 431 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 378 | ↔ | 9% | Volume | 462 | ↔ | 11% | Volume | 840 | ↔ | 21% | Volume | 2361 | ↔ | 58% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_007n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Friday

Date: 6/7/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:00 | 0 | 52 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 06:00 | 0 | 117 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 07:00 | 3 | 159 | 17 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 187 |
| 08:00 | 0 | 160 | 17 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 09:00 | 0 | 180 | 13 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 10:00 | 0 | 200 | 28 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 11:00 | 0 | 197 | 21 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 12:00 PM | 1 | 234 | 31 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 13:00 | 0 | 237 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 14:00 | 0 | 254 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| 15:00 | 2 | 272 | 24 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 |
| 16:00 | 0 | 333 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 17:00 | 0 | 397 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| 18:00 | 0 | 270 | 9 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 19:00 | 0 | 189 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 20:00 | 0 | 128 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 21:00 | 1 | 126 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 22:00 | 0 | 97 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 23:00 | 0 | 49 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Totals | 7 | 3703 | 290 | 50 | 54 | 5 | 2 | 1 | | | | | | 4112 |
| % of Totals | 0% | 90% | 7% | 1% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 3 | 1117 | 133 | 16 | 32 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1307 | | | |
| % AM | 0% | 27% | 3% | 0% | 1% | 0% | 0% | 0% | | | | | | 32% | | | |
| AM Peak Hour | 07:00 | 10:00 | 10:00 | 09:00 | 10:00 | 10:00 | 08:00 | 07:00 | | | | | | 10:00 | | | |
| Volume | 3 | 200 | 28 | 5 | 8 | 2 | 1 | 1 | | | | | | 241 | | | |
| PM Volumes | 4 | 2586 | 157 | 34 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2805 | | | |
| % PM | 0% | 63% | 4% | 1% | 1% | 0% | 0% | | | | | | | 68% | | | |
| PM Peak Hour | 15:00 | 17:00 | 12:00 | 17:00 | 12:00 | 15:00 | 18:00 | | | | | | | 17:00 | | | |
| Volume | 2 | 397 | 31 | 9 | 7 | 1 | 1 | | | | | | | 416 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 370 | ↔ | 9% | Volume | 538 | ↔ | 13% | Volume | 781 | ↔ | 19% | Volume | 2423 | ↔ | 59% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: VA19_11095_007n

North Bound

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 > =4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Saturday

Date: 6/8/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 01:00 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 02:00 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 03:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:00 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 06:00 | 0 | 33 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:00 | 0 | 58 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 08:00 | 0 | 113 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 09:00 | 0 | 139 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 10:00 | 0 | 184 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 11:00 | 0 | 220 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 12:00 PM | 1 | 245 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 13:00 | 0 | 228 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| 14:00 | 0 | 208 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 15:00 | 0 | 211 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 16:00 | 1 | 210 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 17:00 | 0 | 196 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 18:00 | 0 | 197 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 19:00 | 0 | 162 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 20:00 | 0 | 145 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 21:00 | 0 | 131 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 22:00 | 0 | 99 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 23:00 | 0 | 92 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Totals | 2 | 3037 | 173 | 34 | 25 | | | 1 | | | | | | 3272 |
| % of Totals | 0% | 93% | 5% | 1% | 1% | | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | |
|--------------|----|-------|-------|-------|-------|-------|---|-------|---|---|---|---|---|-------|
| AM Volumes | 0 | 913 | 65 | 10 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 997 |
| % AM | | 28% | 2% | 0% | 0% | | | 0% | | | | | | 30% |
| AM Peak Hour | | 11:00 | 09:00 | 10:00 | 06:00 | | | 07:00 | | | | | | 11:00 |
| Volume | | 220 | 13 | 4 | 2 | | | 1 | | | | | | 235 |
| PM Volumes | 2 | 2124 | 108 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2275 |
| % PM | 0% | 65% | 3% | 1% | 1% | | | | | | | | | 70% |
| PM Peak Hour | | 12:00 | 12:00 | 16:00 | 16:00 | 20:00 | | | | | | | | 12:00 |
| Volume | 1 | 245 | 19 | 6 | 4 | | | | | | | | | 262 |

| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
|--------------------------|--|--------|---|----|-----------|---|-----|--------|---|-----|------------------|---|-----|
| All Classes | | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % | Volume | ↔ | % |
| | | 194 | ↔ | 6% | 498 | ↔ | 15% | 443 | ↔ | 14% | 2137 | ↔ | 65% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_007n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|---|-----------|---|---------|--------|---|---------|------------------|---------|---|---------|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | | % | NOON 12-2 | | % | PM 4-6 | | % | Off Peak Volumes | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | Volume | #VALUE! | ↔ | #VALUE! |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Sunday

Date: 6/9/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|-----|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 01:00 | 0 | 37 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 02:00 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 03:00 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 04:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 06:00 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:00 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:00 | 0 | 58 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 09:00 | 0 | 101 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 1 | 142 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 11:00 | 1 | 195 | 11 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 12:00 PM | 1 | 170 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 13:00 | 1 | 121 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 14:00 | 0 | 165 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 15:00 | 0 | 178 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 16:00 | 1 | 159 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 17:00 | 0 | 139 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 18:00 | 0 | 103 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 19:00 | 0 | 102 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 20:00 | 0 | 94 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 21:00 | 0 | 87 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 22:00 | 0 | 67 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 23:00 | 0 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Totals | 5 | 2123 | 140 | 25 | 13 | | | | | | | | | 2306 |
| % of Totals | 0% | 92% | 6% | 1% | 1% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|------------------|--------|-----|---------------|-----|--------|-------------------------|-----|---|--------|
| AM Volumes | 2 | 706 | 41 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 767 |
| % AM | 0% | 31% | 2% | 0% | 0% | | | | | | | | | 33% |
| AM Peak Hour | 10:00 | 11:00 | 10:00 | 11:00 | 09:00 | | | | | | | | | 11:00 |
| Volume | 1 | 195 | 11 | 7 | 2 | | | | | | | | | 216 |
| PM Volumes | 3 | 1417 | 99 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1539 |
| % PM | 0% | 61% | 4% | 1% | 0% | | | | | | | | | 67% |
| PM Peak Hour | 12:00 | 15:00 | 15:00 | 12:00 | 17:00 | | | | | | | | | 15:00 |
| Volume | 1 | 178 | 14 | 6 | 2 | | | | | | | | | 192 |
| Directional Peak Periods | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | | |
| All Classes | | Volume | 90 | ↔ | % | Volume | 310 | ↔ | % | Volume | 327 | ↔ | % | Volume |
| | | | | | 4% | | | | 13% | | | 14% | | 1579 |
| | | | | | | | | | | | | | | 68% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_007n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------------------|---|---------------|---|---------|------------------|---|---|---------------|---------|--------|-------------------------|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | All Classes | | AM 7-9 | | | NOON 12-2 | | | PM 4-6 | | | Off Peak Volumes | | |
| | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % | #VALUE! | Volume | 0 | ↔ | % |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Monday

Date: 6/10/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|-----|-----|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 01:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:00 | 0 | 113 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 07:00 | 0 | 172 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 08:00 | 0 | 156 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 09:00 | 0 | 160 | 9 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 10:00 | 0 | 167 | 19 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 11:00 | 0 | 198 | 16 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 223 |
| 12:00 PM | 1 | 168 | 14 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 13:00 | 0 | 183 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 14:00 | 0 | 183 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 15:00 | 0 | 225 | 19 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 16:00 | 0 | 382 | 29 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 420 |
| 17:00 | 5 | 489 | 16 | 2 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 518 |
| 18:00 | 0 | 319 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 19:00 | 0 | 174 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 20:00 | 0 | 128 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 21:00 | 0 | 106 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 22:00 | 0 | 63 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 23:00 | 0 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Totals | 6 | 3524 | 239 | 44 | 43 | | | 4 | | | | | | 3860 |
| % of Totals | 0% | 91% | 6% | 1% | 1% | | | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|----|---------------|-------|-------|-------|------------------|-----|-------|-----|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 1061 | 95 | 19 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1194 | | | |
| % AM | | 27% | 2% | 0% | 0% | | | 0% | | | | | | 31% | | | |
| AM Peak Hour | | 11:00 | 10:00 | 11:00 | 09:00 | | | 11:00 | | | | | | 11:00 | | | |
| Volume | | 198 | 19 | 6 | 7 | | | 1 | | | | | | 223 | | | |
| PM Volumes | 6 | 2463 | 144 | 25 | 25 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2666 | | | |
| % PM | 0% | 64% | 4% | 1% | 1% | | | 0% | | | | | | 69% | | | |
| PM Peak Hour | | 17:00 | 17:00 | 16:00 | 18:00 | 14:00 | | 17:00 | | | | | | 17:00 | | | |
| Volume | 5 | 489 | 29 | 6 | 5 | | | 2 | | | | | | 518 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 364 | ↔ | 9% | Volume | 390 | ↔ | 10% | Volume | 938 | ↔ | 24% | Volume | 2168 | ↔ | 56% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_007n

North Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|-------|
| 00:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | | | | | | | | | | | |
| % of Totals | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---------------------------------|--------|--------|---------|-----------|--------|---|---------|--------|---|------------------|---|---|---|---|
| AM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % AM | | | | | | | | | | | | | | |
| AM Peak Hour Volume | | | | | | | | | | | | | | |
| PM Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % PM | | | | | | | | | | | | | | |
| PM Peak Hour Volume | | | | | | | | | | | | | | |
| Directional Peak Periods | | | | | | | | | | | | | | |
| All Classes | Volume | AM 7-9 | % | NOON 12-2 | Volume | % | PM 4-6 | Volume | % | Off Peak Volumes | | | | |
| | 0 | ↔ | #VALUE! | | 0 | ↔ | #VALUE! | 0 | ↔ | #VALUE! | | | | |

Classification Definitions

1 Motorcycles

2 Passenger Cars

3 2-Axle, 4-Tire Single Units

4 Buses

5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

7 >=4-Axle Single Units

8 <=4-Axle Single Trailers

9 5-Axle Single Trailers

10 >=6-Axle Single Trailers

11 <=5-Axle Multi-Trailers

12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

CLASSIFICATION

SB Washington Blvd Ramp To WB Columbia Pike

Day: Tuesday

Date: 6/11/2019

City: Arlington

Project #: VA19_11095_007s

South Bound

| Time | # 1 | # 2 | # 3 | # 4 | # 5 | # 6 | # 7 | # 8 | # 9 | # 10 | # 11 | # 12 | # 13 | Total |
|---------------|----------|-------------|------------|-----------|-----------|----------|----------|----------|-----|------|------|------|------|-------------|
| 00:00 AM | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 01:00 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:00 | 0 | 75 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 06:00 | 0 | 127 | 18 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 149 |
| 07:00 | 0 | 153 | 21 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 182 |
| 08:00 | 0 | 166 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 09:00 | 0 | 171 | 22 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 10:00 | 0 | 196 | 21 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 222 |
| 11:00 | 0 | 220 | 29 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 |
| 12:00 PM | 0 | 238 | 20 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 13:00 | 1 | 197 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 14:00 | 0 | 238 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 15:00 | 0 | 276 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 |
| 16:00 | 1 | 362 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 17:00 | 0 | 372 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| 18:00 | 0 | 317 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 19:00 | 1 | 226 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 20:00 | 0 | 133 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 21:00 | 0 | 115 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 22:00 | 0 | 92 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 23:00 | 2 | 56 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Totals | 5 | 3796 | 287 | 28 | 44 | 3 | 1 | 2 | | | | | | 4166 |
| % of Totals | 0% | 91% | 7% | 1% | 1% | 0% | 0% | 0% | | | | | | 100% |

| | | | | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|-------|-------|------------------|-------|-------|-----|---------------|-----|---|-----|-------------------------|------|---|-----|
| AM Volumes | 0 | 1174 | 141 | 16 | 20 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1356 | | | |
| % AM | | 28% | 3% | 0% | 0% | 0% | | 0% | 0% | | | | | 33% | | | |
| AM Peak Hour | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | | 07:00 | 06:00 | | | | | | 11:00 | | | |
| Volume | 220 | 29 | 5 | 5 | 2 | | 1 | 1 | | | | | | 259 | | | |
| PM Volumes | 5 | 2622 | 146 | 12 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2810 | | | |
| % PM | 0% | 63% | 4% | 0% | 1% | 0% | | | | | | | | 67% | | | |
| PM Peak Hour | 23:00 | 17:00 | 15:00 | 12:00 | 12:00 | 22:00 | | | | | | | | 17:00 | | | |
| Volume | 2 | 372 | 24 | 4 | 4 | 1 | | | | | | | | 390 | | | |
| Directional Peak Periods | | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | | | |
| All Classes | | Volume | 367 | ↔ | 9% | Volume | 488 | ↔ | 12% | Volume | 772 | ↔ | 19% | Volume | 2539 | ↔ | 61% |

Classification Definitions

1 Motorcycles

4 Buses

7 >=4-Axle Single Units

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

2 Passenger Cars

5 2-Axle, 6-Tire Single Units

8 <=4-Axle Single Trailers

11 <=5-Axle Multi-Trailers

3 2-Axle, 4-Tire Single Units

6 3-Axle Single Units

9 5-Axle Single Trailers

12 6-Axle Multi-Trailers

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 1,234 | Total 1,234 | | | |
|-----------------|-------|-------|-------|---------|---------|-----------------|-------------|----------------|-------|--------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 0 | 48 | 48 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 0 | 39 | 39 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 0 | 23 | 23 |
| 0:45 | | | 0 | 3 | 4 | 12:45 | | | 0 | 38 | 38 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 21 | 21 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 0 | 14 | 14 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 0 | 7 | 7 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 0 | 8 | 8 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 23 | 23 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 8 | 8 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 0 | 10 | 10 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 0 | 15 | 15 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 15 | 15 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 26 | 26 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 22 | 22 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 0 | 19 | 19 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 0 | 10 | 10 |
| 4:15 | | | 0 | 2 | 2 | 16:15 | | | 0 | 16 | 16 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 0 | 25 | 25 |
| 4:45 | | | 0 | 2 | 5 | 16:45 | | | 0 | 13 | 13 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 20 | 20 |
| 5:15 | | | 0 | 6 | 6 | 17:15 | | | 0 | 28 | 28 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 0 | 33 | 33 |
| 5:45 | | | 0 | 7 | 15 | 17:45 | | | 0 | 31 | 31 |
| 6:00 | | | 0 | 6 | 6 | 18:00 | | | 0 | 25 | 25 |
| 6:15 | | | 0 | 13 | 13 | 18:15 | | | 0 | 29 | 29 |
| 6:30 | | | 0 | 11 | 11 | 18:30 | | | 0 | 34 | 34 |
| 6:45 | | | 0 | 18 | 48 | 18:45 | | | 0 | 20 | 108 |
| 7:00 | | | 0 | 19 | 19 | 19:00 | | | 0 | 24 | 24 |
| 7:15 | | | 0 | 26 | 26 | 19:15 | | | 0 | 12 | 12 |
| 7:30 | | | 0 | 31 | 31 | 19:30 | | | 0 | 3 | 3 |
| 7:45 | | | 0 | 31 | 107 | 19:45 | | | 0 | 5 | 44 |
| 8:00 | | | 0 | 37 | 37 | 20:00 | | | 0 | 3 | 3 |
| 8:15 | | | 0 | 35 | 35 | 20:15 | | | 0 | 1 | 1 |
| 8:30 | | | 0 | 43 | 43 | 20:30 | | | 0 | 4 | 4 |
| 8:45 | | | 0 | 32 | 147 | 20:45 | | | 0 | 2 | 10 |
| 9:00 | | | 0 | 29 | 29 | 21:00 | | | 0 | 5 | 5 |
| 9:15 | | | 0 | 22 | 22 | 21:15 | | | 0 | 4 | 4 |
| 9:30 | | | 0 | 33 | 33 | 21:30 | | | 0 | 9 | 9 |
| 9:45 | | | 0 | 26 | 110 | 21:45 | | | 0 | 1 | 19 |
| 10:00 | | | 0 | 16 | 16 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 0 | 13 | 13 | 22:15 | | | 0 | 2 | 2 |
| 10:30 | | | 0 | 13 | 13 | 22:30 | | | 0 | 0 | 0 |
| 10:45 | | | 0 | 6 | 48 | 22:45 | | | 0 | 1 | 3 |
| 11:00 | | | 0 | 12 | 12 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 0 | 4 | 4 | 23:15 | | | 0 | 1 | 1 |
| 11:30 | | | 0 | 8 | 8 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 0 | 27 | 51 | 23:45 | | | 0 | 0 | 3 |
| TOTALS | | | | 535 | 535 | TOTALS | | | | 699 | 699 |
| SPLIT % | | | | 100.0% | 43.4% | SPLIT % | | | | 100.0% | 56.6% |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 1,234 | Total 1,234 | | | |
| AM Peak Hour | | | | 8:00 | 8:00 | PM Peak Hour | | | | 12:00 | 12:00 |
| AM Pk Volume | | | | 147 | 147 | PM Pk Volume | | | | 148 | 148 |
| Pk Hr Factor | | | | 0.855 | 0.855 | Pk Hr Factor | | | | 0.771 | 0.771 |
| 7 - 9 Volume | 0 | 0 | 0 | 254 | 254 | 4 - 6 Volume | 0 | 0 | 0 | 176 | 176 |
| 7 - 9 Peak Hour | | | | 8:00 | 8:00 | 4 - 6 Peak Hour | | | | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 147 | 147 | 4 - 6 Pk Volume | 0 | 0 | 0 | 112 | 112 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.855 | 0.855 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.848 | 0.848 |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Thursday
Date: 6/6/2019City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 1,079 | | | | | Total 1,079 |
|-----------------|-------|-------|-------|---------|----------|-----------------|-------------|-------|-------|--------|----------------|----------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 0 | 3 | 3 | 12:00 | | | 0 | 9 | 9 | |
| 0:15 | | | 0 | 3 | 3 | 12:15 | | | 0 | 7 | 7 | |
| 0:30 | | | 0 | 1 | 1 | 12:30 | | | 0 | 9 | 9 | |
| 0:45 | | | 0 | 10 | 10 | 12:45 | | | 0 | 38 | 13 38 | |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 10 | 10 | |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 0 | 9 | 9 | |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 0 | 10 | 10 | |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 0 | 38 | 9 38 | |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 18 | 18 | |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 8 | 8 | |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 0 | 10 | 10 | |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 0 | 58 | 22 58 | |
| 3:00 | | | 0 | 1 | 1 | 15:00 | | | 0 | 13 | 13 | |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 14 | 14 | |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 10 | 10 | |
| 3:45 | | | 0 | 1 | 2 | 15:45 | | | 0 | 46 | 9 46 | |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 0 | 14 | 14 | |
| 4:15 | | | 0 | 2 | 2 | 16:15 | | | 0 | 21 | 21 | |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 0 | 11 | 11 | |
| 4:45 | | | 0 | 5 | 5 | 16:45 | | | 0 | 62 | 16 62 | |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 22 | 22 | |
| 5:15 | | | 0 | 3 | 3 | 17:15 | | | 0 | 16 | 16 | |
| 5:30 | | | 0 | 4 | 4 | 17:30 | | | 0 | 19 | 19 | |
| 5:45 | | | 0 | 2 | 9 | 17:45 | | | 0 | 74 | 17 74 | |
| 6:00 | | | 0 | 11 | 11 | 18:00 | | | 0 | 17 | 17 | |
| 6:15 | | | 0 | 9 | 9 | 18:15 | | | 0 | 20 | 20 | |
| 6:30 | | | 0 | 22 | 22 | 18:30 | | | 0 | 24 | 24 | |
| 6:45 | | | 0 | 28 | 70 | 18:45 | | | 0 | 88 | 27 88 | |
| 7:00 | | | 0 | 26 | 26 | 19:00 | | | 0 | 21 | 21 | |
| 7:15 | | | 0 | 34 | 34 | 19:15 | | | 0 | 22 | 22 | |
| 7:30 | | | 0 | 38 | 38 | 19:30 | | | 0 | 10 | 10 | |
| 7:45 | | | 0 | 35 | 133 | 19:45 | | | 0 | 62 | 9 62 | |
| 8:00 | | | 0 | 39 | 39 | 20:00 | | | 0 | 4 | 4 | |
| 8:15 | | | 0 | 33 | 33 | 20:15 | | | 0 | 4 | 4 | |
| 8:30 | | | 0 | 33 | 33 | 20:30 | | | 0 | 1 | 1 | |
| 8:45 | | | 0 | 143 | 143 | 20:45 | | | 0 | 11 | 2 11 | |
| 9:00 | | | 0 | 37 | 37 | 21:00 | | | 0 | 3 | 3 | |
| 9:15 | | | 0 | 16 | 16 | 21:15 | | | 0 | 0 | 0 | |
| 9:30 | | | 0 | 22 | 22 | 21:30 | | | 0 | 4 | 4 | |
| 9:45 | | | 0 | 94 | 94 | 21:45 | | | 0 | 12 | 5 12 | |
| 10:00 | | | 0 | 15 | 15 | 22:00 | | | 0 | 2 | 2 | |
| 10:15 | | | 0 | 18 | 18 | 22:15 | | | 0 | 5 | 5 | |
| 10:30 | | | 0 | 12 | 12 | 22:30 | | | 0 | 0 | 0 | |
| 10:45 | | | 0 | 20 | 65 | 22:45 | | | 0 | 9 | 2 9 | |
| 11:00 | | | 0 | 12 | 12 | 23:00 | | | 0 | 1 | 1 | |
| 11:15 | | | 0 | 12 | 12 | 23:15 | | | 0 | 1 | 1 | |
| 11:30 | | | 0 | 9 | 9 | 23:30 | | | 0 | 2 | 2 | |
| 11:45 | | | 0 | 43 | 43 | 23:45 | | | 0 | 6 | 2 6 | |
| TOTALS | | | | 575 | 575 | TOTALS | | | | 504 | 504 | |
| SPLIT % | | | | 100.0% | 53.3% | SPLIT % | | | | 100.0% | 46.7% | |
| DAILY TOTALS | | | | IN 0 | OUT 0 | | 0 | 1,079 | | | Total 1,079 | |
| AM Peak Hour | | | | 7:15 | 7:15 | PM Peak Hour | | | | 18:30 | 18:30 | |
| AM Pk Volume | | | | 146 | 146 | PM Pk Volume | | | | 94 | 94 | |
| Pk Hr Factor | | | | 0.936 | 0.936 | Pk Hr Factor | | | | 0.870 | 0.870 | |
| 7 - 9 Volume | 0 | 0 | 0 | 276 | 276 | 4 - 6 Volume | 0 | 0 | 0 | 136 | 136 | |
| 7 - 9 Peak Hour | | | | 7:15 | 7:15 | 4 - 6 Peak Hour | | | | 17:00 | 17:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 146 | 146 | 4 - 6 Pk Volume | 0 | 0 | 0 | 74 | 74 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.936 | 0.936 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.841 | 0.841 | |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 860 | | | | | Total 860 |
|-----------------|-------|-------|-------|------------|------------|-----------------|-----------|-------|-------|------------|------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 0 | 11 | 11 | |
| 0:15 | | | 0 | 2 | 2 | 12:15 | | | 0 | 14 | 14 | |
| 0:30 | | | 0 | 2 | 2 | 12:30 | | | 0 | 9 | 9 | |
| 0:45 | | | 0 | 5 | 5 | 12:45 | | | 0 | 13 | 13 | |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 0 | 7 | 7 | |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 0 | 5 | 5 | |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 0 | 15 | 15 | |
| 1:45 | | | 0 | 1 | 1 | 13:45 | | | 0 | 19 | 19 | |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 17 | 17 | |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 0 | 29 | 29 | |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 0 | 18 | 18 | |
| 2:45 | | | 0 | 2 | 2 | 14:45 | | | 0 | 17 | 17 | |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 13 | 13 | |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 17 | 17 | |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 13 | 13 | |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 0 | 20 | 20 | |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 0 | 21 | 21 | |
| 4:15 | | | 0 | 3 | 3 | 16:15 | | | 0 | 7 | 7 | |
| 4:30 | | | 0 | 3 | 3 | 16:30 | | | 0 | 10 | 10 | |
| 4:45 | | | 0 | 6 | 6 | 16:45 | | | 0 | 14 | 14 | |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 15 | 15 | |
| 5:15 | | | 0 | 4 | 4 | 17:15 | | | 0 | 14 | 14 | |
| 5:30 | | | 0 | 5 | 5 | 17:30 | | | 0 | 22 | 22 | |
| 5:45 | | | 0 | 7 | 16 | 17:45 | | | 0 | 13 | 13 | |
| 6:00 | | | 0 | 3 | 3 | 18:00 | | | 0 | 19 | 19 | |
| 6:15 | | | 0 | 6 | 6 | 18:15 | | | 0 | 22 | 22 | |
| 6:30 | | | 0 | 18 | 18 | 18:30 | | | 0 | 17 | 17 | |
| 6:45 | | | 0 | 41 | 41 | 18:45 | | | 0 | 17 | 17 | |
| 7:00 | | | 0 | 32 | 32 | 19:00 | | | 0 | 14 | 14 | |
| 7:15 | | | 0 | 21 | 21 | 19:15 | | | 0 | 9 | 9 | |
| 7:30 | | | 0 | 17 | 17 | 19:30 | | | 0 | 8 | 8 | |
| 7:45 | | | 0 | 26 | 96 | 19:45 | | | 0 | 6 | 6 | |
| 8:00 | | | 0 | 20 | 20 | 20:00 | | | 0 | 0 | 0 | |
| 8:15 | | | 0 | 26 | 26 | 20:15 | | | 0 | 6 | 6 | |
| 8:30 | | | 0 | 23 | 23 | 20:30 | | | 0 | 2 | 2 | |
| 8:45 | | | 0 | 25 | 94 | 20:45 | | | 0 | 3 | 3 | |
| 9:00 | | | 0 | 10 | 10 | 21:00 | | | 0 | 1 | 1 | |
| 9:15 | | | 0 | 10 | 10 | 21:15 | | | 0 | 2 | 2 | |
| 9:30 | | | 0 | 14 | 14 | 21:30 | | | 0 | 5 | 5 | |
| 9:45 | | | 0 | 3 | 37 | 21:45 | | | 0 | 2 | 2 | |
| 10:00 | | | 0 | 5 | 5 | 22:00 | | | 0 | 2 | 2 | |
| 10:15 | | | 0 | 15 | 15 | 22:15 | | | 0 | 2 | 2 | |
| 10:30 | | | 0 | 4 | 4 | 22:30 | | | 0 | 2 | 2 | |
| 10:45 | | | 0 | 17 | 41 | 22:45 | | | 0 | 8 | 8 | |
| 11:00 | | | 0 | 3 | 3 | 23:00 | | | 0 | 2 | 2 | |
| 11:15 | | | 0 | 7 | 7 | 23:15 | | | 0 | 1 | 1 | |
| 11:30 | | | 0 | 4 | 4 | 23:30 | | | 0 | 1 | 1 | |
| 11:45 | | | 0 | 8 | 22 | 23:45 | | | 0 | 0 | 0 | |
| TOTALS | | | | 362 | 362 | TOTALS | | | | 498 | 498 | |
| SPLIT % | | | | 100.0% | 42.1% | SPLIT % | | | | 100.0% | 57.9% | |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 860 | | | | | Total 860 |
| AM Peak Hour | | | | 7:00 | 7:00 | PM Peak Hour | | | | 13:45 | 13:45 | |
| AM Pk Volume | | | | 96 | 96 | PM Pk Volume | | | | 83 | 83 | |
| Pk Hr Factor | | | | 0.750 | 0.750 | Pk Hr Factor | | | | 0.716 | 0.716 | |
| 7 - 9 Volume | 0 | 0 | 0 | 190 | 190 | 4 - 6 Volume | 0 | 0 | 0 | 116 | 116 | |
| 7 - 9 Peak Hour | | | | 7:00 | 7:00 | 4 - 6 Peak Hour | | | | 16:45 | 16:45 | |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 96 | 96 | 4 - 6 Pk Volume | 0 | 0 | 0 | 65 | 65 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.750 | 0.750 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.739 | 0.739 | |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Saturday
Date: 6/8/2019City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 611 | | | Total 611 | |
|-----------------|-------|-------|-------|---------|---------|-----------------|-----------|-------|-------|--------------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 0 | 10 | 10 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 0 | 9 | 9 |
| 0:30 | | | 0 | 2 | 2 | 12:30 | | | 0 | 14 | 14 |
| 0:45 | | | 0 | 2 | 6 | 12:45 | | | 0 | 10 | 10 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 26 | 26 |
| 1:15 | | | 0 | 1 | 1 | 13:15 | | | 0 | 10 | 10 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 0 | 21 | 21 |
| 1:45 | | | 0 | 3 | 5 | 13:45 | | | 0 | 14 | 14 |
| 2:00 | | | 0 | 1 | 1 | 14:00 | | | 0 | 14 | 14 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 12 | 12 |
| 2:30 | | | 0 | 1 | 1 | 14:30 | | | 0 | 12 | 12 |
| 2:45 | | | 0 | 0 | 2 | 14:45 | | | 0 | 17 | 17 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 19 | 19 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 12 | 12 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 11 | 11 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 0 | 11 | 11 |
| 4:00 | | | 0 | 0 | 0 | 16:00 | | | 0 | 23 | 23 |
| 4:15 | | | 0 | 1 | 1 | 16:15 | | | 0 | 15 | 15 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 0 | 19 | 19 |
| 4:45 | | | 0 | 0 | 1 | 16:45 | | | 0 | 20 | 20 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 16 | 16 |
| 5:15 | | | 0 | 2 | 2 | 17:15 | | | 0 | 17 | 17 |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 0 | 31 | 31 |
| 5:45 | | | 0 | 1 | 5 | 17:45 | | | 0 | 16 | 16 |
| 6:00 | | | 0 | 1 | 1 | 18:00 | | | 0 | 11 | 11 |
| 6:15 | | | 0 | 2 | 2 | 18:15 | | | 0 | 16 | 16 |
| 6:30 | | | 0 | 2 | 2 | 18:30 | | | 0 | 10 | 10 |
| 6:45 | | | 0 | 5 | 10 | 18:45 | | | 0 | 1 | 38 |
| 7:00 | | | 0 | 3 | 3 | 19:00 | | | 0 | 6 | 6 |
| 7:15 | | | 0 | 0 | 0 | 19:15 | | | 0 | 3 | 3 |
| 7:30 | | | 0 | 1 | 1 | 19:30 | | | 0 | 5 | 5 |
| 7:45 | | | 0 | 1 | 5 | 19:45 | | | 0 | 1 | 15 |
| 8:00 | | | 0 | 1 | 1 | 20:00 | | | 0 | 2 | 2 |
| 8:15 | | | 0 | 5 | 5 | 20:15 | | | 0 | 3 | 3 |
| 8:30 | | | 0 | 1 | 1 | 20:30 | | | 0 | 4 | 4 |
| 8:45 | | | 0 | 1 | 8 | 20:45 | | | 0 | 3 | 12 |
| 9:00 | | | 0 | 2 | 2 | 21:00 | | | 0 | 5 | 5 |
| 9:15 | | | 0 | 8 | 8 | 21:15 | | | 0 | 1 | 1 |
| 9:30 | | | 0 | 7 | 7 | 21:30 | | | 0 | 4 | 4 |
| 9:45 | | | 0 | 8 | 25 | 21:45 | | | 0 | 1 | 11 |
| 10:00 | | | 0 | 8 | 8 | 22:00 | | | 0 | 2 | 2 |
| 10:15 | | | 0 | 9 | 9 | 22:15 | | | 0 | 1 | 1 |
| 10:30 | | | 0 | 12 | 12 | 22:30 | | | 0 | 3 | 3 |
| 10:45 | | | 0 | 8 | 37 | 22:45 | | | 0 | 3 | 9 |
| 11:00 | | | 0 | 3 | 3 | 23:00 | | | 0 | 1 | 1 |
| 11:15 | | | 0 | 14 | 14 | 23:15 | | | 0 | 3 | 3 |
| 11:30 | | | 0 | 7 | 7 | 23:30 | | | 0 | 1 | 1 |
| 11:45 | | | 0 | 11 | 35 | 23:45 | | | 0 | 3 | 8 |
| TOTALS | | | | 139 | 139 | TOTALS | | | | 472 | 472 |
| SPLIT % | | | | 100.0% | 22.7% | SPLIT % | | | | 100.0% | 77.3% |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 611 | | | | |
| AM Peak Hour | | | | 11:45 | 11:45 | PM Peak Hour | | | | 16:45 | 16:45 |
| AM Pk Volume | | | | 44 | 44 | PM Pk Volume | | | | 84 | 84 |
| Pk Hr Factor | | | | 0.786 | 0.786 | Pk Hr Factor | | | | 0.677 | 0.677 |
| 7 - 9 Volume | 0 | 0 | 0 | 13 | 13 | 4 - 6 Volume | 0 | 0 | 0 | 157 | 157 |
| 7 - 9 Peak Hour | | | | 7:30 | 7:30 | 4 - 6 Peak Hour | | | | 16:45 | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 8 | 8 | 4 - 6 Pk Volume | 0 | 0 | 0 | 84 | 84 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.400 | 0.400 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.677 | 0.677 |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 420 | | | | | Total 420 |
|-----------------|-------|-------|-------|---------|---------|-----------------|-----------|-------|-------|--------|-------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 0 | 2 | 2 | 12:00 | | | 0 | 11 | 11 | |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 0 | 15 | 15 | |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 0 | 9 | 9 | |
| 0:45 | | | 0 | 1 | 1 | 12:45 | | | 0 | 14 | 14 | |
| 1:00 | | | 0 | 1 | 1 | 13:00 | | | 0 | 10 | 10 | |
| 1:15 | | | 0 | 2 | 2 | 13:15 | | | 0 | 24 | 24 | |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 0 | 18 | 18 | |
| 1:45 | | | 0 | 3 | 3 | 13:45 | | | 0 | 13 | 13 | |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 6 | 6 | |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 7 | 7 | |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 0 | 11 | 11 | |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 0 | 8 | 8 | |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 8 | 8 | |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 11 | 11 | |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 18 | 18 | |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 0 | 21 | 21 | |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 0 | 19 | 19 | |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 0 | 13 | 13 | |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 0 | 11 | 11 | |
| 4:45 | | | 0 | 0 | 0 | 16:45 | | | 0 | 9 | 9 | |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 9 | 9 | |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 0 | 6 | 6 | |
| 5:30 | | | 0 | 0 | 0 | 17:30 | | | 0 | 3 | 3 | |
| 5:45 | | | 0 | 0 | 0 | 17:45 | | | 0 | 6 | 6 | |
| 6:00 | | | 0 | 3 | 3 | 18:00 | | | 0 | 4 | 4 | |
| 6:15 | | | 0 | 1 | 1 | 18:15 | | | 0 | 7 | 7 | |
| 6:30 | | | 0 | 2 | 2 | 18:30 | | | 0 | 4 | 4 | |
| 6:45 | | | 0 | 3 | 3 | 18:45 | | | 0 | 5 | 5 | |
| 7:00 | | | 0 | 0 | 0 | 19:00 | | | 0 | 3 | 3 | |
| 7:15 | | | 0 | 0 | 0 | 19:15 | | | 0 | 2 | 2 | |
| 7:30 | | | 0 | 0 | 0 | 19:30 | | | 0 | 1 | 1 | |
| 7:45 | | | 0 | 2 | 2 | 19:45 | | | 0 | 1 | 1 | |
| 8:00 | | | 0 | 1 | 1 | 20:00 | | | 0 | 1 | 1 | |
| 8:15 | | | 0 | 4 | 4 | 20:15 | | | 0 | 9 | 9 | |
| 8:30 | | | 0 | 1 | 1 | 20:30 | | | 0 | 2 | 2 | |
| 8:45 | | | 0 | 4 | 10 | 20:45 | | | 0 | 3 | 3 | |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 3 | 3 | |
| 9:15 | | | 0 | 3 | 3 | 21:15 | | | 0 | 2 | 2 | |
| 9:30 | | | 0 | 0 | 0 | 21:30 | | | 0 | 2 | 2 | |
| 9:45 | | | 0 | 2 | 6 | 21:45 | | | 0 | 1 | 1 | |
| 10:00 | | | 0 | 2 | 2 | 22:00 | | | 0 | 2 | 2 | |
| 10:15 | | | 0 | 3 | 3 | 22:15 | | | 0 | 1 | 1 | |
| 10:30 | | | 0 | 5 | 5 | 22:30 | | | 0 | 1 | 1 | |
| 10:45 | | | 0 | 9 | 19 | 22:45 | | | 0 | 0 | 0 | |
| 11:00 | | | 0 | 2 | 2 | 23:00 | | | 0 | 2 | 2 | |
| 11:15 | | | 0 | 2 | 2 | 23:15 | | | 0 | 0 | 0 | |
| 11:30 | | | 0 | 9 | 9 | 23:30 | | | 0 | 0 | 0 | |
| 11:45 | | | 0 | 13 | 26 | 23:45 | | | 0 | 1 | 1 | |
| TOTALS | | | | 83 | 83 | TOTALS | | | | 337 | 337 | |
| SPLIT % | | | | 100.0% | 19.8% | SPLIT % | | | | 100.0% | 80.2% | |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 420 | | | | | Total 420 |
| AM Peak Hour | | | | 11:30 | 11:30 | PM Peak Hour | | | | 15:30 | 15:30 | |
| AM Pk Volume | | | | 48 | 48 | PM Pk Volume | | | | 71 | 71 | |
| Pk Hr Factor | | | | 0.800 | 0.800 | Pk Hr Factor | | | | 0.845 | 0.845 | |
| 7 - 9 Volume | 0 | 0 | 0 | 12 | 12 | 4 - 6 Volume | 0 | 0 | 0 | 76 | 76 | |
| 7 - 9 Peak Hour | | | | 8:00 | 8:00 | 4 - 6 Peak Hour | | | | 16:00 | 16:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 10 | 10 | 4 - 6 Pk Volume | 0 | 0 | 0 | 52 | 52 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.625 | 0.625 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.684 | 0.684 | |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 905 | | | Total 905 | |
|-----------------|-------|-------|-------|---------|---------|-----------------|-----------|-------|-------|--------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 0 | 8 | 8 |
| 0:15 | | | 0 | 1 | 1 | 12:15 | | | 0 | 9 | 9 |
| 0:30 | | | 0 | 4 | 4 | 12:30 | | | 0 | 5 | 5 |
| 0:45 | | | 0 | 1 | 7 | 12:45 | | | 0 | 5 | 27 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 7 | 7 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 0 | 12 | 12 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 0 | 6 | 6 |
| 1:45 | | | 0 | 1 | 2 | 13:45 | | | 0 | 5 | 30 |
| 2:00 | | | 0 | 2 | 2 | 14:00 | | | 0 | 1 | 1 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 5 | 5 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 0 | 7 | 7 |
| 2:45 | | | 0 | 0 | 2 | 14:45 | | | 0 | 8 | 21 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 4 | 4 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 5 | 5 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 10 | 10 |
| 3:45 | | | 0 | 1 | 1 | 15:45 | | | 0 | 4 | 23 |
| 4:00 | | | 0 | 1 | 1 | 16:00 | | | 0 | 7 | 7 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 0 | 21 | 21 |
| 4:30 | | | 0 | 1 | 1 | 16:30 | | | 0 | 19 | 19 |
| 4:45 | | | 0 | 0 | 2 | 16:45 | | | 0 | 21 | 68 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 23 | 23 |
| 5:15 | | | 0 | 3 | 3 | 17:15 | | | 0 | 17 | 17 |
| 5:30 | | | 0 | 0 | 0 | 17:30 | | | 0 | 19 | 19 |
| 5:45 | | | 0 | 6 | 9 | 17:45 | | | 0 | 23 | 82 |
| 6:00 | | | 0 | 1 | 1 | 18:00 | | | 0 | 25 | 25 |
| 6:15 | | | 0 | 14 | 14 | 18:15 | | | 0 | 37 | 37 |
| 6:30 | | | 0 | 15 | 15 | 18:30 | | | 0 | 17 | 17 |
| 6:45 | | | 0 | 18 | 48 | 18:45 | | | 0 | 13 | 92 |
| 7:00 | | | 0 | 25 | 25 | 19:00 | | | 0 | 7 | 7 |
| 7:15 | | | 0 | 21 | 21 | 19:15 | | | 0 | 7 | 7 |
| 7:30 | | | 0 | 13 | 13 | 19:30 | | | 0 | 3 | 3 |
| 7:45 | | | 0 | 26 | 85 | 19:45 | | | 0 | 5 | 22 |
| 8:00 | | | 0 | 24 | 24 | 20:00 | | | 0 | 8 | 8 |
| 8:15 | | | 0 | 31 | 31 | 20:15 | | | 0 | 4 | 4 |
| 8:30 | | | 0 | 45 | 45 | 20:30 | | | 0 | 2 | 2 |
| 8:45 | | | 0 | 39 | 139 | 20:45 | | | 0 | 3 | 17 |
| 9:00 | | | 0 | 42 | 42 | 21:00 | | | 0 | 3 | 3 |
| 9:15 | | | 0 | 34 | 34 | 21:15 | | | 0 | 3 | 3 |
| 9:30 | | | 0 | 22 | 22 | 21:30 | | | 0 | 4 | 4 |
| 9:45 | | | 0 | 18 | 116 | 21:45 | | | 0 | 5 | 15 |
| 10:00 | | | 0 | 24 | 24 | 22:00 | | | 0 | 0 | 0 |
| 10:15 | | | 0 | 17 | 17 | 22:15 | | | 0 | 4 | 4 |
| 10:30 | | | 0 | 12 | 12 | 22:30 | | | 0 | 4 | 4 |
| 10:45 | | | 0 | 14 | 67 | 22:45 | | | 0 | 0 | 8 |
| 11:00 | | | 0 | 7 | 7 | 23:00 | | | 0 | 0 | 0 |
| 11:15 | | | 0 | 3 | 3 | 23:15 | | | 0 | 2 | 2 |
| 11:30 | | | 0 | 6 | 6 | 23:30 | | | 0 | 0 | 0 |
| 11:45 | | | 0 | 4 | 20 | 23:45 | | | 0 | 0 | 2 |
| TOTALS | | | | 498 | 498 | TOTALS | | | | 407 | 407 |
| SPLIT % | | | | 100.0% | 55.0% | SPLIT % | | | | 100.0% | 45.0% |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 905 | | | | |
| AM Peak Hour | | | | 8:30 | 8:30 | PM Peak Hour | | | | 17:30 | 17:30 |
| AM Pk Volume | | | | 160 | 160 | PM Pk Volume | | | | 104 | 104 |
| Pk Hr Factor | | | | 0.889 | 0.889 | Pk Hr Factor | | | | 0.703 | 0.703 |
| 7 - 9 Volume | 0 | 0 | 0 | 224 | 224 | 4 - 6 Volume | 0 | 0 | 0 | 150 | 150 |
| 7 - 9 Peak Hour | | | | 8:00 | 8:00 | 4 - 6 Peak Hour | | | | 16:15 | 16:15 |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 139 | 139 | 4 - 6 Pk Volume | 0 | 0 | 0 | 84 | 84 |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.772 | 0.772 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.913 | 0.913 |

Ramp Count

SB Washington Blvd Ramp Onto Pentagon mall and river entrance

Day: Tuesday
 Date: 6/11/2019

City: Arlington
 Project #: DC19_11096-001

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 1,083 | | | | | Total 1,083 |
|-----------------|-------|-------|-------|---------|---------|-----------------|-------------|-------|-------|--------|--------------|----------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 0 | 1 | 1 | 12:00 | | | 0 | 11 | 11 | |
| 0:15 | | | 0 | 3 | 3 | 12:15 | | | 0 | 5 | 5 | |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 0 | 11 | 11 | |
| 0:45 | | | 0 | 2 | 6 | 12:45 | | | 0 | 13 | 40 | |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 9 | 9 | |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 0 | 15 | 15 | |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 0 | 17 | 17 | |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 0 | 9 | 50 | |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 7 | 7 | |
| 2:15 | | | 0 | 1 | 1 | 14:15 | | | 0 | 11 | 11 | |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 0 | 3 | 3 | |
| 2:45 | | | 0 | 2 | 3 | 14:45 | | | 0 | 16 | 37 | |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 22 | 22 | |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 0 | 20 | 20 | |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 23 | 23 | |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 0 | 16 | 81 | |
| 4:00 | | | 0 | 2 | 2 | 16:00 | | | 0 | 22 | 22 | |
| 4:15 | | | 0 | 1 | 1 | 16:15 | | | 0 | 28 | 28 | |
| 4:30 | | | 0 | 2 | 2 | 16:30 | | | 0 | 28 | 28 | |
| 4:45 | | | 0 | 0 | 5 | 16:45 | | | 0 | 20 | 98 | |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 9 | 9 | |
| 5:15 | | | 0 | 3 | 3 | 17:15 | | | 0 | 22 | 22 | |
| 5:30 | | | 0 | 2 | 2 | 17:30 | | | 0 | 19 | 19 | |
| 5:45 | | | 0 | 7 | 12 | 17:45 | | | 0 | 16 | 66 | |
| 6:00 | | | 0 | 8 | 8 | 18:00 | | | 0 | 16 | 16 | |
| 6:15 | | | 0 | 12 | 12 | 18:15 | | | 0 | 23 | 23 | |
| 6:30 | | | 0 | 17 | 17 | 18:30 | | | 0 | 25 | 25 | |
| 6:45 | | | 0 | 25 | 62 | 18:45 | | | 0 | 27 | 91 | |
| 7:00 | | | 0 | 28 | 28 | 19:00 | | | 0 | 28 | 28 | |
| 7:15 | | | 0 | 18 | 18 | 19:15 | | | 0 | 30 | 30 | |
| 7:30 | | | 0 | 28 | 28 | 19:30 | | | 0 | 11 | 11 | |
| 7:45 | | | 0 | 29 | 103 | 19:45 | | | 0 | 4 | 73 | |
| 8:00 | | | 0 | 29 | 29 | 20:00 | | | 0 | 3 | 3 | |
| 8:15 | | | 0 | 33 | 33 | 20:15 | | | 0 | 1 | 1 | |
| 8:30 | | | 0 | 33 | 33 | 20:30 | | | 0 | 5 | 5 | |
| 8:45 | | | 0 | 30 | 125 | 20:45 | | | 0 | 3 | 12 | |
| 9:00 | | | 0 | 29 | 29 | 21:00 | | | 0 | 2 | 2 | |
| 9:15 | | | 0 | 24 | 24 | 21:15 | | | 0 | 3 | 3 | |
| 9:30 | | | 0 | 27 | 27 | 21:30 | | | 0 | 3 | 3 | |
| 9:45 | | | 0 | 23 | 103 | 21:45 | | | 0 | 1 | 9 | |
| 10:00 | | | 0 | 24 | 24 | 22:00 | | | 0 | 1 | 1 | |
| 10:15 | | | 0 | 14 | 14 | 22:15 | | | 0 | 1 | 1 | |
| 10:30 | | | 0 | 22 | 22 | 22:30 | | | 0 | 0 | 0 | |
| 10:45 | | | 0 | 16 | 76 | 22:45 | | | 0 | 1 | 3 | |
| 11:00 | | | 0 | 3 | 3 | 23:00 | | | 0 | 1 | 1 | |
| 11:15 | | | 0 | 6 | 6 | 23:15 | | | 0 | 2 | 2 | |
| 11:30 | | | 0 | 3 | 3 | 23:30 | | | 0 | 0 | 0 | |
| 11:45 | | | 0 | 13 | 25 | 23:45 | | | 0 | 0 | 3 | |
| TOTALS | | | | 520 | 520 | TOTALS | | | | 563 | 563 | |
| SPLIT % | | | | 100.0% | 48.0% | SPLIT % | | | | 100.0% | 52.0% | |
| DAILY TOTALS | | | | NB 0 | SB 0 | EB 0 | WB 1,083 | | | | | Total 1,083 |
| AM Peak Hour | | | | 8:00 | 8:00 | PM Peak Hour | | | | 18:30 | 18:30 | |
| AM Pk Volume | | | | 125 | 125 | PM Pk Volume | | | | 110 | 110 | |
| Pk Hr Factor | | | | 0.947 | 0.947 | Pk Hr Factor | | | | 0.917 | 0.917 | |
| 7 - 9 Volume | 0 | 0 | 0 | 228 | 228 | 4 - 6 Volume | 0 | 0 | 0 | 164 | 164 | |
| 7 - 9 Peak Hour | | | | 8:00 | 8:00 | 4 - 6 Peak Hour | | | | 16:00 | 16:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 0 | 125 | 125 | 4 - 6 Pk Volume | 0 | 0 | 0 | 98 | 98 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.947 | 0.947 | Pk Hr Factor | 0.000 | 0.000 | 0.000 | 0.875 | 0.875 | |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 12,755 | EB 0 | WB 0 | Total 12,755 | | | |
|----------------|----|--------|-----|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 38 | | | 38 | 12:00 | 0 | 132 | | | 132 |
| 0:15 | 0 | 31 | | | 31 | 12:15 | 0 | 139 | | | 139 |
| 0:30 | 0 | 27 | | | 27 | 12:30 | 0 | 139 | | | 139 |
| 0:45 | 0 | 30 | 126 | | 30 | 12:45 | 0 | 136 | 546 | | 136 546 |
| 1:00 | 0 | 26 | | | 26 | 13:00 | 0 | 169 | | | 169 |
| 1:15 | 0 | 22 | | | 22 | 13:15 | 0 | 162 | | | 162 |
| 1:30 | 0 | 19 | | | 19 | 13:30 | 0 | 140 | | | 140 |
| 1:45 | 0 | 9 | 76 | | 9 | 13:45 | 0 | 192 | 663 | | 192 663 |
| 2:00 | 0 | 11 | | | 11 | 14:00 | 0 | 209 | | | 209 |
| 2:15 | 0 | 10 | | | 10 | 14:15 | 0 | 206 | | | 206 |
| 2:30 | 0 | 10 | | | 10 | 14:30 | 0 | 229 | | | 229 |
| 2:45 | 0 | 4 | 35 | | 4 | 14:45 | 0 | 233 | 877 | | 233 877 |
| 3:00 | 0 | 4 | | | 4 | 15:00 | 0 | 312 | | | 312 |
| 3:15 | 0 | 15 | | | 15 | 15:15 | 0 | 306 | | | 306 |
| 3:30 | 0 | 7 | | | 7 | 15:30 | 0 | 271 | | | 271 |
| 3:45 | 0 | 6 | 32 | | 6 | 15:45 | 0 | 315 | 1204 | | 315 1204 |
| 4:00 | 0 | 10 | | | 10 | 16:00 | 0 | 331 | | | 331 |
| 4:15 | 0 | 15 | | | 15 | 16:15 | 0 | 313 | | | 313 |
| 4:30 | 0 | 22 | | | 22 | 16:30 | 0 | 334 | | | 334 |
| 4:45 | 0 | 19 | 66 | | 19 | 16:45 | 0 | 360 | 1338 | | 360 1338 |
| 5:00 | 0 | 28 | | | 28 | 17:00 | 0 | 367 | | | 367 |
| 5:15 | 0 | 43 | | | 43 | 17:15 | 0 | 351 | | | 351 |
| 5:30 | 0 | 39 | | | 39 | 17:30 | 0 | 347 | | | 347 |
| 5:45 | 0 | 43 | 153 | | 43 | 17:45 | 0 | 305 | 1370 | | 305 1370 |
| 6:00 | 0 | 45 | | | 45 | 18:00 | 0 | 387 | | | 387 |
| 6:15 | 0 | 47 | | | 47 | 18:15 | 0 | 374 | | | 374 |
| 6:30 | 0 | 74 | | | 74 | 18:30 | 0 | 345 | | | 345 |
| 6:45 | 0 | 73 | 239 | | 73 | 18:45 | 0 | 283 | 1389 | | 283 1389 |
| 7:00 | 0 | 93 | | | 93 | 19:00 | 0 | 213 | | | 213 |
| 7:15 | 0 | 121 | | | 121 | 19:15 | 0 | 213 | | | 213 |
| 7:30 | 0 | 114 | | | 114 | 19:30 | 0 | 210 | | | 210 |
| 7:45 | 0 | 126 | 454 | | 126 | 19:45 | 0 | 191 | 827 | | 191 827 |
| 8:00 | 0 | 92 | | | 92 | 20:00 | 0 | 168 | | | 168 |
| 8:15 | 0 | 90 | | | 90 | 20:15 | 0 | 161 | | | 161 |
| 8:30 | 0 | 101 | | | 101 | 20:30 | 0 | 151 | | | 151 |
| 8:45 | 0 | 83 | 366 | | 83 | 20:45 | 0 | 143 | 623 | | 143 623 |
| 9:00 | 0 | 94 | | | 94 | 21:00 | 0 | 116 | | | 116 |
| 9:15 | 0 | 94 | | | 94 | 21:15 | 0 | 120 | | | 120 |
| 9:30 | 0 | 107 | | | 107 | 21:30 | 0 | 84 | | | 84 |
| 9:45 | 0 | 103 | 398 | | 103 | 21:45 | 0 | 101 | 421 | | 101 421 |
| 10:00 | 0 | 128 | | | 128 | 22:00 | 0 | 90 | | | 90 |
| 10:15 | 0 | 99 | | | 99 | 22:15 | 0 | 77 | | | 77 |
| 10:30 | 0 | 117 | | | 117 | 22:30 | 0 | 95 | | | 95 |
| 10:45 | 0 | 116 | 460 | | 116 | 22:45 | 0 | 78 | 340 | | 78 340 |
| 11:00 | 0 | 113 | | | 113 | 23:00 | 0 | 77 | | | 77 |
| 11:15 | 0 | 118 | | | 118 | 23:15 | 0 | 61 | | | 61 |
| 11:30 | 0 | 126 | | | 126 | 23:30 | 0 | 57 | | | 57 |
| 11:45 | 0 | 158 | 515 | | 158 | 23:45 | 0 | 42 | 237 | | 42 237 |
| TOTALS | | 2920 | | | 2920 | TOTALS | | 9835 | | | 9835 |
| SPLIT % | | 100.0% | | | 22.9% | SPLIT % | | 100.0% | | | 77.1% |

| DAILY TOTALS | | | | NB 0 | SB 12,755 | EB 0 | WB 0 | Total 12,755 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 16:45 | | 16:45 |
| AM Pk Volume | 568 | | | 568 | PM Pk Volume | 1425 | | 1425 |
| Pk Hr Factor | 0.899 | | | 0.899 | Pk Hr Factor | 0.971 | | 0.971 |
| 7 - 9 Volume | 0 | 820 | 0 | 820 | 4 - 6 Volume | 0 | 0 | 2708 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:45 | | 16:45 |
| 7 - 9 Pk Volume | 0 | 454 | 0 | 454 | 4 - 6 Pk Volume | 1425 | 0 | 1425 |
| Pk Hr Factor | 0.901 | 0.901 | 0.901 | 0.901 | Pk Hr Factor | 0.971 | 0.971 | 0.971 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Thursday
Date: 6/6/2019City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 12,831 | EB 0 | WB 0 | Total 12,831 | | | |
|--------------|----|--------|-----|---------|--------------|-----------|---------|-----------------|------|----|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | Total |
| 0:00 | 0 | 34 | | | 34 | 12:00 | 0 | 144 | | | 144 |
| 0:15 | 0 | 29 | | | 29 | 12:15 | 0 | 168 | | | 168 |
| 0:30 | 0 | 29 | | | 29 | 12:30 | 0 | 150 | | | 150 |
| 0:45 | 0 | 24 | 116 | | 24 | 12:45 | 0 | 164 | 626 | | 164 |
| 1:00 | 0 | 17 | | | 17 | 13:00 | 0 | 137 | | | 137 |
| 1:15 | 0 | 13 | | | 13 | 13:15 | 0 | 144 | | | 144 |
| 1:30 | 0 | 13 | | | 13 | 13:30 | 0 | 154 | | | 154 |
| 1:45 | 0 | 15 | 58 | | 15 | 13:45 | 0 | 167 | 602 | | 167 |
| 2:00 | 0 | 9 | | | 9 | 14:00 | 0 | 209 | | | 209 |
| 2:15 | 0 | 8 | | | 8 | 14:15 | 0 | 222 | | | 222 |
| 2:30 | 0 | 6 | | | 6 | 14:30 | 0 | 214 | | | 214 |
| 2:45 | 0 | 11 | 34 | | 11 | 14:45 | 0 | 225 | 870 | | 225 |
| 3:00 | 0 | 5 | | | 5 | 15:00 | 0 | 289 | | | 289 |
| 3:15 | 0 | 5 | | | 5 | 15:15 | 0 | 321 | | | 321 |
| 3:30 | 0 | 6 | | | 6 | 15:30 | 0 | 228 | | | 228 |
| 3:45 | 0 | 4 | 20 | | 4 | 15:45 | 0 | 292 | 1130 | | 292 |
| 4:00 | 0 | 15 | | | 15 | 16:00 | 0 | 338 | | | 338 |
| 4:15 | 0 | 14 | | | 14 | 16:15 | 0 | 282 | | | 282 |
| 4:30 | 0 | 19 | | | 19 | 16:30 | 0 | 343 | | | 343 |
| 4:45 | 0 | 26 | 74 | | 26 | 16:45 | 0 | 323 | 1286 | | 323 |
| 5:00 | 0 | 34 | | | 34 | 17:00 | 0 | 349 | | | 349 |
| 5:15 | 0 | 46 | | | 46 | 17:15 | 0 | 358 | | | 358 |
| 5:30 | 0 | 34 | | | 34 | 17:30 | 0 | 348 | | | 348 |
| 5:45 | 0 | 34 | 148 | | 34 | 17:45 | 0 | 325 | 1380 | | 325 |
| 6:00 | 0 | 60 | | | 60 | 18:00 | 0 | 380 | | | 380 |
| 6:15 | 0 | 49 | | | 49 | 18:15 | 0 | 301 | | | 301 |
| 6:30 | 0 | 72 | | | 72 | 18:30 | 0 | 327 | | | 327 |
| 6:45 | 0 | 90 | 271 | | 90 | 18:45 | 0 | 258 | 1266 | | 258 |
| 7:00 | 0 | 89 | | | 89 | 19:00 | 0 | 258 | | | 258 |
| 7:15 | 0 | 92 | | | 92 | 19:15 | 0 | 220 | | | 220 |
| 7:30 | 0 | 112 | | | 112 | 19:30 | 0 | 219 | | | 219 |
| 7:45 | 0 | 101 | 394 | | 101 | 19:45 | 0 | 222 | 919 | | 222 |
| 8:00 | 0 | 105 | | | 105 | 20:00 | 0 | 168 | | | 168 |
| 8:15 | 0 | 105 | | | 105 | 20:15 | 0 | 173 | | | 173 |
| 8:30 | 0 | 87 | | | 87 | 20:30 | 0 | 159 | | | 159 |
| 8:45 | 0 | 87 | 384 | | 87 | 20:45 | 0 | 124 | 624 | | 124 |
| 9:00 | 0 | 109 | | | 109 | 21:00 | 0 | 152 | | | 152 |
| 9:15 | 0 | 93 | | | 93 | 21:15 | 0 | 126 | | | 126 |
| 9:30 | 0 | 110 | | | 110 | 21:30 | 0 | 133 | | | 133 |
| 9:45 | 0 | 109 | 421 | | 109 | 21:45 | 0 | 118 | 529 | | 118 |
| 10:00 | 0 | 95 | | | 95 | 22:00 | 0 | 113 | | | 113 |
| 10:15 | 0 | 118 | | | 118 | 22:15 | 0 | 111 | | | 111 |
| 10:30 | 0 | 116 | | | 116 | 22:30 | 0 | 97 | | | 97 |
| 10:45 | 0 | 116 | 445 | | 116 | 22:45 | 0 | 96 | 417 | | 96 |
| 11:00 | 0 | 136 | | | 136 | 23:00 | 0 | 81 | | | 81 |
| 11:15 | 0 | 138 | | | 138 | 23:15 | 0 | 72 | | | 72 |
| 11:30 | 0 | 144 | | | 144 | 23:30 | 0 | 52 | | | 52 |
| 11:45 | 0 | 151 | 569 | | 151 | 23:45 | 0 | 43 | 248 | | 43 |
| TOTALS | | 2934 | | | 2934 | TOTALS | | 9897 | | | 9897 |
| SPLIT % | | 100.0% | | | 22.9% | SPLIT % | | 100.0% | | | 77.1% |

| DAILY TOTALS | | | | NB 0 | SB 12,831 | EB 0 | WB 0 | Total 12,831 |
|--------------|--|--|--|---------|--------------|---------|---------|-----------------|
|--------------|--|--|--|---------|--------------|---------|---------|-----------------|

| | | | | | |
|-----------------|-------|-------|-----------------|-------|-------|
| AM Peak Hour | 11:45 | 11:45 | PM Peak Hour | 17:15 | 17:15 |
| AM Pk Volume | 613 | 613 | PM Pk Volume | 1411 | 1411 |
| Pk Hr Factor | 0.912 | 0.912 | Pk Hr Factor | 0.928 | 0.928 |
| 7 - 9 Volume | 0 | 778 | 4 - 6 Volume | 0 | 2666 |
| 7 - 9 Peak Hour | | 7:30 | 7:30 | | 0 |
| 7 - 9 Pk Volume | 0 | 423 | 4 - 6 Peak Hour | 17:00 | 17:00 |
| Pk Hr Factor | 0.944 | 0.944 | 4 - 6 Pk Volume | 1380 | 1380 |
| | | | Pk Hr Factor | 0.964 | 0.964 |
| | | | | 0.000 | 0.000 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 13,085 | EB 0 | WB 0 | Total 13,085 | | | |
|----------------|----|--------|-----|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 52 | | | 52 | 12:00 | 0 | 154 | | | 154 |
| 0:15 | 0 | 52 | | | 52 | 12:15 | 0 | 204 | | | 204 |
| 0:30 | 0 | 41 | | | 41 | 12:30 | 0 | 194 | | | 194 |
| 0:45 | 0 | 37 | 182 | | 37 | 12:45 | 0 | 195 | 747 | | 195 747 |
| 1:00 | 0 | 25 | | | 25 | 13:00 | 0 | 195 | | | 195 |
| 1:15 | 0 | 27 | | | 27 | 13:15 | 0 | 217 | | | 217 |
| 1:30 | 0 | 17 | | | 17 | 13:30 | 0 | 209 | | | 209 |
| 1:45 | 0 | 11 | 80 | | 11 | 13:45 | 0 | 221 | 842 | | 221 842 |
| 2:00 | 0 | 22 | | | 22 | 14:00 | 0 | 239 | | | 239 |
| 2:15 | 0 | 9 | | | 9 | 14:15 | 0 | 224 | | | 224 |
| 2:30 | 0 | 12 | | | 12 | 14:30 | 0 | 265 | | | 265 |
| 2:45 | 0 | 12 | 55 | | 12 | 14:45 | 0 | 273 | 1001 | | 273 1001 |
| 3:00 | 0 | 12 | | | 12 | 15:00 | 0 | 305 | | | 305 |
| 3:15 | 0 | 10 | | | 10 | 15:15 | 0 | 281 | | | 281 |
| 3:30 | 0 | 12 | | | 12 | 15:30 | 0 | 292 | | | 292 |
| 3:45 | 0 | 11 | 45 | | 11 | 15:45 | 0 | 266 | 1144 | | 266 1144 |
| 4:00 | 0 | 6 | | | 6 | 16:00 | 0 | 293 | | | 293 |
| 4:15 | 0 | 14 | | | 14 | 16:15 | 0 | 335 | | | 335 |
| 4:30 | 0 | 13 | | | 13 | 16:30 | 0 | 315 | | | 315 |
| 4:45 | 0 | 36 | 69 | | 36 | 16:45 | 0 | 289 | 1232 | | 289 1232 |
| 5:00 | 0 | 22 | | | 22 | 17:00 | 0 | 339 | | | 339 |
| 5:15 | 0 | 34 | | | 34 | 17:15 | 0 | 310 | | | 310 |
| 5:30 | 0 | 32 | | | 32 | 17:30 | 0 | 312 | | | 312 |
| 5:45 | 0 | 36 | 124 | | 36 | 17:45 | 0 | 297 | 1258 | | 297 1258 |
| 6:00 | 0 | 59 | | | 59 | 18:00 | 0 | 345 | | | 345 |
| 6:15 | 0 | 45 | | | 45 | 18:15 | 0 | 269 | | | 269 |
| 6:30 | 0 | 66 | | | 66 | 18:30 | 0 | 232 | | | 232 |
| 6:45 | 0 | 72 | 242 | | 72 | 18:45 | 0 | 161 | 1007 | | 161 1007 |
| 7:00 | 0 | 138 | | | 138 | 19:00 | 0 | 185 | | | 185 |
| 7:15 | 0 | 119 | | | 119 | 19:15 | 0 | 194 | | | 194 |
| 7:30 | 0 | 123 | | | 123 | 19:30 | 0 | 180 | | | 180 |
| 7:45 | 0 | 121 | 501 | | 121 | 19:45 | 0 | 161 | 720 | | 161 720 |
| 8:00 | 0 | 108 | | | 108 | 20:00 | 0 | 158 | | | 158 |
| 8:15 | 0 | 106 | | | 106 | 20:15 | 0 | 139 | | | 139 |
| 8:30 | 0 | 111 | | | 111 | 20:30 | 0 | 112 | | | 112 |
| 8:45 | 0 | 120 | 445 | | 120 | 20:45 | 0 | 103 | 512 | | 103 512 |
| 9:00 | 0 | 100 | | | 100 | 21:00 | 0 | 107 | | | 107 |
| 9:15 | 0 | 110 | | | 110 | 21:15 | 0 | 104 | | | 104 |
| 9:30 | 0 | 121 | | | 121 | 21:30 | 0 | 108 | | | 108 |
| 9:45 | 0 | 145 | 476 | | 145 | 21:45 | 0 | 113 | 432 | | 113 432 |
| 10:00 | 0 | 130 | | | 130 | 22:00 | 0 | 107 | | | 107 |
| 10:15 | 0 | 125 | | | 125 | 22:15 | 0 | 99 | | | 99 |
| 10:30 | 0 | 139 | | | 139 | 22:30 | 0 | 135 | | | 135 |
| 10:45 | 0 | 141 | 535 | | 141 | 22:45 | 0 | 112 | 453 | | 112 453 |
| 11:00 | 0 | 141 | | | 141 | 23:00 | 0 | 117 | | | 117 |
| 11:15 | 0 | 150 | | | 150 | 23:15 | 0 | 97 | | | 97 |
| 11:30 | 0 | 169 | | | 169 | 23:30 | 0 | 79 | | | 79 |
| 11:45 | 0 | 159 | 619 | | 159 | 23:45 | 0 | 71 | 364 | | 71 364 |
| TOTALS | | 3373 | | | 3373 | TOTALS | | 9712 | | | 9712 |
| SPLIT % | | 100.0% | | | 25.8% | SPLIT % | | 100.0% | | | 74.2% |

| DAILY TOTALS | | | | NB 0 | SB 13,085 | EB 0 | WB 0 | Total 13,085 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 16:15 | | 16:15 |
| AM Pk Volume | 711 | | | 711 | PM Pk Volume | 1278 | | 1278 |
| Pk Hr Factor | 0.871 | | | 0.871 | Pk Hr Factor | 0.942 | | 0.942 |
| 7 - 9 Volume | 0 | 946 | 0 | 946 | 4 - 6 Volume | 0 | 0 | 2490 |
| 7 - 9 Peak Hour | 0 | 7:00 | | 7:00 | 4 - 6 Peak Hour | 16:15 | | 16:15 |
| 7 - 9 Pk Volume | 0 | 501 | 0 | 501 | 4 - 6 Pk Volume | 1278 | 0 | 1278 |
| Pk Hr Factor | 0.908 | 0.908 | 0.908 | 0.908 | Pk Hr Factor | 0.942 | 0.942 | 0.942 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 9,888 | EB 0 | WB 0 | Total 9,888 | | | |
|--------------|----|--------|-----|---------|-------------|-----------|---------|----------------|-----|----|---------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 75 | | | 75 | 12:00 | 0 | 145 | | | 145 |
| 0:15 | 0 | 70 | | | 70 | 12:15 | 0 | 148 | | | 148 |
| 0:30 | 0 | 56 | | | 56 | 12:30 | 0 | 134 | | | 134 |
| 0:45 | 0 | 55 | 256 | | 55 256 | 12:45 | 0 | 171 | 598 | | 171 598 |
| 1:00 | 0 | 51 | | | 51 | 13:00 | 0 | 120 | | | 120 |
| 1:15 | 0 | 37 | | | 37 | 13:15 | 0 | 158 | | | 158 |
| 1:30 | 0 | 24 | | | 24 | 13:30 | 0 | 152 | | | 152 |
| 1:45 | 0 | 30 | 142 | | 30 142 | 13:45 | 0 | 144 | 574 | | 144 574 |
| 2:00 | 0 | 29 | | | 29 | 14:00 | 0 | 153 | | | 153 |
| 2:15 | 0 | 25 | | | 25 | 14:15 | 0 | 139 | | | 139 |
| 2:30 | 0 | 25 | | | 25 | 14:30 | 0 | 150 | | | 150 |
| 2:45 | 0 | 19 | 98 | | 19 98 | 14:45 | 0 | 188 | 630 | | 188 630 |
| 3:00 | 0 | 31 | | | 31 | 15:00 | 0 | 169 | | | 169 |
| 3:15 | 0 | 24 | | | 24 | 15:15 | 0 | 164 | | | 164 |
| 3:30 | 0 | 17 | | | 17 | 15:30 | 0 | 169 | | | 169 |
| 3:45 | 0 | 21 | 93 | | 21 93 | 15:45 | 0 | 179 | 681 | | 179 681 |
| 4:00 | 0 | 29 | | | 29 | 16:00 | 0 | 153 | | | 153 |
| 4:15 | 0 | 21 | | | 21 | 16:15 | 0 | 149 | | | 149 |
| 4:30 | 0 | 22 | | | 22 | 16:30 | 0 | 156 | | | 156 |
| 4:45 | 0 | 10 | 82 | | 10 82 | 16:45 | 0 | 180 | 638 | | 180 638 |
| 5:00 | 0 | 15 | | | 15 | 17:00 | 0 | 138 | | | 138 |
| 5:15 | 0 | 13 | | | 13 | 17:15 | 0 | 149 | | | 149 |
| 5:30 | 0 | 10 | | | 10 | 17:30 | 0 | 149 | | | 149 |
| 5:45 | 0 | 21 | 59 | | 21 59 | 17:45 | 0 | 167 | 603 | | 167 603 |
| 6:00 | 0 | 12 | | | 12 | 18:00 | 0 | 160 | | | 160 |
| 6:15 | 0 | 22 | | | 22 | 18:15 | 0 | 167 | | | 167 |
| 6:30 | 0 | 33 | | | 33 | 18:30 | 0 | 159 | | | 159 |
| 6:45 | 0 | 45 | 112 | | 45 112 | 18:45 | 0 | 143 | 629 | | 143 629 |
| 7:00 | 0 | 54 | | | 54 | 19:00 | 0 | 136 | | | 136 |
| 7:15 | 0 | 66 | | | 66 | 19:15 | 0 | 142 | | | 142 |
| 7:30 | 0 | 70 | | | 70 | 19:30 | 0 | 151 | | | 151 |
| 7:45 | 0 | 69 | 259 | | 69 259 | 19:45 | 0 | 135 | 564 | | 135 564 |
| 8:00 | 0 | 72 | | | 72 | 20:00 | 0 | 120 | | | 120 |
| 8:15 | 0 | 88 | | | 88 | 20:15 | 0 | 130 | | | 130 |
| 8:30 | 0 | 91 | | | 91 | 20:30 | 0 | 136 | | | 136 |
| 8:45 | 0 | 105 | 356 | | 105 356 | 20:45 | 0 | 127 | 513 | | 127 513 |
| 9:00 | 0 | 110 | | | 110 | 21:00 | 0 | 106 | | | 106 |
| 9:15 | 0 | 116 | | | 116 | 21:15 | 0 | 112 | | | 112 |
| 9:30 | 0 | 136 | | | 136 | 21:30 | 0 | 118 | | | 118 |
| 9:45 | 0 | 130 | 492 | | 130 492 | 21:45 | 0 | 117 | 453 | | 117 453 |
| 10:00 | 0 | 129 | | | 129 | 22:00 | 0 | 109 | | | 109 |
| 10:15 | 0 | 116 | | | 116 | 22:15 | 0 | 148 | | | 148 |
| 10:30 | 0 | 138 | | | 138 | 22:30 | 0 | 123 | | | 123 |
| 10:45 | 0 | 143 | 526 | | 143 526 | 22:45 | 0 | 122 | 502 | | 122 502 |
| 11:00 | 0 | 128 | | | 128 | 23:00 | 0 | 131 | | | 131 |
| 11:15 | 0 | 151 | | | 151 | 23:15 | 0 | 119 | | | 119 |
| 11:30 | 0 | 157 | | | 157 | 23:30 | 0 | 114 | | | 114 |
| 11:45 | 0 | 132 | 568 | | 132 568 | 23:45 | 0 | 96 | 460 | | 96 460 |
| TOTALS | | 3043 | | | 3043 | TOTALS | | 6845 | | | 6845 |
| SPLIT % | | 100.0% | | | 30.8% | SPLIT % | | 100.0% | | | 69.2% |

| DAILY TOTALS | | | | NB 0 | SB 9,888 | EB 0 | WB 0 | Total 9,888 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|----------------|
| AM Peak Hour | 11:15 | | | 11:15 | PM Peak Hour | 14:45 | | 14:45 |
| AM Pk Volume | 585 | | | 585 | PM Pk Volume | 690 | | 690 |
| Pk Hr Factor | 0.932 | | | 0.932 | Pk Hr Factor | 0.918 | | 0.918 |
| 7 - 9 Volume | 0 | 615 | 0 | 615 | 4 - 6 Volume | 0 | 1241 | 1241 |
| 7 - 9 Peak Hour | | 8:00 | | 8:00 | 4 - 6 Peak Hour | | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 356 | 0 | 356 | 4 - 6 Pk Volume | 0 | 638 | 638 |
| Pk Hr Factor | 0.848 | 0.848 | 0.848 | 0.848 | Pk Hr Factor | 0.886 | 0.886 | 0.886 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 7,659 | EB 0 | WB 0 | Total 7,659 | | | |
|--------------|----|--------|-----|---------|-------------|-----------|---------|----------------|-----|----|---------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 78 | | | 78 | 12:00 | 0 | 128 | | | 128 |
| 0:15 | 0 | 66 | | | 66 | 12:15 | 0 | 129 | | | 129 |
| 0:30 | 0 | 57 | | | 57 | 12:30 | 0 | 138 | | | 138 |
| 0:45 | 0 | 45 | 246 | | 45 246 | 12:45 | 0 | 142 | 537 | | 142 537 |
| 1:00 | 0 | 47 | | | 47 | 13:00 | 0 | 137 | | | 137 |
| 1:15 | 0 | 44 | | | 44 | 13:15 | 0 | 149 | | | 149 |
| 1:30 | 0 | 37 | | | 37 | 13:30 | 0 | 125 | | | 125 |
| 1:45 | 0 | 35 | 163 | | 35 163 | 13:45 | 0 | 127 | 538 | | 127 538 |
| 2:00 | 0 | 30 | | | 30 | 14:00 | 0 | 134 | | | 134 |
| 2:15 | 0 | 31 | | | 31 | 14:15 | 0 | 155 | | | 155 |
| 2:30 | 0 | 30 | | | 30 | 14:30 | 0 | 133 | | | 133 |
| 2:45 | 0 | 29 | 120 | | 29 120 | 14:45 | 0 | 124 | 546 | | 124 546 |
| 3:00 | 0 | 25 | | | 25 | 15:00 | 0 | 140 | | | 140 |
| 3:15 | 0 | 30 | | | 30 | 15:15 | 0 | 147 | | | 147 |
| 3:30 | 0 | 30 | | | 30 | 15:30 | 0 | 150 | | | 150 |
| 3:45 | 0 | 22 | 107 | | 22 107 | 15:45 | 0 | 167 | 604 | | 167 604 |
| 4:00 | 0 | 17 | | | 17 | 16:00 | 0 | 101 | | | 101 |
| 4:15 | 0 | 11 | | | 11 | 16:15 | 0 | 124 | | | 124 |
| 4:30 | 0 | 15 | | | 15 | 16:30 | 0 | 141 | | | 141 |
| 4:45 | 0 | 11 | 54 | | 11 54 | 16:45 | 0 | 128 | 494 | | 128 494 |
| 5:00 | 0 | 14 | | | 14 | 17:00 | 0 | 125 | | | 125 |
| 5:15 | 0 | 6 | | | 6 | 17:15 | 0 | 104 | | | 104 |
| 5:30 | 0 | 10 | | | 10 | 17:30 | 0 | 128 | | | 128 |
| 5:45 | 0 | 11 | 41 | | 11 41 | 17:45 | 0 | 105 | 462 | | 105 462 |
| 6:00 | 0 | 18 | | | 18 | 18:00 | 0 | 112 | | | 112 |
| 6:15 | 0 | 26 | | | 26 | 18:15 | 0 | 124 | | | 124 |
| 6:30 | 0 | 23 | | | 23 | 18:30 | 0 | 112 | | | 112 |
| 6:45 | 0 | 15 | 82 | | 15 82 | 18:45 | 0 | 111 | 459 | | 111 459 |
| 7:00 | 0 | 28 | | | 28 | 19:00 | 0 | 116 | | | 116 |
| 7:15 | 0 | 28 | | | 28 | 19:15 | 0 | 120 | | | 120 |
| 7:30 | 0 | 42 | | | 42 | 19:30 | 0 | 120 | | | 120 |
| 7:45 | 0 | 50 | 148 | | 50 148 | 19:45 | 0 | 136 | 492 | | 136 492 |
| 8:00 | 0 | 45 | | | 45 | 20:00 | 0 | 102 | | | 102 |
| 8:15 | 0 | 46 | | | 46 | 20:15 | 0 | 111 | | | 111 |
| 8:30 | 0 | 50 | | | 50 | 20:30 | 0 | 100 | | | 100 |
| 8:45 | 0 | 75 | 216 | | 75 216 | 20:45 | 0 | 82 | 395 | | 82 395 |
| 9:00 | 0 | 53 | | | 53 | 21:00 | 0 | 58 | | | 58 |
| 9:15 | 0 | 68 | | | 68 | 21:15 | 0 | 71 | | | 71 |
| 9:30 | 0 | 84 | | | 84 | 21:30 | 0 | 96 | | | 96 |
| 9:45 | 0 | 99 | 304 | | 99 304 | 21:45 | 0 | 73 | 298 | | 73 298 |
| 10:00 | 0 | 74 | | | 74 | 22:00 | 0 | 70 | | | 70 |
| 10:15 | 0 | 88 | | | 88 | 22:15 | 0 | 62 | | | 62 |
| 10:30 | 0 | 114 | | | 114 | 22:30 | 0 | 58 | | | 58 |
| 10:45 | 0 | 138 | 414 | | 138 414 | 22:45 | 0 | 55 | 245 | | 55 245 |
| 11:00 | 0 | 125 | | | 125 | 23:00 | 0 | 54 | | | 54 |
| 11:15 | 0 | 136 | | | 136 | 23:15 | 0 | 40 | | | 40 |
| 11:30 | 0 | 129 | | | 129 | 23:30 | 0 | 53 | | | 53 |
| 11:45 | 0 | 123 | 513 | | 123 513 | 23:45 | 0 | 34 | 181 | | 34 181 |
| TOTALS | | 2408 | | | 2408 | TOTALS | | 5251 | | | 5251 |
| SPLIT % | | 100.0% | | | 31.4% | SPLIT % | | 100.0% | | | 68.6% |

| DAILY TOTALS | | | | NB 0 | SB 7,659 | EB 0 | WB 0 | Total 7,659 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|----------------|
| AM Peak Hour | 10:45 | | | 10:45 | PM Peak Hour | 15:00 | | 15:00 |
| AM Pk Volume | 528 | | | 528 | PM Pk Volume | 604 | | 604 |
| Pk Hr Factor | 0.957 | | | 0.957 | Pk Hr Factor | 0.904 | | 0.904 |
| 7 - 9 Volume | 0 | 364 | 0 | 364 | 4 - 6 Volume | 0 | 956 | 956 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:15 | | 16:15 |
| 7 - 9 Pk Volume | 0 | 216 | 0 | 216 | 4 - 6 Pk Volume | 518 | 0 | 518 |
| Pk Hr Factor | 0.000 | 0.720 | 0.000 | 0.720 | Pk Hr Factor | 0.918 | 0.000 | 0.918 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 11,960 | EB 0 | WB 0 | Total 11,960 | | | |
|----------------|----|--------|-----|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 30 | | | 30 | 12:00 | 0 | 131 | | | 131 |
| 0:15 | 0 | 35 | | | 35 | 12:15 | 0 | 142 | | | 142 |
| 0:30 | 0 | 26 | | | 26 | 12:30 | 0 | 162 | | | 162 |
| 0:45 | 0 | 20 | 111 | | 20 111 | 12:45 | 0 | 167 | 602 | | 167 602 |
| 1:00 | 0 | 17 | | | 17 | 13:00 | 0 | 179 | | | 179 |
| 1:15 | 0 | 11 | | | 11 | 13:15 | 0 | 170 | | | 170 |
| 1:30 | 0 | 11 | | | 11 | 13:30 | 0 | 174 | | | 174 |
| 1:45 | 0 | 11 | 50 | | 11 50 | 13:45 | 0 | 163 | 686 | | 163 686 |
| 2:00 | 0 | 11 | | | 11 | 14:00 | 0 | 203 | | | 203 |
| 2:15 | 0 | 10 | | | 10 | 14:15 | 0 | 210 | | | 210 |
| 2:30 | 0 | 7 | | | 7 | 14:30 | 0 | 229 | | | 229 |
| 2:45 | 0 | 4 | 32 | | 4 32 | 14:45 | 0 | 237 | 879 | | 237 879 |
| 3:00 | 0 | 6 | | | 6 | 15:00 | 0 | 294 | | | 294 |
| 3:15 | 0 | 4 | | | 4 | 15:15 | 0 | 324 | | | 324 |
| 3:30 | 0 | 5 | | | 5 | 15:30 | 0 | 210 | | | 210 |
| 3:45 | 0 | 4 | 19 | | 4 19 | 15:45 | 0 | 253 | 1081 | | 253 1081 |
| 4:00 | 0 | 9 | | | 9 | 16:00 | 0 | 311 | | | 311 |
| 4:15 | 0 | 9 | | | 9 | 16:15 | 0 | 319 | | | 319 |
| 4:30 | 0 | 17 | | | 17 | 16:30 | 0 | 342 | | | 342 |
| 4:45 | 0 | 15 | 50 | | 15 50 | 16:45 | 0 | 351 | 1323 | | 351 1323 |
| 5:00 | 0 | 23 | | | 23 | 17:00 | 0 | 370 | | | 370 |
| 5:15 | 0 | 38 | | | 38 | 17:15 | 0 | 415 | | | 415 |
| 5:30 | 0 | 49 | | | 49 | 17:30 | 0 | 356 | | | 356 |
| 5:45 | 0 | 29 | 139 | | 29 139 | 17:45 | 0 | 335 | 1476 | | 335 1476 |
| 6:00 | 0 | 48 | | | 48 | 18:00 | 0 | 364 | | | 364 |
| 6:15 | 0 | 61 | | | 61 | 18:15 | 0 | 355 | | | 355 |
| 6:30 | 0 | 58 | | | 58 | 18:30 | 0 | 183 | | | 183 |
| 6:45 | 0 | 75 | 242 | | 75 242 | 18:45 | 0 | 235 | 1137 | | 235 1137 |
| 7:00 | 0 | 77 | | | 77 | 19:00 | 0 | 213 | | | 213 |
| 7:15 | 0 | 106 | | | 106 | 19:15 | 0 | 181 | | | 181 |
| 7:30 | 0 | 109 | | | 109 | 19:30 | 0 | 189 | | | 189 |
| 7:45 | 0 | 110 | 402 | | 110 402 | 19:45 | 0 | 158 | 741 | | 158 741 |
| 8:00 | 0 | 81 | | | 81 | 20:00 | 0 | 130 | | | 130 |
| 8:15 | 0 | 99 | | | 99 | 20:15 | 0 | 120 | | | 120 |
| 8:30 | 0 | 69 | | | 69 | 20:30 | 0 | 109 | | | 109 |
| 8:45 | 0 | 66 | 315 | | 66 315 | 20:45 | 0 | 117 | 476 | | 117 476 |
| 9:00 | 0 | 74 | | | 74 | 21:00 | 0 | 108 | | | 108 |
| 9:15 | 0 | 102 | | | 102 | 21:15 | 0 | 113 | | | 113 |
| 9:30 | 0 | 99 | | | 99 | 21:30 | 0 | 89 | | | 89 |
| 9:45 | 0 | 111 | 386 | | 111 386 | 21:45 | 0 | 95 | 405 | | 95 405 |
| 10:00 | 0 | 94 | | | 94 | 22:00 | 0 | 84 | | | 84 |
| 10:15 | 0 | 117 | | | 117 | 22:15 | 0 | 73 | | | 73 |
| 10:30 | 0 | 103 | | | 103 | 22:30 | 0 | 67 | | | 67 |
| 10:45 | 0 | 104 | 418 | | 104 418 | 22:45 | 0 | 53 | 277 | | 53 277 |
| 11:00 | 0 | 112 | | | 112 | 23:00 | 0 | 57 | | | 57 |
| 11:15 | 0 | 129 | | | 129 | 23:15 | 0 | 62 | | | 62 |
| 11:30 | 0 | 129 | | | 129 | 23:30 | 0 | 47 | | | 47 |
| 11:45 | 0 | 139 | 509 | | 139 509 | 23:45 | 0 | 38 | 204 | | 38 204 |
| TOTALS | | 2673 | | | 2673 | TOTALS | | 9287 | | | 9287 |
| SPLIT % | | 100.0% | | | 22.3% | SPLIT % | | 100.0% | | | 77.7% |

| DAILY TOTALS | | | | NB 0 | SB 11,960 | EB 0 | WB 0 | Total 11,960 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 16:45 | | 16:45 |
| AM Pk Volume | 574 | | | 574 | PM Pk Volume | 1492 | | 1492 |
| Pk Hr Factor | 0.886 | | | 0.886 | Pk Hr Factor | 0.899 | | 0.899 |
| 7 - 9 Volume | 0 | 717 | 0 | 717 | 4 - 6 Volume | 0 | 2799 | 2799 |
| 7 - 9 Peak Hour | 7:15 | | | 7:15 | 4 - 6 Peak Hour | 16:45 | | 16:45 |
| 7 - 9 Pk Volume | 0 | 406 | 0 | 406 | 4 - 6 Pk Volume | 1492 | 0 | 1492 |
| Pk Hr Factor | 0.923 | 0.923 | 0.923 | 0.923 | Pk Hr Factor | 0.899 | 0.899 | 0.899 |

Ramp Count

Jefferson Davis Hwy Ramp Onto SB Washington Blvd

Day: Tuesday
 Date: 6/11/2019

City: Arlington
 Project #: DC19_11096-002

| DAILY TOTALS | | | | NB 0 | SB 13,069 | EB 0 | WB 0 | Total 13,069 | | | |
|--------------|----|--------|-----|---------|--------------|-----------|---------|-----------------|------|----|----------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 25 | | | 25 | 12:00 | 0 | 177 | | | 177 |
| 0:15 | 0 | 37 | | | 37 | 12:15 | 0 | 152 | | | 152 |
| 0:30 | 0 | 31 | | | 31 | 12:30 | 0 | 166 | | | 166 |
| 0:45 | 0 | 19 | 112 | | 19 | 12:45 | 0 | 167 | 662 | | 167 662 |
| 1:00 | 0 | 18 | | | 18 | 13:00 | 0 | 156 | | | 156 |
| 1:15 | 0 | 15 | | | 15 | 13:15 | 0 | 166 | | | 166 |
| 1:30 | 0 | 11 | | | 11 | 13:30 | 0 | 191 | | | 191 |
| 1:45 | 0 | 11 | 55 | | 11 | 13:45 | 0 | 187 | 700 | | 187 700 |
| 2:00 | 0 | 13 | | | 13 | 14:00 | 0 | 244 | | | 244 |
| 2:15 | 0 | 8 | | | 8 | 14:15 | 0 | 242 | | | 242 |
| 2:30 | 0 | 10 | | | 10 | 14:30 | 0 | 267 | | | 267 |
| 2:45 | 0 | 3 | 34 | | 3 | 14:45 | 0 | 234 | 987 | | 234 987 |
| 3:00 | 0 | 13 | | | 13 | 15:00 | 0 | 282 | | | 282 |
| 3:15 | 0 | 3 | | | 3 | 15:15 | 0 | 305 | | | 305 |
| 3:30 | 0 | 6 | | | 6 | 15:30 | 0 | 322 | | | 322 |
| 3:45 | 0 | 6 | 28 | | 6 | 15:45 | 0 | 279 | 1188 | | 279 1188 |
| 4:00 | 0 | 10 | | | 10 | 16:00 | 0 | 316 | | | 316 |
| 4:15 | 0 | 14 | | | 14 | 16:15 | 0 | 355 | | | 355 |
| 4:30 | 0 | 15 | | | 15 | 16:30 | 0 | 370 | | | 370 |
| 4:45 | 0 | 22 | 61 | | 22 | 16:45 | 0 | 347 | 1388 | | 347 1388 |
| 5:00 | 0 | 26 | | | 26 | 17:00 | 0 | 341 | | | 341 |
| 5:15 | 0 | 45 | | | 45 | 17:15 | 0 | 284 | | | 284 |
| 5:30 | 0 | 42 | | | 42 | 17:30 | 0 | 344 | | | 344 |
| 5:45 | 0 | 44 | 157 | | 44 | 17:45 | 0 | 357 | 1326 | | 357 1326 |
| 6:00 | 0 | 40 | | | 40 | 18:00 | 0 | 399 | | | 399 |
| 6:15 | 0 | 79 | | | 79 | 18:15 | 0 | 351 | | | 351 |
| 6:30 | 0 | 66 | | | 66 | 18:30 | 0 | 291 | | | 291 |
| 6:45 | 0 | 74 | 259 | | 74 | 18:45 | 0 | 272 | 1313 | | 272 1313 |
| 7:00 | 0 | 78 | | | 78 | 19:00 | 0 | 276 | | | 276 |
| 7:15 | 0 | 109 | | | 109 | 19:15 | 0 | 263 | | | 263 |
| 7:30 | 0 | 120 | | | 120 | 19:30 | 0 | 231 | | | 231 |
| 7:45 | 0 | 97 | 404 | | 97 | 19:45 | 0 | 231 | 1001 | | 231 1001 |
| 8:00 | 0 | 89 | | | 89 | 20:00 | 0 | 148 | | | 148 |
| 8:15 | 0 | 74 | | | 74 | 20:15 | 0 | 152 | | | 152 |
| 8:30 | 0 | 86 | | | 86 | 20:30 | 0 | 148 | | | 148 |
| 8:45 | 0 | 90 | 339 | | 90 | 20:45 | 0 | 132 | 580 | | 132 580 |
| 9:00 | 0 | 102 | | | 102 | 21:00 | 0 | 112 | | | 112 |
| 9:15 | 0 | 106 | | | 106 | 21:15 | 0 | 124 | | | 124 |
| 9:30 | 0 | 91 | | | 91 | 21:30 | 0 | 118 | | | 118 |
| 9:45 | 0 | 107 | 406 | | 107 | 21:45 | 0 | 99 | 453 | | 99 453 |
| 10:00 | 0 | 109 | | | 109 | 22:00 | 0 | 99 | | | 99 |
| 10:15 | 0 | 108 | | | 108 | 22:15 | 0 | 92 | | | 92 |
| 10:30 | 0 | 124 | | | 124 | 22:30 | 0 | 81 | | | 81 |
| 10:45 | 0 | 121 | 462 | | 121 | 22:45 | 0 | 86 | 358 | | 86 358 |
| 11:00 | 0 | 109 | | | 109 | 23:00 | 0 | 85 | | | 85 |
| 11:15 | 0 | 115 | | | 115 | 23:15 | 0 | 86 | | | 86 |
| 11:30 | 0 | 126 | | | 126 | 23:30 | 0 | 62 | | | 62 |
| 11:45 | 0 | 166 | 516 | | 166 | 23:45 | 0 | 47 | 280 | | 47 280 |
| TOTALS | | 2833 | | | 2833 | TOTALS | | 10236 | | | 10236 |
| SPLIT % | | 100.0% | | | 21.7% | SPLIT % | | 100.0% | | | 78.3% |

| DAILY TOTALS | | | | NB 0 | SB 13,069 | EB 0 | WB 0 | Total 13,069 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 17:30 | | 17:30 |
| AM Pk Volume | 661 | | | 661 | PM Pk Volume | 1451 | | 1451 |
| Pk Hr Factor | 0.934 | | | 0.934 | Pk Hr Factor | 0.909 | | 0.909 |
| 7 - 9 Volume | 0 | 743 | 0 | 743 | 4 - 6 Volume | 0 | 2714 | 2714 |
| 7 - 9 Peak Hour | 7:15 | | | 7:15 | 4 - 6 Peak Hour | 16:15 | | 16:15 |
| 7 - 9 Pk Volume | 0 | 415 | 0 | 415 | 4 - 6 Pk Volume | 0 | 1413 | 1413 |
| Pk Hr Factor | 0.865 | 0.865 | 0.865 | 0.865 | Pk Hr Factor | 0.955 | 0.955 | 0.955 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 34,129 | EB 0 | WB 0 | | | Total 34,129 | |
|----------------|----|--------|------|---------|--------------|----------------|---------|--------|------|-----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 134 | | | 134 | 12:00 | 0 | 351 | | | 351 |
| 0:15 | 0 | 95 | | | 95 | 12:15 | 0 | 383 | | | 383 |
| 0:30 | 0 | 94 | | | 94 | 12:30 | 0 | 372 | | | 372 |
| 0:45 | 0 | 73 | 396 | | 73 396 | 12:45 | 0 | 395 | 1501 | | 395 1501 |
| 1:00 | 0 | 69 | | | 69 | 13:00 | 0 | 429 | | | 429 |
| 1:15 | 0 | 62 | | | 62 | 13:15 | 0 | 470 | | | 470 |
| 1:30 | 0 | 57 | | | 57 | 13:30 | 0 | 417 | | | 417 |
| 1:45 | 0 | 42 | 230 | | 42 230 | 13:45 | 0 | 444 | 1760 | | 444 1760 |
| 2:00 | 0 | 30 | | | 30 | 14:00 | 0 | 568 | | | 568 |
| 2:15 | 0 | 31 | | | 31 | 14:15 | 0 | 594 | | | 594 |
| 2:30 | 0 | 25 | | | 25 | 14:30 | 0 | 628 | | | 628 |
| 2:45 | 0 | 23 | 109 | | 23 109 | 14:45 | 0 | 677 | 2467 | | 677 2467 |
| 3:00 | 0 | 11 | | | 11 | 15:00 | 0 | 805 | | | 805 |
| 3:15 | 0 | 35 | | | 35 | 15:15 | 0 | 794 | | | 794 |
| 3:30 | 0 | 25 | | | 25 | 15:30 | 0 | 776 | | | 776 |
| 3:45 | 0 | 17 | 88 | | 17 88 | 15:45 | 0 | 791 | 3166 | | 791 3166 |
| 4:00 | 0 | 29 | | | 29 | 16:00 | 0 | 806 | | | 806 |
| 4:15 | 0 | 31 | | | 31 | 16:15 | 0 | 803 | | | 803 |
| 4:30 | 0 | 53 | | | 53 | 16:30 | 0 | 801 | | | 801 |
| 4:45 | 0 | 63 | 176 | | 63 176 | 16:45 | 0 | 812 | 3222 | | 812 3222 |
| 5:00 | 0 | 76 | | | 76 | 17:00 | 0 | 814 | | | 814 |
| 5:15 | 0 | 103 | | | 103 | 17:15 | 0 | 845 | | | 845 |
| 5:30 | 0 | 116 | | | 116 | 17:30 | 0 | 808 | | | 808 |
| 5:45 | 0 | 161 | 456 | | 161 456 | 17:45 | 0 | 766 | 3233 | | 766 3233 |
| 6:00 | 0 | 154 | | | 154 | 18:00 | 0 | 969 | | | 969 |
| 6:15 | 0 | 281 | | | 281 | 18:15 | 0 | 900 | | | 900 |
| 6:30 | 0 | 252 | | | 252 | 18:30 | 0 | 908 | | | 908 |
| 6:45 | 0 | 272 | 959 | | 272 959 | 18:45 | 0 | 794 | 3571 | | 794 3571 |
| 7:00 | 0 | 301 | | | 301 | 19:00 | 0 | 700 | | | 700 |
| 7:15 | 0 | 357 | | | 357 | 19:15 | 0 | 660 | | | 660 |
| 7:30 | 0 | 354 | | | 354 | 19:30 | 0 | 544 | | | 544 |
| 7:45 | 0 | 314 | 1326 | | 314 1326 | 19:45 | 0 | 497 | 2401 | | 497 2401 |
| 8:00 | 0 | 290 | | | 290 | 20:00 | 0 | 438 | | | 438 |
| 8:15 | 0 | 290 | | | 290 | 20:15 | 0 | 440 | | | 440 |
| 8:30 | 0 | 260 | | | 260 | 20:30 | 0 | 405 | | | 405 |
| 8:45 | 0 | 283 | 1123 | | 283 1123 | 20:45 | 0 | 366 | 1649 | | 366 1649 |
| 9:00 | 0 | 239 | | | 239 | 21:00 | 0 | 327 | | | 327 |
| 9:15 | 0 | 255 | | | 255 | 21:15 | 0 | 297 | | | 297 |
| 9:30 | 0 | 299 | | | 299 | 21:30 | 0 | 272 | | | 272 |
| 9:45 | 0 | 304 | 1097 | | 304 1097 | 21:45 | 0 | 234 | 1130 | | 234 1130 |
| 10:00 | 0 | 286 | | | 286 | 22:00 | 0 | 246 | | | 246 |
| 10:15 | 0 | 279 | | | 279 | 22:15 | 0 | 185 | | | 185 |
| 10:30 | 0 | 311 | | | 311 | 22:30 | 0 | 232 | | | 232 |
| 10:45 | 0 | 318 | 1194 | | 318 1194 | 22:45 | 0 | 199 | 862 | | 199 862 |
| 11:00 | 0 | 312 | | | 312 | 23:00 | 0 | 201 | | | 201 |
| 11:15 | 0 | 318 | | | 318 | 23:15 | 0 | 200 | | | 200 |
| 11:30 | 0 | 347 | | | 347 | 23:30 | 0 | 180 | | | 180 |
| 11:45 | 0 | 338 | 1315 | | 338 1315 | 23:45 | 0 | 117 | 698 | | 117 698 |
| TOTALS | | 8469 | | | 8469 | TOTALS | | 25660 | | | 25660 |
| SPLIT % | | 100.0% | | | 24.8% | SPLIT % | | 100.0% | | | 75.2% |

| DAILY TOTALS | | | | NB 0 | SB 34,129 | EB 0 | WB 0 | | | Total 34,129 |
|-----------------|-------|-------|-------|---------|--------------|-----------------|---------|--------------|-------|-----------------|
| AM Peak Hour | | 11:45 | | 11:45 | | | | PM Peak Hour | | 18:00 |
| AM Pk Volume | | 1444 | | 1444 | | | | PM Pk Volume | | 3571 |
| Pk Hr Factor | | 0.943 | | 0.943 | | | | Pk Hr Factor | | 0.921 |
| 7 - 9 Volume | 0 | 2449 | 0 | 2449 | | 4 - 6 Volume | 0 | 6455 | 0 | 6455 |
| 7 - 9 Peak Hour | | 7:00 | | 7:00 | | | | | | 16:45 |
| 7 - 9 Pk Volume | 0 | 1326 | 0 | 1326 | | 4 - 6 Peak Hour | | | | 3279 |
| Pk Hr Factor | 0.929 | 0.929 | 0.929 | 0.929 | | 4 - 6 Pk Volume | 0 | 3279 | 0 | 3279 |
| | | | | | | Pk Hr Factor | 0.970 | 0.970 | 0.970 | 0.970 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 33,001 | EB 0 | WB 0 | | | Total 33,001 | |
|----------------|----|--------|------|---------|--------------|----------------|---------|--------|------|-----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 129 | | | 129 | 12:00 | 0 | 359 | | | 359 |
| 0:15 | 0 | 101 | | | 101 | 12:15 | 0 | 437 | | | 437 |
| 0:30 | 0 | 72 | | | 72 | 12:30 | 0 | 371 | | | 371 |
| 0:45 | 0 | 86 | 388 | | 86 | 12:45 | 0 | 420 | 1587 | | 420 1587 |
| 1:00 | 0 | 61 | | | 61 | 13:00 | 0 | 384 | | | 384 |
| 1:15 | 0 | 51 | | | 51 | 13:15 | 0 | 426 | | | 426 |
| 1:30 | 0 | 48 | | | 48 | 13:30 | 0 | 450 | | | 450 |
| 1:45 | 0 | 51 | 211 | | 51 | 13:45 | 0 | 477 | 1737 | | 477 1737 |
| 2:00 | 0 | 43 | | | 43 | 14:00 | 0 | 562 | | | 562 |
| 2:15 | 0 | 37 | | | 37 | 14:15 | 0 | 589 | | | 589 |
| 2:30 | 0 | 36 | | | 36 | 14:30 | 0 | 615 | | | 615 |
| 2:45 | 0 | 31 | 147 | | 31 | 14:45 | 0 | 677 | 2443 | | 677 2443 |
| 3:00 | 0 | 22 | | | 22 | 15:00 | 0 | 712 | | | 712 |
| 3:15 | 0 | 18 | | | 18 | 15:15 | 0 | 779 | | | 779 |
| 3:30 | 0 | 20 | | | 20 | 15:30 | 0 | 614 | | | 614 |
| 3:45 | 0 | 14 | 74 | | 14 | 15:45 | 0 | 708 | 2813 | | 708 2813 |
| 4:00 | 0 | 26 | | | 26 | 16:00 | 0 | 255 | | | 255 |
| 4:15 | 0 | 31 | | | 31 | 16:15 | 0 | 187 | | | 187 |
| 4:30 | 0 | 44 | | | 44 | 16:30 | 0 | 790 | | | 790 |
| 4:45 | 0 | 59 | 160 | | 59 | 16:45 | 0 | 771 | 2003 | | 771 2003 |
| 5:00 | 0 | 83 | | | 83 | 17:00 | 0 | 822 | | | 822 |
| 5:15 | 0 | 96 | | | 96 | 17:15 | 0 | 820 | | | 820 |
| 5:30 | 0 | 121 | | | 121 | 17:30 | 0 | 817 | | | 817 |
| 5:45 | 0 | 155 | 455 | | 155 | 17:45 | 0 | 770 | 3229 | | 770 3229 |
| 6:00 | 0 | 171 | | | 171 | 18:00 | 0 | 929 | | | 929 |
| 6:15 | 0 | 194 | | | 194 | 18:15 | 0 | 835 | | | 835 |
| 6:30 | 0 | 270 | | | 270 | 18:30 | 0 | 864 | | | 864 |
| 6:45 | 0 | 288 | 923 | | 288 | 18:45 | 0 | 801 | 3429 | | 801 3429 |
| 7:00 | 0 | 277 | | | 277 | 19:00 | 0 | 804 | | | 804 |
| 7:15 | 0 | 349 | | | 349 | 19:15 | 0 | 655 | | | 655 |
| 7:30 | 0 | 319 | | | 319 | 19:30 | 0 | 587 | | | 587 |
| 7:45 | 0 | 311 | 1256 | | 311 | 19:45 | 0 | 541 | 2587 | | 541 2587 |
| 8:00 | 0 | 307 | | | 307 | 20:00 | 0 | 479 | | | 479 |
| 8:15 | 0 | 285 | | | 285 | 20:15 | 0 | 448 | | | 448 |
| 8:30 | 0 | 263 | | | 263 | 20:30 | 0 | 436 | | | 436 |
| 8:45 | 0 | 242 | 1097 | | 242 | 20:45 | 0 | 348 | 1711 | | 348 1711 |
| 9:00 | 0 | 304 | | | 304 | 21:00 | 0 | 358 | | | 358 |
| 9:15 | 0 | 266 | | | 266 | 21:15 | 0 | 246 | | | 246 |
| 9:30 | 0 | 257 | | | 257 | 21:30 | 0 | 327 | | | 327 |
| 9:45 | 0 | 282 | 1109 | | 282 | 21:45 | 0 | 300 | 1231 | | 300 1231 |
| 10:00 | 0 | 291 | | | 291 | 22:00 | 0 | 267 | | | 267 |
| 10:15 | 0 | 332 | | | 332 | 22:15 | 0 | 288 | | | 288 |
| 10:30 | 0 | 313 | | | 313 | 22:30 | 0 | 226 | | | 226 |
| 10:45 | 0 | 295 | 1231 | | 295 | 22:45 | 0 | 207 | 988 | | 207 988 |
| 11:00 | 0 | 377 | | | 377 | 23:00 | 0 | 190 | | | 190 |
| 11:15 | 0 | 366 | | | 366 | 23:15 | 0 | 174 | | | 174 |
| 11:30 | 0 | 369 | | | 369 | 23:30 | 0 | 185 | | | 185 |
| 11:45 | 0 | 378 | 1490 | | 378 | 23:45 | 0 | 153 | 702 | | 153 702 |
| TOTALS | | 8541 | | | 8541 | TOTALS | | 24460 | | | 24460 |
| SPLIT % | | 100.0% | | | 25.9% | SPLIT % | | 100.0% | | | 74.1% |

| DAILY TOTALS | | | | NB 0 | SB 33,001 | EB 0 | WB 0 | | | Total 33,001 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-------|-------|-----------------|
| AM Peak Hour | | 11:45 | | 11:45 | PM Peak Hour | | 18:00 | | | 18:00 |
| AM Pk Volume | | 1545 | | 1545 | PM Pk Volume | | 3429 | | | 3429 |
| Pk Hr Factor | | 0.884 | | 0.884 | Pk Hr Factor | | 0.923 | | | 0.923 |
| 7 - 9 Volume | 0 | 2353 | 0 | 2353 | 4 - 6 Volume | 0 | 5232 | 0 | 0 | 5232 |
| 7 - 9 Peak Hour | | 7:15 | | 7:15 | 4 - 6 Peak Hour | | 16:45 | | | 16:45 |
| 7 - 9 Pk Volume | 0 | 1286 | 0 | 1286 | 4 - 6 Pk Volume | 0 | 3230 | 0 | 0 | 3230 |
| Pk Hr Factor | 0.000 | 0.921 | 0.000 | 0.921 | Pk Hr Factor | 0.982 | 0.000 | 0.000 | 0.000 | 0.982 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 34,463 | EB 0 | WB 0 | Total 34,463 | | | |
|----------------|----|--------|------|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 123 | | | 123 | 12:00 | 0 | 431 | | | 431 |
| 0:15 | 0 | 110 | | | 110 | 12:15 | 0 | 526 | | | 526 |
| 0:30 | 0 | 57 | | | 57 | 12:30 | 0 | 491 | | | 491 |
| 0:45 | 0 | 47 | 337 | | 47 | 12:45 | 0 | 486 | 1934 | | 486 1934 |
| 1:00 | 0 | 53 | | | 53 | 13:00 | 0 | 497 | | | 497 |
| 1:15 | 0 | 58 | | | 58 | 13:15 | 0 | 588 | | | 588 |
| 1:30 | 0 | 50 | | | 50 | 13:30 | 0 | 550 | | | 550 |
| 1:45 | 0 | 40 | 201 | | 40 | 13:45 | 0 | 568 | 2203 | | 568 2203 |
| 2:00 | 0 | 58 | | | 58 | 14:00 | 0 | 643 | | | 643 |
| 2:15 | 0 | 62 | | | 62 | 14:15 | 0 | 627 | | | 627 |
| 2:30 | 0 | 40 | | | 40 | 14:30 | 0 | 729 | | | 729 |
| 2:45 | 0 | 41 | 201 | | 41 | 14:45 | 0 | 810 | 2809 | | 810 2809 |
| 3:00 | 0 | 42 | | | 42 | 15:00 | 0 | 787 | | | 787 |
| 3:15 | 0 | 35 | | | 35 | 15:15 | 0 | 779 | | | 779 |
| 3:30 | 0 | 32 | | | 32 | 15:30 | 0 | 735 | | | 735 |
| 3:45 | 0 | 32 | 141 | | 32 | 15:45 | 0 | 722 | 3023 | | 722 3023 |
| 4:00 | 0 | 21 | | | 21 | 16:00 | 0 | 685 | | | 685 |
| 4:15 | 0 | 27 | | | 27 | 16:15 | 0 | 758 | | | 758 |
| 4:30 | 0 | 37 | | | 37 | 16:30 | 0 | 772 | | | 772 |
| 4:45 | 0 | 72 | 157 | | 72 | 16:45 | 0 | 757 | 2972 | | 757 2972 |
| 5:00 | 0 | 70 | | | 70 | 17:00 | 0 | 801 | | | 801 |
| 5:15 | 0 | 93 | | | 93 | 17:15 | 0 | 809 | | | 809 |
| 5:30 | 0 | 120 | | | 120 | 17:30 | 0 | 792 | | | 792 |
| 5:45 | 0 | 130 | 413 | | 130 | 17:45 | 0 | 737 | 3139 | | 737 3139 |
| 6:00 | 0 | 164 | | | 164 | 18:00 | 0 | 842 | | | 842 |
| 6:15 | 0 | 202 | | | 202 | 18:15 | 0 | 730 | | | 730 |
| 6:30 | 0 | 237 | | | 237 | 18:30 | 0 | 632 | | | 632 |
| 6:45 | 0 | 251 | 854 | | 251 | 18:45 | 0 | 562 | 2766 | | 562 2766 |
| 7:00 | 0 | 288 | | | 288 | 19:00 | 0 | 540 | | | 540 |
| 7:15 | 0 | 345 | | | 345 | 19:15 | 0 | 536 | | | 536 |
| 7:30 | 0 | 336 | | | 336 | 19:30 | 0 | 503 | | | 503 |
| 7:45 | 0 | 348 | 1317 | | 348 | 19:45 | 0 | 458 | 2037 | | 458 2037 |
| 8:00 | 0 | 294 | | | 294 | 20:00 | 0 | 390 | | | 390 |
| 8:15 | 0 | 304 | | | 304 | 20:15 | 0 | 406 | | | 406 |
| 8:30 | 0 | 282 | | | 282 | 20:30 | 0 | 360 | | | 360 |
| 8:45 | 0 | 308 | 1188 | | 308 | 20:45 | 0 | 318 | 1474 | | 318 1474 |
| 9:00 | 0 | 269 | | | 269 | 21:00 | 0 | 312 | | | 312 |
| 9:15 | 0 | 282 | | | 282 | 21:15 | 0 | 304 | | | 304 |
| 9:30 | 0 | 293 | | | 293 | 21:30 | 0 | 296 | | | 296 |
| 9:45 | 0 | 325 | 1169 | | 325 | 21:45 | 0 | 309 | 1221 | | 309 1221 |
| 10:00 | 0 | 329 | | | 329 | 22:00 | 0 | 293 | | | 293 |
| 10:15 | 0 | 305 | | | 305 | 22:15 | 0 | 265 | | | 265 |
| 10:30 | 0 | 336 | | | 336 | 22:30 | 0 | 338 | | | 338 |
| 10:45 | 0 | 352 | 1322 | | 352 | 22:45 | 0 | 268 | 1164 | | 268 1164 |
| 11:00 | 0 | 338 | | | 338 | 23:00 | 0 | 238 | | | 238 |
| 11:15 | 0 | 406 | | | 406 | 23:15 | 0 | 252 | | | 252 |
| 11:30 | 0 | 403 | | | 403 | 23:30 | 0 | 162 | | | 162 |
| 11:45 | 0 | 407 | 1554 | | 407 | 23:45 | 0 | 215 | 867 | | 215 867 |
| TOTALS | | 8854 | | | 8854 | TOTALS | | 25609 | | | 25609 |
| SPLIT % | | 100.0% | | | 25.7% | SPLIT % | | 100.0% | | | 74.3% |

| DAILY TOTALS | | | | NB 0 | SB 34,463 | EB 0 | WB 0 | Total 34,463 |
|-----------------|-------|-------|-------|---------|--------------|-----------------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 17:15 | | 17:15 |
| AM Pk Volume | 1855 | | | 1855 | PM Pk Volume | 3180 | | 3180 |
| Pk Hr Factor | 0.882 | | | 0.882 | Pk Hr Factor | 0.944 | | 0.944 |
| 7 - 9 Volume | 0 | 2505 | 0 | 0 | 2505 | 4 - 6 Volume | 0 | 0 |
| 7 - 9 Peak Hour | | 7:15 | | | 7:15 | 4 - 6 Peak Hour | 6111 | 6111 |
| 7 - 9 Pk Volume | 0 | 1323 | 0 | 0 | 1323 | 4 - 6 Pk Volume | 0 | 0 |
| Pk Hr Factor | 0.950 | 0.950 | 0.950 | 0.950 | Pk Hr Factor | 0.976 | 0.976 | 0.976 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 26,433 | EB 0 | WB 0 | Total 26,433 | | | |
|----------------|----|--------|------|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | Total |
| 0:00 | 0 | 183 | | | 183 | 12:00 | 0 | 395 | | | 395 |
| 0:15 | 0 | 189 | | | 189 | 12:15 | 0 | 409 | | | 409 |
| 0:30 | 0 | 157 | | | 157 | 12:30 | 0 | 406 | | | 406 |
| 0:45 | 0 | 161 | 690 | | 161 | 12:45 | 0 | 415 | 1625 | | 415 1625 |
| 1:00 | 0 | 132 | | | 132 | 13:00 | 0 | 380 | | | 380 |
| 1:15 | 0 | 127 | | | 127 | 13:15 | 0 | 423 | | | 423 |
| 1:30 | 0 | 106 | | | 106 | 13:30 | 0 | 479 | | | 479 |
| 1:45 | 0 | 95 | 460 | | 95 | 13:45 | 0 | 401 | 1683 | | 401 1683 |
| 2:00 | 0 | 71 | | | 71 | 14:00 | 0 | 412 | | | 412 |
| 2:15 | 0 | 86 | | | 86 | 14:15 | 0 | 392 | | | 392 |
| 2:30 | 0 | 76 | | | 76 | 14:30 | 0 | 448 | | | 448 |
| 2:45 | 0 | 63 | 296 | | 63 | 14:45 | 0 | 437 | 1689 | | 437 1689 |
| 3:00 | 0 | 91 | | | 91 | 15:00 | 0 | 443 | | | 443 |
| 3:15 | 0 | 89 | | | 89 | 15:15 | 0 | 462 | | | 462 |
| 3:30 | 0 | 74 | | | 74 | 15:30 | 0 | 444 | | | 444 |
| 3:45 | 0 | 71 | 325 | | 71 | 15:45 | 0 | 442 | 1791 | | 442 1791 |
| 4:00 | 0 | 72 | | | 72 | 16:00 | 0 | 414 | | | 414 |
| 4:15 | 0 | 57 | | | 57 | 16:15 | 0 | 420 | | | 420 |
| 4:30 | 0 | 43 | | | 43 | 16:30 | 0 | 464 | | | 464 |
| 4:45 | 0 | 31 | 203 | | 31 | 16:45 | 0 | 492 | 1790 | | 492 1790 |
| 5:00 | 0 | 46 | | | 46 | 17:00 | 0 | 426 | | | 426 |
| 5:15 | 0 | 38 | | | 38 | 17:15 | 0 | 446 | | | 446 |
| 5:30 | 0 | 55 | | | 55 | 17:30 | 0 | 433 | | | 433 |
| 5:45 | 0 | 67 | 206 | | 67 | 17:45 | 0 | 467 | 1772 | | 467 1772 |
| 6:00 | 0 | 63 | | | 63 | 18:00 | 0 | 424 | | | 424 |
| 6:15 | 0 | 73 | | | 73 | 18:15 | 0 | 440 | | | 440 |
| 6:30 | 0 | 90 | | | 90 | 18:30 | 0 | 410 | | | 410 |
| 6:45 | 0 | 131 | 357 | | 131 | 18:45 | 0 | 376 | 1650 | | 376 1650 |
| 7:00 | 0 | 135 | | | 135 | 19:00 | 0 | 365 | | | 365 |
| 7:15 | 0 | 174 | | | 174 | 19:15 | 0 | 377 | | | 377 |
| 7:30 | 0 | 202 | | | 202 | 19:30 | 0 | 383 | | | 383 |
| 7:45 | 0 | 188 | 699 | | 188 | 19:45 | 0 | 371 | 1496 | | 371 1496 |
| 8:00 | 0 | 197 | | | 197 | 20:00 | 0 | 370 | | | 370 |
| 8:15 | 0 | 215 | | | 215 | 20:15 | 0 | 356 | | | 356 |
| 8:30 | 0 | 232 | | | 232 | 20:30 | 0 | 356 | | | 356 |
| 8:45 | 0 | 280 | 924 | | 280 | 20:45 | 0 | 326 | 1408 | | 326 1408 |
| 9:00 | 0 | 288 | | | 288 | 21:00 | 0 | 314 | | | 314 |
| 9:15 | 0 | 287 | | | 287 | 21:15 | 0 | 323 | | | 323 |
| 9:30 | 0 | 309 | | | 309 | 21:30 | 0 | 347 | | | 347 |
| 9:45 | 0 | 317 | 1201 | | 317 | 21:45 | 0 | 248 | 1232 | | 248 1232 |
| 10:00 | 0 | 309 | | | 309 | 22:00 | 0 | 243 | | | 243 |
| 10:15 | 0 | 354 | | | 354 | 22:15 | 0 | 320 | | | 320 |
| 10:30 | 0 | 350 | | | 350 | 22:30 | 0 | 252 | | | 252 |
| 10:45 | 0 | 332 | 1345 | | 332 | 22:45 | 0 | 292 | 1107 | | 292 1107 |
| 11:00 | 0 | 318 | | | 318 | 23:00 | 0 | 280 | | | 280 |
| 11:15 | 0 | 380 | | | 380 | 23:15 | 0 | 280 | | | 280 |
| 11:30 | 0 | 366 | | | 366 | 23:30 | 0 | 256 | | | 256 |
| 11:45 | 0 | 372 | 1436 | | 372 | 23:45 | 0 | 232 | 1048 | | 232 1048 |
| TOTALS | | 8142 | | | 8142 | TOTALS | | 18291 | | | 18291 |
| SPLIT % | | 100.0% | | | 30.8% | SPLIT % | | 100.0% | | | 69.2% |

| DAILY TOTALS | | | | NB 0 | SB 26,433 | EB 0 | WB 0 | Total 26,433 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 16:30 | | 16:30 |
| AM Pk Volume | 1582 | | | 1582 | PM Pk Volume | 1828 | | 1828 |
| Pk Hr Factor | 0.967 | | | 0.967 | Pk Hr Factor | 0.929 | | 0.929 |
| 7 - 9 Volume | 0 | 1623 | 0 | 1623 | 4 - 6 Volume | 0 | 3562 | 3562 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:30 | | 16:30 |
| 7 - 9 Pk Volume | 0 | 924 | 0 | 924 | 4 - 6 Pk Volume | 1828 | 0 | 1828 |
| Pk Hr Factor | 0.825 | 0.825 | 0.825 | 0.825 | Pk Hr Factor | 0.929 | 0.929 | 0.929 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Sunday
Date: 6/9/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 21,875 | EB 0 | WB 0 | Total 21,875 | | | |
|--------------|----|--------|------|---------|--------------|-----------|---------|-----------------|------|----|----------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 187 | | | 187 | 12:00 | 0 | 375 | | | 375 |
| 0:15 | 0 | 215 | | | 215 | 12:15 | 0 | 360 | | | 360 |
| 0:30 | 0 | 185 | | | 185 | 12:30 | 0 | 427 | | | 427 |
| 0:45 | 0 | 179 | 766 | | 179 | 12:45 | 0 | 383 | 1545 | | 383 1545 |
| 1:00 | 0 | 153 | | | 153 | 13:00 | 0 | 404 | | | 404 |
| 1:15 | 0 | 151 | | | 151 | 13:15 | 0 | 408 | | | 408 |
| 1:30 | 0 | 134 | | | 134 | 13:30 | 0 | 388 | | | 388 |
| 1:45 | 0 | 108 | 546 | | 108 | 13:45 | 0 | 374 | 1574 | | 374 1574 |
| 2:00 | 0 | 110 | | | 110 | 14:00 | 0 | 365 | | | 365 |
| 2:15 | 0 | 112 | | | 112 | 14:15 | 0 | 412 | | | 412 |
| 2:30 | 0 | 101 | | | 101 | 14:30 | 0 | 375 | | | 375 |
| 2:45 | 0 | 91 | 414 | | 91 | 14:45 | 0 | 325 | 1477 | | 325 1477 |
| 3:00 | 0 | 119 | | | 119 | 15:00 | 0 | 374 | | | 374 |
| 3:15 | 0 | 137 | | | 137 | 15:15 | 0 | 443 | | | 443 |
| 3:30 | 0 | 110 | | | 110 | 15:30 | 0 | 396 | | | 396 |
| 3:45 | 0 | 90 | 456 | | 90 | 15:45 | 0 | 451 | 1664 | | 451 1664 |
| 4:00 | 0 | 76 | | | 76 | 16:00 | 0 | 358 | | | 358 |
| 4:15 | 0 | 57 | | | 57 | 16:15 | 0 | 373 | | | 373 |
| 4:30 | 0 | 60 | | | 60 | 16:30 | 0 | 400 | | | 400 |
| 4:45 | 0 | 34 | 227 | | 34 | 16:45 | 0 | 390 | 1521 | | 390 1521 |
| 5:00 | 0 | 49 | | | 49 | 17:00 | 0 | 315 | | | 315 |
| 5:15 | 0 | 29 | | | 29 | 17:15 | 0 | 398 | | | 398 |
| 5:30 | 0 | 43 | | | 43 | 17:30 | 0 | 367 | | | 367 |
| 5:45 | 0 | 44 | 165 | | 44 | 17:45 | 0 | 364 | 1444 | | 364 1444 |
| 6:00 | 0 | 58 | | | 58 | 18:00 | 0 | 221 | | | 221 |
| 6:15 | 0 | 61 | | | 61 | 18:15 | 0 | 355 | | | 355 |
| 6:30 | 0 | 80 | | | 80 | 18:30 | 0 | 334 | | | 334 |
| 6:45 | 0 | 65 | 264 | | 65 | 18:45 | 0 | 341 | 1251 | | 341 1251 |
| 7:00 | 0 | 80 | | | 80 | 19:00 | 0 | 316 | | | 316 |
| 7:15 | 0 | 82 | | | 82 | 19:15 | 0 | 275 | | | 275 |
| 7:30 | 0 | 95 | | | 95 | 19:30 | 0 | 268 | | | 268 |
| 7:45 | 0 | 125 | 382 | | 125 | 19:45 | 0 | 321 | 1180 | | 321 1180 |
| 8:00 | 0 | 100 | | | 100 | 20:00 | 0 | 258 | | | 258 |
| 8:15 | 0 | 107 | | | 107 | 20:15 | 0 | 320 | | | 320 |
| 8:30 | 0 | 130 | | | 130 | 20:30 | 0 | 251 | | | 251 |
| 8:45 | 0 | 175 | 512 | | 175 | 20:45 | 0 | 226 | 1055 | | 226 1055 |
| 9:00 | 0 | 131 | | | 131 | 21:00 | 0 | 198 | | | 198 |
| 9:15 | 0 | 182 | | | 182 | 21:15 | 0 | 221 | | | 221 |
| 9:30 | 0 | 206 | | | 206 | 21:30 | 0 | 265 | | | 265 |
| 9:45 | 0 | 242 | 761 | | 242 | 21:45 | 0 | 211 | 895 | | 211 895 |
| 10:00 | 0 | 205 | | | 205 | 22:00 | 0 | 216 | | | 216 |
| 10:15 | 0 | 240 | | | 240 | 22:15 | 0 | 234 | | | 234 |
| 10:30 | 0 | 285 | | | 285 | 22:30 | 0 | 198 | | | 198 |
| 10:45 | 0 | 329 | 1059 | | 329 | 22:45 | 0 | 160 | 808 | | 160 808 |
| 11:00 | 0 | 349 | | | 349 | 23:00 | 0 | 148 | | | 148 |
| 11:15 | 0 | 347 | | | 347 | 23:15 | 0 | 147 | | | 147 |
| 11:30 | 0 | 321 | | | 321 | 23:30 | 0 | 138 | | | 138 |
| 11:45 | 0 | 351 | 1368 | | 351 | 23:45 | 0 | 108 | 541 | | 108 541 |
| TOTALS | | 6920 | | | 6920 | TOTALS | | 14955 | | | 14955 |
| SPLIT % | | 100.0% | | | 31.6% | SPLIT % | | 100.0% | | | 68.4% |

| DAILY TOTALS | | | | NB 0 | SB 21,875 | EB 0 | WB 0 | Total 21,875 |
|--------------|--|--|--|---------|--------------|---------|---------|-----------------|
|--------------|--|--|--|---------|--------------|---------|---------|-----------------|

| | | | | | | | | |
|-----------------|-------|-------|-----------------|---|-------|-------|-------|-------|
| AM Peak Hour | 11:45 | 11:45 | PM Peak Hour | | 15:00 | | | 15:00 |
| AM Pk Volume | 1513 | 1513 | PM Pk Volume | | 1664 | | | 1664 |
| Pk Hr Factor | 0.886 | 0.886 | Pk Hr Factor | | 0.922 | | | 0.922 |
| 7 - 9 Volume | 0 | 894 | 4 - 6 Volume | 0 | 2965 | 0 | 0 | 2965 |
| 7 - 9 Peak Hour | | 8:00 | 8:00 | | 16:00 | | | 16:00 |
| 7 - 9 Pk Volume | 0 | 512 | 4 - 6 Peak Hour | | 1521 | 0 | 0 | 1521 |
| Pk Hr Factor | 0.731 | 0.731 | 4 - 6 Pk Volume | 0 | 0.951 | 0.000 | 0.000 | 0.951 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 31,564 | EB 0 | WB 0 | | | Total 31,564 | |
|----------------|----|--------|------|---------|--------------|----------------|---------|--------|------|-----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 87 | | | 87 | 12:00 | 0 | 343 | | | 343 |
| 0:15 | 0 | 86 | | | 86 | 12:15 | 0 | 353 | | | 353 |
| 0:30 | 0 | 69 | | | 69 | 12:30 | 0 | 413 | | | 413 |
| 0:45 | 0 | 63 | 305 | | 63 | 12:45 | 0 | 402 | 1511 | | 402 1511 |
| 1:00 | 0 | 57 | | | 57 | 13:00 | 0 | 418 | | | 418 |
| 1:15 | 0 | 42 | | | 42 | 13:15 | 0 | 421 | | | 421 |
| 1:30 | 0 | 52 | | | 52 | 13:30 | 0 | 452 | | | 452 |
| 1:45 | 0 | 34 | 185 | | 34 | 13:45 | 0 | 377 | 1668 | | 377 1668 |
| 2:00 | 0 | 37 | | | 37 | 14:00 | 0 | 475 | | | 475 |
| 2:15 | 0 | 30 | | | 30 | 14:15 | 0 | 547 | | | 547 |
| 2:30 | 0 | 31 | | | 31 | 14:30 | 0 | 571 | | | 571 |
| 2:45 | 0 | 18 | 116 | | 18 | 14:45 | 0 | 648 | 2241 | | 648 2241 |
| 3:00 | 0 | 17 | | | 17 | 15:00 | 0 | 746 | | | 746 |
| 3:15 | 0 | 21 | | | 21 | 15:15 | 0 | 797 | | | 797 |
| 3:30 | 0 | 17 | | | 17 | 15:30 | 0 | 586 | | | 586 |
| 3:45 | 0 | 21 | 76 | | 21 | 15:45 | 0 | 642 | 2771 | | 642 2771 |
| 4:00 | 0 | 17 | | | 17 | 16:00 | 0 | 739 | | | 739 |
| 4:15 | 0 | 28 | | | 28 | 16:15 | 0 | 786 | | | 786 |
| 4:30 | 0 | 39 | | | 39 | 16:30 | 0 | 845 | | | 845 |
| 4:45 | 0 | 38 | 122 | | 38 | 16:45 | 0 | 859 | 3229 | | 859 3229 |
| 5:00 | 0 | 64 | | | 64 | 17:00 | 0 | 922 | | | 922 |
| 5:15 | 0 | 89 | | | 89 | 17:15 | 0 | 946 | | | 946 |
| 5:30 | 0 | 127 | | | 127 | 17:30 | 0 | 880 | | | 880 |
| 5:45 | 0 | 112 | 392 | | 112 | 17:45 | 0 | 868 | 3616 | | 868 3616 |
| 6:00 | 0 | 160 | | | 160 | 18:00 | 0 | 957 | | | 957 |
| 6:15 | 0 | 212 | | | 212 | 18:15 | 0 | 690 | | | 690 |
| 6:30 | 0 | 224 | | | 224 | 18:30 | 0 | 841 | | | 841 |
| 6:45 | 0 | 224 | 820 | | 224 | 18:45 | 0 | 683 | 3171 | | 683 3171 |
| 7:00 | 0 | 269 | | | 269 | 19:00 | 0 | 583 | | | 583 |
| 7:15 | 0 | 308 | | | 308 | 19:15 | 0 | 539 | | | 539 |
| 7:30 | 0 | 287 | | | 287 | 19:30 | 0 | 538 | | | 538 |
| 7:45 | 0 | 214 | 1078 | | 214 | 19:45 | 0 | 427 | 2087 | | 427 2087 |
| 8:00 | 0 | 258 | | | 258 | 20:00 | 0 | 356 | | | 356 |
| 8:15 | 0 | 258 | | | 258 | 20:15 | 0 | 360 | | | 360 |
| 8:30 | 0 | 239 | | | 239 | 20:30 | 0 | 312 | | | 312 |
| 8:45 | 0 | 244 | 999 | | 244 | 20:45 | 0 | 315 | 1343 | | 315 1343 |
| 9:00 | 0 | 263 | | | 263 | 21:00 | 0 | 302 | | | 302 |
| 9:15 | 0 | 268 | | | 268 | 21:15 | 0 | 293 | | | 293 |
| 9:30 | 0 | 258 | | | 258 | 21:30 | 0 | 236 | | | 236 |
| 9:45 | 0 | 265 | 1054 | | 265 | 21:45 | 0 | 233 | 1064 | | 233 1064 |
| 10:00 | 0 | 263 | | | 263 | 22:00 | 0 | 227 | | | 227 |
| 10:15 | 0 | 270 | | | 270 | 22:15 | 0 | 199 | | | 199 |
| 10:30 | 0 | 281 | | | 281 | 22:30 | 0 | 204 | | | 204 |
| 10:45 | 0 | 297 | 1111 | | 297 | 22:45 | 0 | 152 | 782 | | 152 782 |
| 11:00 | 0 | 311 | | | 311 | 23:00 | 0 | 162 | | | 162 |
| 11:15 | 0 | 309 | | | 309 | 23:15 | 0 | 161 | | | 161 |
| 11:30 | 0 | 301 | | | 301 | 23:30 | 0 | 149 | | | 149 |
| 11:45 | 0 | 324 | 1245 | | 324 | 23:45 | 0 | 106 | 578 | | 106 578 |
| TOTALS | | 7503 | | | 7503 | TOTALS | | 24061 | | | 24061 |
| SPLIT % | | 100.0% | | | 23.8% | SPLIT % | | 100.0% | | | 76.2% |

| DAILY TOTALS | | | | NB 0 | SB 31,564 | EB 0 | WB 0 | | | Total 31,564 |
|-----------------|-------|-------|-------|---------|--------------|-----------------|---------|-------|-------|-----------------|
| AM Peak Hour | | 11:45 | | | 11:45 | PM Peak Hour | | 17:15 | | 17:15 |
| AM Pk Volume | | 1433 | | | 1433 | PM Pk Volume | | 3651 | | 3651 |
| Pk Hr Factor | | 0.867 | | | 0.867 | Pk Hr Factor | | 0.954 | | 0.954 |
| 7 - 9 Volume | 0 | 2077 | 0 | 0 | 2077 | 4 - 6 Volume | 0 | 6845 | 0 | 6845 |
| 7 - 9 Peak Hour | | 7:00 | | | 7:00 | 4 - 6 Peak Hour | | 17:00 | | 17:00 |
| 7 - 9 Pk Volume | 0 | 1078 | 0 | 0 | 1078 | 4 - 6 Pk Volume | 0 | 3616 | 0 | 3616 |
| Pk Hr Factor | 0.000 | 0.875 | 0.000 | 0.000 | 0.875 | Pk Hr Factor | 0.956 | 0.000 | 0.000 | 0.956 |

Ramp Count

SB Washington Blvd Bet. VA-110 & Columbia Pike

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-003

| DAILY TOTALS | | | | NB 0 | SB 34,742 | EB 0 | WB 0 | Total 34,742 | | | |
|----------------|----|--------|------|---------|--------------|----------------|---------|-----------------|------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 103 | | | 103 | 12:00 | 0 | 426 | | | 426 |
| 0:15 | 0 | 105 | | | 105 | 12:15 | 0 | 399 | | | 399 |
| 0:30 | 0 | 96 | | | 96 | 12:30 | 0 | 411 | | | 411 |
| 0:45 | 0 | 62 | 366 | | 62 366 | 12:45 | 0 | 400 | 1636 | | 400 1636 |
| 1:00 | 0 | 50 | | | 50 | 13:00 | 0 | 417 | | | 417 |
| 1:15 | 0 | 53 | | | 53 | 13:15 | 0 | 429 | | | 429 |
| 1:30 | 0 | 30 | | | 30 | 13:30 | 0 | 476 | | | 476 |
| 1:45 | 0 | 32 | 165 | | 32 165 | 13:45 | 0 | 495 | 1817 | | 495 1817 |
| 2:00 | 0 | 33 | | | 33 | 14:00 | 0 | 594 | | | 594 |
| 2:15 | 0 | 25 | | | 25 | 14:15 | 0 | 640 | | | 640 |
| 2:30 | 0 | 34 | | | 34 | 14:30 | 0 | 663 | | | 663 |
| 2:45 | 0 | 19 | 111 | | 19 111 | 14:45 | 0 | 714 | 2611 | | 714 2611 |
| 3:00 | 0 | 29 | | | 29 | 15:00 | 0 | 748 | | | 748 |
| 3:15 | 0 | 16 | | | 16 | 15:15 | 0 | 854 | | | 854 |
| 3:30 | 0 | 14 | | | 14 | 15:30 | 0 | 733 | | | 733 |
| 3:45 | 0 | 22 | 81 | | 22 81 | 15:45 | 0 | 743 | 3078 | | 743 3078 |
| 4:00 | 0 | 28 | | | 28 | 16:00 | 0 | 746 | | | 746 |
| 4:15 | 0 | 37 | | | 37 | 16:15 | 0 | 812 | | | 812 |
| 4:30 | 0 | 38 | | | 38 | 16:30 | 0 | 838 | | | 838 |
| 4:45 | 0 | 65 | 168 | | 65 168 | 16:45 | 0 | 833 | 3229 | | 833 3229 |
| 5:00 | 0 | 69 | | | 69 | 17:00 | 0 | 612 | | | 612 |
| 5:15 | 0 | 103 | | | 103 | 17:15 | 0 | 812 | | | 812 |
| 5:30 | 0 | 122 | | | 122 | 17:30 | 0 | 806 | | | 806 |
| 5:45 | 0 | 146 | 440 | | 146 440 | 17:45 | 0 | 770 | 3000 | | 770 3000 |
| 6:00 | 0 | 163 | | | 163 | 18:00 | 0 | 972 | | | 972 |
| 6:15 | 0 | 241 | | | 241 | 18:15 | 0 | 904 | | | 904 |
| 6:30 | 0 | 237 | | | 237 | 18:30 | 0 | 925 | | | 925 |
| 6:45 | 0 | 253 | 894 | | 253 894 | 18:45 | 0 | 825 | 3626 | | 825 3626 |
| 7:00 | 0 | 289 | | | 289 | 19:00 | 0 | 857 | | | 857 |
| 7:15 | 0 | 360 | | | 360 | 19:15 | 0 | 791 | | | 791 |
| 7:30 | 0 | 295 | | | 295 | 19:30 | 0 | 627 | | | 627 |
| 7:45 | 0 | 293 | 1237 | | 293 1237 | 19:45 | 0 | 605 | 2880 | | 605 2880 |
| 8:00 | 0 | 275 | | | 275 | 20:00 | 0 | 451 | | | 451 |
| 8:15 | 0 | 234 | | | 234 | 20:15 | 0 | 450 | | | 450 |
| 8:30 | 0 | 263 | | | 263 | 20:30 | 0 | 418 | | | 418 |
| 8:45 | 0 | 229 | 1001 | | 229 1001 | 20:45 | 0 | 342 | 1661 | | 342 1661 |
| 9:00 | 0 | 257 | | | 257 | 21:00 | 0 | 366 | | | 366 |
| 9:15 | 0 | 269 | | | 269 | 21:15 | 0 | 329 | | | 329 |
| 9:30 | 0 | 264 | | | 264 | 21:30 | 0 | 330 | | | 330 |
| 9:45 | 0 | 254 | 1044 | | 254 1044 | 21:45 | 0 | 288 | 1313 | | 288 1313 |
| 10:00 | 0 | 320 | | | 320 | 22:00 | 0 | 262 | | | 262 |
| 10:15 | 0 | 319 | | | 319 | 22:15 | 0 | 252 | | | 252 |
| 10:30 | 0 | 311 | | | 311 | 22:30 | 0 | 245 | | | 245 |
| 10:45 | 0 | 301 | 1251 | | 301 1251 | 22:45 | 0 | 225 | 984 | | 225 984 |
| 11:00 | 0 | 319 | | | 319 | 23:00 | 0 | 244 | | | 244 |
| 11:15 | 0 | 331 | | | 331 | 23:15 | 0 | 230 | | | 230 |
| 11:30 | 0 | 336 | | | 336 | 23:30 | 0 | 180 | | | 180 |
| 11:45 | 0 | 364 | 1350 | | 364 1350 | 23:45 | 0 | 145 | 799 | | 145 799 |
| TOTALS | | 8108 | | | 8108 | TOTALS | | 26634 | | | 26634 |
| SPLIT % | | 100.0% | | | 23.3% | SPLIT % | | 100.0% | | | 76.7% |

| DAILY TOTALS | | | | NB 0 | SB 34,742 | EB 0 | WB 0 | Total 34,742 |
|-----------------|-------|-------|-------|---------|-----------------|---------|---------|-----------------|
| AM Peak Hour | | 11:45 | | 11:45 | PM Peak Hour | | 18:00 | 18:00 |
| AM Pk Volume | | 1600 | | 1600 | PM Pk Volume | | 3626 | 3626 |
| Pk Hr Factor | | 0.939 | | 0.939 | Pk Hr Factor | | 0.933 | 0.933 |
| 7 - 9 Volume | 0 | 2238 | 0 | 2238 | 4 - 6 Volume | 0 | 6229 | 6229 |
| 7 - 9 Peak Hour | | 7:00 | | 7:00 | 4 - 6 Peak Hour | | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 1237 | 0 | 1237 | 4 - 6 Pk Volume | 0 | 3229 | 3229 |
| Pk Hr Factor | 0.000 | 0.859 | 0.000 | 0.859 | Pk Hr Factor | 0.963 | 0.000 | 0.963 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 28,019 | SB 0 | EB 0 | WB 0 | Total 28,019 | | | |
|----------------|--------|------|----|--------------|--------------|----------------|---------|-----------------|----|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 8 | 0 | | | 8 | 12:00 | 283 | 0 | | | 283 |
| 0:15 | 13 | 0 | | | 13 | 12:15 | 384 | 0 | | | 384 |
| 0:30 | 10 | 0 | | | 10 | 12:30 | 335 | 0 | | | 335 |
| 0:45 | 3 | 34 | 0 | | 3 | 12:45 | 273 | 1275 | 0 | | 273 1275 |
| 1:00 | 3 | 0 | | | 3 | 13:00 | 251 | 0 | | | 251 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 328 | 0 | | | 328 |
| 1:30 | 8 | 0 | | | 8 | 13:30 | 313 | 0 | | | 313 |
| 1:45 | 8 | 21 | 0 | | 8 | 13:45 | 255 | 1147 | 0 | | 255 1147 |
| 2:00 | 4 | 0 | | | 4 | 14:00 | 331 | 0 | | | 331 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 336 | 0 | | | 336 |
| 2:30 | 5 | 0 | | | 5 | 14:30 | 285 | 0 | | | 285 |
| 2:45 | 2 | 13 | 0 | | 2 | 14:45 | 328 | 1280 | 0 | | 328 1280 |
| 3:00 | 3 | 0 | | | 3 | 15:00 | 310 | 0 | | | 310 |
| 3:15 | 5 | 0 | | | 5 | 15:15 | 262 | 0 | | | 262 |
| 3:30 | 7 | 0 | | | 7 | 15:30 | 382 | 0 | | | 382 |
| 3:45 | 8 | 23 | 0 | | 8 | 15:45 | 352 | 1306 | 0 | | 352 1306 |
| 4:00 | 47 | 0 | | | 47 | 16:00 | 330 | 0 | | | 330 |
| 4:15 | 81 | 0 | | | 81 | 16:15 | 330 | 0 | | | 330 |
| 4:30 | 160 | 0 | | | 160 | 16:30 | 323 | 0 | | | 323 |
| 4:45 | 206 | 494 | 0 | | 206 | 16:45 | 418 | 1401 | 0 | | 418 1401 |
| 5:00 | 211 | 0 | | | 211 | 17:00 | 371 | 0 | | | 371 |
| 5:15 | 322 | 0 | | | 322 | 17:15 | 400 | 0 | | | 400 |
| 5:30 | 419 | 0 | | | 419 | 17:30 | 387 | 0 | | | 387 |
| 5:45 | 490 | 1442 | 0 | | 490 | 17:45 | 344 | 1502 | 0 | | 344 1502 |
| 6:00 | 528 | 0 | | | 528 | 18:00 | 399 | 0 | | | 399 |
| 6:15 | 581 | 0 | | | 581 | 18:15 | 311 | 0 | | | 311 |
| 6:30 | 752 | 0 | | | 752 | 18:30 | 312 | 0 | | | 312 |
| 6:45 | 779 | 2640 | 0 | | 779 | 18:45 | 290 | 1312 | 0 | | 290 1312 |
| 7:00 | 721 | 0 | | | 721 | 19:00 | 261 | 0 | | | 261 |
| 7:15 | 677 | 0 | | | 677 | 19:15 | 227 | 0 | | | 227 |
| 7:30 | 903 | 0 | | | 903 | 19:30 | 209 | 0 | | | 209 |
| 7:45 | 858 | 3159 | 0 | | 858 | 19:45 | 196 | 893 | 0 | | 196 893 |
| 8:00 | 805 | 0 | | | 805 | 20:00 | 192 | 0 | | | 192 |
| 8:15 | 764 | 0 | | | 764 | 20:15 | 207 | 0 | | | 207 |
| 8:30 | 671 | 0 | | | 671 | 20:30 | 208 | 0 | | | 208 |
| 8:45 | 698 | 2938 | 0 | | 698 | 20:45 | 168 | 775 | 0 | | 168 775 |
| 9:00 | 703 | 0 | | | 703 | 21:00 | 146 | 0 | | | 146 |
| 9:15 | 703 | 0 | | | 703 | 21:15 | 146 | 0 | | | 146 |
| 9:30 | 608 | 0 | | | 608 | 21:30 | 128 | 0 | | | 128 |
| 9:45 | 502 | 2516 | 0 | | 502 | 21:45 | 119 | 539 | 0 | | 119 539 |
| 10:00 | 481 | 0 | | | 481 | 22:00 | 33 | 0 | | | 33 |
| 10:15 | 472 | 0 | | | 472 | 22:15 | 35 | 0 | | | 35 |
| 10:30 | 434 | 0 | | | 434 | 22:30 | 28 | 0 | | | 28 |
| 10:45 | 398 | 1785 | 0 | | 398 | 22:45 | 32 | 128 | 0 | | 32 128 |
| 11:00 | 325 | 0 | | | 325 | 23:00 | 27 | 0 | | | 27 |
| 11:15 | 318 | 0 | | | 318 | 23:15 | 18 | 0 | | | 18 |
| 11:30 | 365 | 0 | | | 365 | 23:30 | 15 | 0 | | | 15 |
| 11:45 | 307 | 1315 | 0 | | 307 | 23:45 | 21 | 81 | 0 | | 21 81 |
| TOTALS | 16380 | | | | 16380 | TOTALS | 11639 | | | | 11639 |
| SPLIT % | 100.0% | | | | 58.5% | SPLIT % | 100.0% | | | | 41.5% |

| DAILY TOTALS | | | | NB 28,019 | SB 0 | EB 0 | WB 0 | Total 28,019 |
|-----------------|-------|-------|-------|--------------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 7:30 | | | 7:30 | PM Peak Hour | 16:45 | | 16:45 |
| AM Pk Volume | 3330 | | | 3330 | PM Pk Volume | 1576 | | 1576 |
| Pk Hr Factor | 0.922 | | | 0.922 | Pk Hr Factor | 0.943 | | 0.943 |
| 7 - 9 Volume | 6097 | 0 | 0 | 6097 | 4 - 6 Volume | 2903 | 0 | 0 |
| 7 - 9 Peak Hour | 7:30 | | | 7:30 | 4 - 6 Peak Hour | 16:45 | | 16:45 |
| 7 - 9 Pk Volume | 3330 | 0 | 0 | 3330 | 4 - 6 Pk Volume | 1576 | 0 | 0 |
| Pk Hr Factor | 0.922 | 0.000 | 0.000 | 0.922 | Pk Hr Factor | 0.943 | 0.000 | 0.943 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 28,247 | SB 0 | EB 0 | WB 0 | | | Total 28,247 | |
|---------------------|-----------|-----------|-----------|---------------------|-----------------|------------------|----------------|-----------|-----------|-------------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 7 | 0 | | | 7 | 12:00 | 285 | 0 | | | 285 |
| 0:15 | 5 | 0 | | | 5 | 12:15 | 330 | 0 | | | 330 |
| 0:30 | 12 | 0 | | | 12 | 12:30 | 303 | 0 | | | 303 |
| 0:45 | 11 | 35 | 0 | | 11 | 12:45 | 244 | 1162 | 0 | | 244 1162 |
| 1:00 | 6 | 0 | | | 6 | 13:00 | 277 | 0 | | | 277 |
| 1:15 | 12 | 0 | | | 12 | 13:15 | 311 | 0 | | | 311 |
| 1:30 | 5 | 0 | | | 5 | 13:30 | 250 | 0 | | | 250 |
| 1:45 | 7 | 30 | 0 | | 7 | 13:45 | 248 | 1086 | 0 | | 248 1086 |
| 2:00 | 4 | 0 | | | 4 | 14:00 | 275 | 0 | | | 275 |
| 2:15 | 4 | 0 | | | 4 | 14:15 | 269 | 0 | | | 269 |
| 2:30 | 4 | 0 | | | 4 | 14:30 | 292 | 0 | | | 292 |
| 2:45 | 5 | 17 | 0 | | 5 | 14:45 | 315 | 1151 | 0 | | 315 1151 |
| 3:00 | 5 | 0 | | | 5 | 15:00 | 363 | 0 | | | 363 |
| 3:15 | 9 | 0 | | | 9 | 15:15 | 336 | 0 | | | 336 |
| 3:30 | 7 | 0 | | | 7 | 15:30 | 329 | 0 | | | 329 |
| 3:45 | 9 | 30 | 0 | | 9 | 15:45 | 371 | 1399 | 0 | | 371 1399 |
| 4:00 | 40 | 0 | | | 40 | 16:00 | 322 | 0 | | | 322 |
| 4:15 | 99 | 0 | | | 99 | 16:15 | 311 | 0 | | | 311 |
| 4:30 | 140 | 0 | | | 140 | 16:30 | 400 | 0 | | | 400 |
| 4:45 | 220 | 499 | 0 | | 220 | 16:45 | 494 | 1527 | 0 | | 494 1527 |
| 5:00 | 197 | 0 | | | 197 | 17:00 | 359 | 0 | | | 359 |
| 5:15 | 321 | 0 | | | 321 | 17:15 | 426 | 0 | | | 426 |
| 5:30 | 425 | 0 | | | 425 | 17:30 | 498 | 0 | | | 498 |
| 5:45 | 510 | 1453 | 0 | | 510 | 17:45 | 439 | 1722 | 0 | | 439 1722 |
| 6:00 | 517 | 0 | | | 517 | 18:00 | 346 | 0 | | | 346 |
| 6:15 | 581 | 0 | | | 581 | 18:15 | 337 | 0 | | | 337 |
| 6:30 | 695 | 0 | | | 695 | 18:30 | 417 | 0 | | | 417 |
| 6:45 | 766 | 2559 | 0 | | 766 | 18:45 | 236 | 1336 | 0 | | 236 1336 |
| 7:00 | 794 | 0 | | | 794 | 19:00 | 198 | 0 | | | 198 |
| 7:15 | 969 | 0 | | | 969 | 19:15 | 223 | 0 | | | 223 |
| 7:30 | 893 | 0 | | | 893 | 19:30 | 195 | 0 | | | 195 |
| 7:45 | 768 | 3424 | 0 | | 768 | 19:45 | 235 | 851 | 0 | | 235 851 |
| 8:00 | 764 | 0 | | | 764 | 20:00 | 249 | 0 | | | 249 |
| 8:15 | 710 | 0 | | | 710 | 20:15 | 215 | 0 | | | 215 |
| 8:30 | 658 | 0 | | | 658 | 20:30 | 219 | 0 | | | 219 |
| 8:45 | 659 | 2791 | 0 | | 659 | 20:45 | 187 | 870 | 0 | | 187 870 |
| 9:00 | 671 | 0 | | | 671 | 21:00 | 139 | 0 | | | 139 |
| 9:15 | 575 | 0 | | | 575 | 21:15 | 158 | 0 | | | 158 |
| 9:30 | 588 | 0 | | | 588 | 21:30 | 155 | 0 | | | 155 |
| 9:45 | 472 | 2306 | 0 | | 472 | 21:45 | 111 | 563 | 0 | | 111 563 |
| 10:00 | 483 | 0 | | | 483 | 22:00 | 57 | 0 | | | 57 |
| 10:15 | 506 | 0 | | | 506 | 22:15 | 33 | 0 | | | 33 |
| 10:30 | 437 | 0 | | | 437 | 22:30 | 34 | 0 | | | 34 |
| 10:45 | 395 | 1821 | 0 | | 395 | 22:45 | 23 | 147 | 0 | | 23 147 |
| 11:00 | 349 | 0 | | | 349 | 23:00 | 33 | 0 | | | 33 |
| 11:15 | 340 | 0 | | | 340 | 23:15 | 19 | 0 | | | 19 |
| 11:30 | 366 | 0 | | | 366 | 23:30 | 20 | 0 | | | 20 |
| 11:45 | 326 | 1381 | 0 | | 326 | 23:45 | 15 | 87 | 0 | | 15 87 |
| TOTALS | 16346 | | | | 16346 | TOTALS | 11901 | | | | 11901 |
| SPLIT % | 100.0% | | | | 57.9% | SPLIT % | 100.0% | | | | 42.1% |
| DAILY TOTALS | | | | NB 28,247 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 7:00 | | | 7:00 | PM Peak Hour | 16:45 | | | | | 16:45 |
| AM Pk Volume | 3424 | | | 3424 | PM Pk Volume | 1777 | | | | | 1777 |
| Pk Hr Factor | 0.883 | | | 0.883 | Pk Hr Factor | 0.892 | | | | | 0.892 |
| 7 - 9 Volume | 6215 | 0 | 0 | 6215 | 4 - 6 Volume | 3249 | 0 | 0 | 0 | | 3249 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:45 | | | | | 16:45 |
| 7 - 9 Pk Volume | 3424 | 0 | 0 | 3424 | 4 - 6 Pk Volume | 1777 | 0 | 0 | 0 | | 1777 |
| Pk Hr Factor | 0.883 | 0.000 | 0.000 | 0.883 | Pk Hr Factor | 0.892 | 0.000 | 0.000 | 0.000 | | 0.892 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 29,221 | SB 0 | EB 0 | WB 0 | | | Total 29,221 | |
|---------------------|-----------|-----------|-----------|---------------------|----------------|------------------|----------------|-----------|-----------|-------------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 10 | 0 | | | 10 | 12:00 | 313 | 0 | | | 313 |
| 0:15 | 12 | 0 | | | 12 | 12:15 | 251 | 0 | | | 251 |
| 0:30 | 7 | 0 | | | 7 | 12:30 | 319 | 0 | | | 319 |
| 0:45 | 4 | 33 | 0 | | 4 33 | 12:45 | 296 | 1179 | 0 | | 296 1179 |
| 1:00 | 8 | 0 | | | 8 | 13:00 | 285 | 0 | | | 285 |
| 1:15 | 4 | 0 | | | 4 | 13:15 | 311 | 0 | | | 311 |
| 1:30 | 6 | 0 | | | 6 | 13:30 | 282 | 0 | | | 282 |
| 1:45 | 5 | 23 | 0 | | 5 23 | 13:45 | 279 | 1157 | 0 | | 279 1157 |
| 2:00 | 5 | 0 | | | 5 | 14:00 | 290 | 0 | | | 290 |
| 2:15 | 6 | 0 | | | 6 | 14:15 | 273 | 0 | | | 273 |
| 2:30 | 5 | 0 | | | 5 | 14:30 | 360 | 0 | | | 360 |
| 2:45 | 4 | 20 | 0 | | 4 20 | 14:45 | 294 | 1217 | 0 | | 294 1217 |
| 3:00 | 8 | 0 | | | 8 | 15:00 | 429 | 0 | | | 429 |
| 3:15 | 7 | 0 | | | 7 | 15:15 | 501 | 0 | | | 501 |
| 3:30 | 8 | 0 | | | 8 | 15:30 | 333 | 0 | | | 333 |
| 3:45 | 12 | 35 | 0 | | 12 35 | 15:45 | 342 | 1605 | 0 | | 342 1605 |
| 4:00 | 27 | 0 | | | 27 | 16:00 | 356 | 0 | | | 356 |
| 4:15 | 104 | 0 | | | 104 | 16:15 | 303 | 0 | | | 303 |
| 4:30 | 123 | 0 | | | 123 | 16:30 | 351 | 0 | | | 351 |
| 4:45 | 202 | 456 | 0 | | 202 456 | 16:45 | 416 | 1426 | 0 | | 416 1426 |
| 5:00 | 204 | 0 | | | 204 | 17:00 | 356 | 0 | | | 356 |
| 5:15 | 300 | 0 | | | 300 | 17:15 | 290 | 0 | | | 290 |
| 5:30 | 412 | 0 | | | 412 | 17:30 | 307 | 0 | | | 307 |
| 5:45 | 477 | 1393 | 0 | | 477 1393 | 17:45 | 325 | 1278 | 0 | | 325 1278 |
| 6:00 | 494 | 0 | | | 494 | 18:00 | 264 | 0 | | | 264 |
| 6:15 | 561 | 0 | | | 561 | 18:15 | 394 | 0 | | | 394 |
| 6:30 | 690 | 0 | | | 690 | 18:30 | 322 | 0 | | | 322 |
| 6:45 | 731 | 2476 | 0 | | 731 2476 | 18:45 | 296 | 1276 | 0 | | 296 1276 |
| 7:00 | 848 | 0 | | | 848 | 19:00 | 320 | 0 | | | 320 |
| 7:15 | 823 | 0 | | | 823 | 19:15 | 328 | 0 | | | 328 |
| 7:30 | 836 | 0 | | | 836 | 19:30 | 228 | 0 | | | 228 |
| 7:45 | 809 | 3316 | 0 | | 809 3316 | 19:45 | 226 | 1102 | 0 | | 226 1102 |
| 8:00 | 821 | 0 | | | 821 | 20:00 | 219 | 0 | | | 219 |
| 8:15 | 800 | 0 | | | 800 | 20:15 | 225 | 0 | | | 225 |
| 8:30 | 758 | 0 | | | 758 | 20:30 | 230 | 0 | | | 230 |
| 8:45 | 622 | 3001 | 0 | | 622 3001 | 20:45 | 187 | 861 | 0 | | 187 861 |
| 9:00 | 718 | 0 | | | 718 | 21:00 | 186 | 0 | | | 186 |
| 9:15 | 670 | 0 | | | 670 | 21:15 | 192 | 0 | | | 192 |
| 9:30 | 629 | 0 | | | 629 | 21:30 | 154 | 0 | | | 154 |
| 9:45 | 527 | 2544 | 0 | | 527 2544 | 21:45 | 197 | 729 | 0 | | 197 729 |
| 10:00 | 517 | 0 | | | 517 | 22:00 | 180 | 0 | | | 180 |
| 10:15 | 488 | 0 | | | 488 | 22:15 | 158 | 0 | | | 158 |
| 10:30 | 437 | 0 | | | 437 | 22:30 | 193 | 0 | | | 193 |
| 10:45 | 436 | 1878 | 0 | | 436 1878 | 22:45 | 72 | 603 | 0 | | 72 603 |
| 11:00 | 366 | 0 | | | 366 | 23:00 | 24 | 0 | | | 24 |
| 11:15 | 387 | 0 | | | 387 | 23:15 | 33 | 0 | | | 33 |
| 11:30 | 380 | 0 | | | 380 | 23:30 | 30 | 0 | | | 30 |
| 11:45 | 371 | 1504 | 0 | | 371 1504 | 23:45 | 22 | 109 | 0 | | 22 109 |
| TOTALS | 16679 | | | | 16679 | TOTALS | 12542 | | | | 12542 |
| SPLIT % | 100.0% | | | | 57.1% | SPLIT % | 100.0% | | | | 42.9% |

| DAILY TOTALS | | | | NB 29,221 | SB 0 | EB 0 | WB 0 | | | Total 29,221 |
|---------------------|-------|-------|-------|---------------------|-----------------|----------------|----------------|-------|-------|-------------------------------|
| AM Peak Hour | 7:00 | | | 7:00 | PM Peak Hour | 15:00 | | | | 15:00 |
| AM Pk Volume | 3316 | | | 3316 | PM Pk Volume | 1605 | | | | 1605 |
| Pk Hr Factor | 0.978 | | | 0.978 | Pk Hr Factor | 0.801 | | | | 0.801 |
| 7 - 9 Volume | 6317 | 0 | 0 | 6317 | 4 - 6 Volume | 2704 | 0 | 0 | 0 | 2704 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:00 | | | | 16:00 |
| 7 - 9 Pk Volume | 3316 | 0 | 0 | 3316 | 4 - 6 Pk Volume | 1426 | 0 | 0 | 0 | 1426 |
| Pk Hr Factor | 0.978 | 0.000 | 0.000 | 0.978 | Pk Hr Factor | 0.857 | 0.000 | 0.000 | 0.000 | 0.857 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 25,275 | SB 0 | EB 0 | WB 0 | | | Total 25,275 | |
|---------------------|-----------|-----------|-----------|---------------------|----------------|------------------|----------------|-----------|-----------|-------------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 19 | 0 | | | 19 | 12:00 | 440 | 0 | | | 440 |
| 0:15 | 19 | 0 | | | 19 | 12:15 | 402 | 0 | | | 402 |
| 0:30 | 13 | 0 | | | 13 | 12:30 | 505 | 0 | | | 505 |
| 0:45 | 12 | 63 | 0 | | 12 63 | 12:45 | 539 | 1886 | 0 | | 539 1886 |
| 1:00 | 5 | 0 | | | 5 | 13:00 | 452 | 0 | | | 452 |
| 1:15 | 13 | 0 | | | 13 | 13:15 | 528 | 0 | | | 528 |
| 1:30 | 11 | 0 | | | 11 | 13:30 | 546 | 0 | | | 546 |
| 1:45 | 12 | 41 | 0 | | 12 41 | 13:45 | 424 | 1950 | 0 | | 424 1950 |
| 2:00 | 5 | 0 | | | 5 | 14:00 | 488 | 0 | | | 488 |
| 2:15 | 10 | 0 | | | 10 | 14:15 | 573 | 0 | | | 573 |
| 2:30 | 7 | 0 | | | 7 | 14:30 | 524 | 0 | | | 524 |
| 2:45 | 4 | 26 | 0 | | 4 26 | 14:45 | 592 | 2177 | 0 | | 592 2177 |
| 3:00 | 9 | 0 | | | 9 | 15:00 | 606 | 0 | | | 606 |
| 3:15 | 8 | 0 | | | 8 | 15:15 | 418 | 0 | | | 418 |
| 3:30 | 3 | 0 | | | 3 | 15:30 | 560 | 0 | | | 560 |
| 3:45 | 7 | 27 | 0 | | 7 27 | 15:45 | 600 | 2184 | 0 | | 600 2184 |
| 4:00 | 6 | 0 | | | 6 | 16:00 | 514 | 0 | | | 514 |
| 4:15 | 13 | 0 | | | 13 | 16:15 | 457 | 0 | | | 457 |
| 4:30 | 69 | 0 | | | 69 | 16:30 | 567 | 0 | | | 567 |
| 4:45 | 88 | 176 | 0 | | 88 176 | 16:45 | 533 | 2071 | 0 | | 533 2071 |
| 5:00 | 62 | 0 | | | 62 | 17:00 | 529 | 0 | | | 529 |
| 5:15 | 84 | 0 | | | 84 | 17:15 | 420 | 0 | | | 420 |
| 5:30 | 143 | 0 | | | 143 | 17:30 | 357 | 0 | | | 357 |
| 5:45 | 165 | 454 | 0 | | 165 454 | 17:45 | 398 | 1704 | 0 | | 398 1704 |
| 6:00 | 154 | 0 | | | 154 | 18:00 | 445 | 0 | | | 445 |
| 6:15 | 238 | 0 | | | 238 | 18:15 | 372 | 0 | | | 372 |
| 6:30 | 211 | 0 | | | 211 | 18:30 | 353 | 0 | | | 353 |
| 6:45 | 184 | 787 | 0 | | 184 787 | 18:45 | 382 | 1552 | 0 | | 382 1552 |
| 7:00 | 156 | 0 | | | 156 | 19:00 | 284 | 0 | | | 284 |
| 7:15 | 188 | 0 | | | 188 | 19:15 | 311 | 0 | | | 311 |
| 7:30 | 219 | 0 | | | 219 | 19:30 | 257 | 0 | | | 257 |
| 7:45 | 183 | 746 | 0 | | 183 746 | 19:45 | 270 | 1122 | 0 | | 270 1122 |
| 8:00 | 221 | 0 | | | 221 | 20:00 | 259 | 0 | | | 259 |
| 8:15 | 255 | 0 | | | 255 | 20:15 | 211 | 0 | | | 211 |
| 8:30 | 288 | 0 | | | 288 | 20:30 | 233 | 0 | | | 233 |
| 8:45 | 338 | 1102 | 0 | | 338 1102 | 20:45 | 235 | 938 | 0 | | 235 938 |
| 9:00 | 314 | 0 | | | 314 | 21:00 | 210 | 0 | | | 210 |
| 9:15 | 351 | 0 | | | 351 | 21:15 | 182 | 0 | | | 182 |
| 9:30 | 388 | 0 | | | 388 | 21:30 | 219 | 0 | | | 219 |
| 9:45 | 431 | 1484 | 0 | | 431 1484 | 21:45 | 142 | 753 | 0 | | 142 753 |
| 10:00 | 398 | 0 | | | 398 | 22:00 | 121 | 0 | | | 121 |
| 10:15 | 362 | 0 | | | 362 | 22:15 | 67 | 0 | | | 67 |
| 10:30 | 417 | 0 | | | 417 | 22:30 | 36 | 0 | | | 36 |
| 10:45 | 399 | 1576 | 0 | | 399 1576 | 22:45 | 40 | 264 | 0 | | 40 264 |
| 11:00 | 415 | 0 | | | 415 | 23:00 | 77 | 0 | | | 77 |
| 11:15 | 364 | 0 | | | 364 | 23:15 | 123 | 0 | | | 123 |
| 11:30 | 443 | 0 | | | 443 | 23:30 | 137 | 0 | | | 137 |
| 11:45 | 478 | 1700 | 0 | | 478 1700 | 23:45 | 155 | 492 | 0 | | 155 492 |
| TOTALS | 8182 | | | | 8182 | TOTALS | 17093 | | | | 17093 |
| SPLIT % | 100.0% | | | | 32.4% | SPLIT % | 100.0% | | | | 67.6% |

| DAILY TOTALS | | | | NB 25,275 | SB 0 | EB 0 | WB 0 | | | Total 25,275 |
|---------------------|-------|-------|-------|---------------------|----------------|-----------------|----------------|-------|-------|-------------------------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 14:15 | | | | 14:15 |
| AM Pk Volume | 1825 | | | 1825 | PM Pk Volume | 2295 | | | | 2295 |
| Pk Hr Factor | 0.903 | | | 0.903 | Pk Hr Factor | 0.947 | | | | 0.947 |
| 7 - 9 Volume | 1848 | 0 | 0 | 0 | 1848 | 4 - 6 Volume | 3775 | 0 | 0 | 3775 |
| 7 - 9 Peak Hour | 8:00 | | | | 8:00 | 4 - 6 Peak Hour | 16:15 | | | 16:15 |
| 7 - 9 Pk Volume | 1102 | 0 | 0 | 0 | 1102 | 4 - 6 Pk Volume | 2086 | 0 | 0 | 2086 |
| Pk Hr Factor | 0.815 | 0.000 | 0.000 | 0.000 | 0.815 | Pk Hr Factor | 0.920 | 0.000 | 0.000 | 0.920 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 19,119 | SB 0 | EB 0 | WB 0 | Total 19,119 | | | |
|--------------|--------|------|----|--------------|----------|-----------|---------|-----------------|----|----|----------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | Total |
| 0:00 | 77 | 0 | | | 77 | 12:00 | 364 | 0 | | | 364 |
| 0:15 | 88 | 0 | | | 88 | 12:15 | 441 | 0 | | | 441 |
| 0:30 | 86 | 0 | | | 86 | 12:30 | 444 | 0 | | | 444 |
| 0:45 | 37 | 288 | 0 | | 37 288 | 12:45 | 515 | 1764 | 0 | | 515 1764 |
| 1:00 | 22 | 0 | | | 22 | 13:00 | 500 | 0 | | | 500 |
| 1:15 | 23 | 0 | | | 23 | 13:15 | 522 | 0 | | | 522 |
| 1:30 | 13 | 0 | | | 13 | 13:30 | 513 | 0 | | | 513 |
| 1:45 | 11 | 69 | 0 | | 11 69 | 13:45 | 497 | 2032 | 0 | | 497 2032 |
| 2:00 | 7 | 0 | | | 7 | 14:00 | 506 | 0 | | | 506 |
| 2:15 | 20 | 0 | | | 20 | 14:15 | 448 | 0 | | | 448 |
| 2:30 | 18 | 0 | | | 18 | 14:30 | 352 | 0 | | | 352 |
| 2:45 | 6 | 51 | 0 | | 6 51 | 14:45 | 378 | 1684 | 0 | | 378 1684 |
| 3:00 | 7 | 0 | | | 7 | 15:00 | 488 | 0 | | | 488 |
| 3:15 | 9 | 0 | | | 9 | 15:15 | 462 | 0 | | | 462 |
| 3:30 | 9 | 0 | | | 9 | 15:30 | 369 | 0 | | | 369 |
| 3:45 | 5 | 30 | 0 | | 5 30 | 15:45 | 375 | 1694 | 0 | | 375 1694 |
| 4:00 | 11 | 0 | | | 11 | 16:00 | 308 | 0 | | | 308 |
| 4:15 | 11 | 0 | | | 11 | 16:15 | 317 | 0 | | | 317 |
| 4:30 | 11 | 0 | | | 11 | 16:30 | 338 | 0 | | | 338 |
| 4:45 | 7 | 40 | 0 | | 7 40 | 16:45 | 312 | 1275 | 0 | | 312 1275 |
| 5:00 | 26 | 0 | | | 26 | 17:00 | 206 | 0 | | | 206 |
| 5:15 | 57 | 0 | | | 57 | 17:15 | 297 | 0 | | | 297 |
| 5:30 | 75 | 0 | | | 75 | 17:30 | 329 | 0 | | | 329 |
| 5:45 | 81 | 239 | 0 | | 81 239 | 17:45 | 277 | 1109 | 0 | | 277 1109 |
| 6:00 | 72 | 0 | | | 72 | 18:00 | 274 | 0 | | | 274 |
| 6:15 | 109 | 0 | | | 109 | 18:15 | 285 | 0 | | | 285 |
| 6:30 | 120 | 0 | | | 120 | 18:30 | 290 | 0 | | | 290 |
| 6:45 | 91 | 392 | 0 | | 91 392 | 18:45 | 277 | 1126 | 0 | | 277 1126 |
| 7:00 | 99 | 0 | | | 99 | 19:00 | 233 | 0 | | | 233 |
| 7:15 | 106 | 0 | | | 106 | 19:15 | 203 | 0 | | | 203 |
| 7:30 | 143 | 0 | | | 143 | 19:30 | 178 | 0 | | | 178 |
| 7:45 | 112 | 460 | 0 | | 112 460 | 19:45 | 159 | 773 | 0 | | 159 773 |
| 8:00 | 141 | 0 | | | 141 | 20:00 | 149 | 0 | | | 149 |
| 8:15 | 165 | 0 | | | 165 | 20:15 | 121 | 0 | | | 121 |
| 8:30 | 208 | 0 | | | 208 | 20:30 | 147 | 0 | | | 147 |
| 8:45 | 216 | 730 | 0 | | 216 730 | 20:45 | 145 | 562 | 0 | | 145 562 |
| 9:00 | 245 | 0 | | | 245 | 21:00 | 146 | 0 | | | 146 |
| 9:15 | 225 | 0 | | | 225 | 21:15 | 161 | 0 | | | 161 |
| 9:30 | 269 | 0 | | | 269 | 21:30 | 117 | 0 | | | 117 |
| 9:45 | 301 | 1040 | 0 | | 301 1040 | 21:45 | 140 | 564 | 0 | | 140 564 |
| 10:00 | 275 | 0 | | | 275 | 22:00 | 105 | 0 | | | 105 |
| 10:15 | 278 | 0 | | | 278 | 22:15 | 117 | 0 | | | 117 |
| 10:30 | 310 | 0 | | | 310 | 22:30 | 90 | 0 | | | 90 |
| 10:45 | 336 | 1199 | 0 | | 336 1199 | 22:45 | 82 | 394 | 0 | | 82 394 |
| 11:00 | 314 | 0 | | | 314 | 23:00 | 56 | 0 | | | 56 |
| 11:15 | 343 | 0 | | | 343 | 23:15 | 46 | 0 | | | 46 |
| 11:30 | 335 | 0 | | | 335 | 23:30 | 39 | 0 | | | 39 |
| 11:45 | 431 | 1423 | 0 | | 431 1423 | 23:45 | 40 | 181 | 0 | | 40 181 |
| TOTALS | 5961 | | | | 5961 | TOTALS | 13158 | | | | 13158 |
| SPLIT % | 100.0% | | | | 31.2% | SPLIT % | 100.0% | | | | 68.8% |

| DAILY TOTALS | | | | NB 19,119 | SB 0 | EB 0 | WB 0 | Total 19,119 |
|-----------------|-------|-------|-------|--------------|-----------------|---------|---------|-----------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 12:45 | | 12:45 |
| AM Pk Volume | 1680 | | | 1680 | PM Pk Volume | 2050 | | 2050 |
| Pk Hr Factor | 0.946 | | | 0.946 | Pk Hr Factor | 0.982 | | 0.982 |
| 7 - 9 Volume | 1190 | 0 | 0 | 0 | 4 - 6 Volume | 2384 | 0 | 0 |
| 7 - 9 Peak Hour | 8:00 | | | | 4 - 6 Peak Hour | 16:00 | | 16:00 |
| 7 - 9 Pk Volume | 730 | 0 | 0 | 0 | 4 - 6 Pk Volume | 1275 | 0 | 0 |
| Pk Hr Factor | 0.845 | 0.000 | 0.000 | 0.000 | Pk Hr Factor | 0.943 | 0.000 | 0.000 |
| | | | | 0.845 | | | | 0.943 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 27,230 | SB 0 | EB 0 | WB 0 | | | Total 27,230 | |
|---------------------|-----------|-----------|-----------|---------------------|----------------|------------------|----------------|-----------|-----------|------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 29 | 0 | | | 29 | 12:00 | 322 | 0 | | | 322 |
| 0:15 | 16 | 0 | | | 16 | 12:15 | 317 | 0 | | | 317 |
| 0:30 | 29 | 0 | | | 29 | 12:30 | 292 | 0 | | | 292 |
| 0:45 | 11 | 85 | 0 | | 11 | 12:45 | 287 | 1218 | 0 | | 287 1218 |
| 1:00 | 11 | 0 | | | 11 | 13:00 | 295 | 0 | | | 295 |
| 1:15 | 17 | 0 | | | 17 | 13:15 | 250 | 0 | | | 250 |
| 1:30 | 12 | 0 | | | 12 | 13:30 | 279 | 0 | | | 279 |
| 1:45 | 8 | 48 | 0 | | 8 | 13:45 | 313 | 1137 | 0 | | 313 1137 |
| 2:00 | 16 | 0 | | | 16 | 14:00 | 314 | 0 | | | 314 |
| 2:15 | 10 | 0 | | | 10 | 14:15 | 281 | 0 | | | 281 |
| 2:30 | 18 | 0 | | | 18 | 14:30 | 314 | 0 | | | 314 |
| 2:45 | 20 | 64 | 0 | | 20 | 14:45 | 223 | 1132 | 0 | | 223 1132 |
| 3:00 | 11 | 0 | | | 11 | 15:00 | 294 | 0 | | | 294 |
| 3:15 | 28 | 0 | | | 28 | 15:15 | 333 | 0 | | | 333 |
| 3:30 | 33 | 0 | | | 33 | 15:30 | 332 | 0 | | | 332 |
| 3:45 | 39 | 111 | 0 | | 39 | 15:45 | 275 | 1234 | 0 | | 275 1234 |
| 4:00 | 59 | 0 | | | 59 | 16:00 | 295 | 0 | | | 295 |
| 4:15 | 91 | 0 | | | 91 | 16:15 | 287 | 0 | | | 287 |
| 4:30 | 166 | 0 | | | 166 | 16:30 | 272 | 0 | | | 272 |
| 4:45 | 204 | 520 | 0 | | 204 | 16:45 | 301 | 1155 | 0 | | 301 1155 |
| 5:00 | 209 | 0 | | | 209 | 17:00 | 291 | 0 | | | 291 |
| 5:15 | 315 | 0 | | | 315 | 17:15 | 364 | 0 | | | 364 |
| 5:30 | 396 | 0 | | | 396 | 17:30 | 242 | 0 | | | 242 |
| 5:45 | 457 | 1377 | 0 | | 457 | 17:45 | 406 | 1303 | 0 | | 406 1303 |
| 6:00 | 495 | 0 | | | 495 | 18:00 | 275 | 0 | | | 275 |
| 6:15 | 545 | 0 | | | 545 | 18:15 | 254 | 0 | | | 254 |
| 6:30 | 618 | 0 | | | 618 | 18:30 | 291 | 0 | | | 291 |
| 6:45 | 717 | 2375 | 0 | | 717 | 18:45 | 276 | 1096 | 0 | | 276 1096 |
| 7:00 | 803 | 0 | | | 803 | 19:00 | 240 | 0 | | | 240 |
| 7:15 | 859 | 0 | | | 859 | 19:15 | 235 | 0 | | | 235 |
| 7:30 | 885 | 0 | | | 885 | 19:30 | 184 | 0 | | | 184 |
| 7:45 | 843 | 3390 | 0 | | 843 | 19:45 | 162 | 821 | 0 | | 162 821 |
| 8:00 | 879 | 0 | | | 879 | 20:00 | 137 | 0 | | | 137 |
| 8:15 | 851 | 0 | | | 851 | 20:15 | 152 | 0 | | | 152 |
| 8:30 | 695 | 0 | | | 695 | 20:30 | 130 | 0 | | | 130 |
| 8:45 | 649 | 3074 | 0 | | 649 | 20:45 | 147 | 566 | 0 | | 147 566 |
| 9:00 | 671 | 0 | | | 671 | 21:00 | 148 | 0 | | | 148 |
| 9:15 | 701 | 0 | | | 701 | 21:15 | 123 | 0 | | | 123 |
| 9:30 | 661 | 0 | | | 661 | 21:30 | 121 | 0 | | | 121 |
| 9:45 | 508 | 2541 | 0 | | 508 | 21:45 | 124 | 516 | 0 | | 124 516 |
| 10:00 | 473 | 0 | | | 473 | 22:00 | 92 | 0 | | | 92 |
| 10:15 | 460 | 0 | | | 460 | 22:15 | 82 | 0 | | | 82 |
| 10:30 | 428 | 0 | | | 428 | 22:30 | 94 | 0 | | | 94 |
| 10:45 | 368 | 1729 | 0 | | 368 | 22:45 | 86 | 354 | 0 | | 86 354 |
| 11:00 | 275 | 0 | | | 275 | 23:00 | 59 | 0 | | | 59 |
| 11:15 | 327 | 0 | | | 327 | 23:15 | 42 | 0 | | | 42 |
| 11:30 | 326 | 0 | | | 326 | 23:30 | 48 | 0 | | | 48 |
| 11:45 | 275 | 1203 | 0 | | 275 | 23:45 | 32 | 181 | 0 | | 32 181 |
| TOTALS | 16517 | | | | 16517 | TOTALS | 10713 | | | | 10713 |
| SPLIT % | 100.0% | | | | 60.7% | SPLIT % | 100.0% | | | | 39.3% |

| DAILY TOTALS | | | | NB 27,230 | SB 0 | EB 0 | WB 0 | | | Total 27,230 |
|---------------------|-------|-------|-------|---------------------|-----------------|-----------------|----------------|-------|-------|------------------------|
| AM Peak Hour | 7:15 | | | 7:15 | PM Peak Hour | 17:00 | | | | 17:00 |
| AM Pk Volume | 3466 | | | 3466 | PM Pk Volume | 1303 | | | | 1303 |
| Pk Hr Factor | 0.979 | | | 0.979 | Pk Hr Factor | 0.802 | | | | 0.802 |
| 7 - 9 Volume | 6464 | 0 | 0 | 0 | 6464 | 4 - 6 Volume | 2458 | 0 | 0 | 2458 |
| 7 - 9 Peak Hour | 7:15 | | | 7:15 | 4 - 6 Peak Hour | 17:00 | | | | 17:00 |
| 7 - 9 Pk Volume | 3466 | 0 | 0 | 0 | 3466 | 4 - 6 Pk Volume | 1303 | 0 | 0 | 1303 |
| Pk Hr Factor | 0.979 | 0.000 | 0.000 | 0.000 | 0.979 | Pk Hr Factor | 0.802 | 0.000 | 0.000 | 0.802 |

Ramp Count

NB Washington Blvd Bet.HOV Ramp Merge & Pentagon Lot

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-004

| DAILY TOTALS | | | | NB 28,585 | SB 0 | EB 0 | WB 0 | | | Total 28,585 | |
|---------------------|-----------|-----------|-----------|---------------------|----------------|------------------|----------------|-----------|-----------|-------------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 28 | 0 | | | 28 | 12:00 | 412 | 0 | | | 412 |
| 0:15 | 25 | 0 | | | 25 | 12:15 | 412 | 0 | | | 412 |
| 0:30 | 25 | 0 | | | 25 | 12:30 | 389 | 0 | | | 389 |
| 0:45 | 13 | 91 | 0 | | 13 91 | 12:45 | 339 | 1552 | 0 | | 339 1552 |
| 1:00 | 15 | 0 | | | 15 | 13:00 | 277 | 0 | | | 277 |
| 1:15 | 15 | 0 | | | 15 | 13:15 | 366 | 0 | | | 366 |
| 1:30 | 7 | 0 | | | 7 | 13:30 | 383 | 0 | | | 383 |
| 1:45 | 15 | 52 | 0 | | 15 52 | 13:45 | 383 | 1409 | 0 | | 383 1409 |
| 2:00 | 6 | 0 | | | 6 | 14:00 | 352 | 0 | | | 352 |
| 2:15 | 9 | 0 | | | 9 | 14:15 | 264 | 0 | | | 264 |
| 2:30 | 18 | 0 | | | 18 | 14:30 | 283 | 0 | | | 283 |
| 2:45 | 18 | 51 | 0 | | 18 51 | 14:45 | 286 | 1185 | 0 | | 286 1185 |
| 3:00 | 17 | 0 | | | 17 | 15:00 | 266 | 0 | | | 266 |
| 3:15 | 20 | 0 | | | 20 | 15:15 | 317 | 0 | | | 317 |
| 3:30 | 48 | 0 | | | 48 | 15:30 | 406 | 0 | | | 406 |
| 3:45 | 55 | 140 | 0 | | 55 140 | 15:45 | 333 | 1322 | 0 | | 333 1322 |
| 4:00 | 57 | 0 | | | 57 | 16:00 | 302 | 0 | | | 302 |
| 4:15 | 108 | 0 | | | 108 | 16:15 | 401 | 0 | | | 401 |
| 4:30 | 180 | 0 | | | 180 | 16:30 | 326 | 0 | | | 326 |
| 4:45 | 210 | 555 | 0 | | 210 555 | 16:45 | 395 | 1424 | 0 | | 395 1424 |
| 5:00 | 223 | 0 | | | 223 | 17:00 | 284 | 0 | | | 284 |
| 5:15 | 329 | 0 | | | 329 | 17:15 | 393 | 0 | | | 393 |
| 5:30 | 434 | 0 | | | 434 | 17:30 | 338 | 0 | | | 338 |
| 5:45 | 536 | 1522 | 0 | | 536 1522 | 17:45 | 310 | 1325 | 0 | | 310 1325 |
| 6:00 | 571 | 0 | | | 571 | 18:00 | 399 | 0 | | | 399 |
| 6:15 | 603 | 0 | | | 603 | 18:15 | 366 | 0 | | | 366 |
| 6:30 | 715 | 0 | | | 715 | 18:30 | 283 | 0 | | | 283 |
| 6:45 | 771 | 2660 | 0 | | 771 2660 | 18:45 | 271 | 1319 | 0 | | 271 1319 |
| 7:00 | 903 | 0 | | | 903 | 19:00 | 228 | 0 | | | 228 |
| 7:15 | 921 | 0 | | | 921 | 19:15 | 176 | 0 | | | 176 |
| 7:30 | 911 | 0 | | | 911 | 19:30 | 187 | 0 | | | 187 |
| 7:45 | 807 | 3542 | 0 | | 807 3542 | 19:45 | 185 | 776 | 0 | | 185 776 |
| 8:00 | 702 | 0 | | | 702 | 20:00 | 178 | 0 | | | 178 |
| 8:15 | 654 | 0 | | | 654 | 20:15 | 162 | 0 | | | 162 |
| 8:30 | 587 | 0 | | | 587 | 20:30 | 148 | 0 | | | 148 |
| 8:45 | 618 | 2561 | 0 | | 618 2561 | 20:45 | 146 | 634 | 0 | | 146 634 |
| 9:00 | 663 | 0 | | | 663 | 21:00 | 133 | 0 | | | 133 |
| 9:15 | 695 | 0 | | | 695 | 21:15 | 192 | 0 | | | 192 |
| 9:30 | 612 | 0 | | | 612 | 21:30 | 99 | 0 | | | 99 |
| 9:45 | 481 | 2451 | 0 | | 481 2451 | 21:45 | 47 | 471 | 0 | | 47 471 |
| 10:00 | 492 | 0 | | | 492 | 22:00 | 37 | 0 | | | 37 |
| 10:15 | 445 | 0 | | | 445 | 22:15 | 33 | 0 | | | 33 |
| 10:30 | 446 | 0 | | | 446 | 22:30 | 29 | 0 | | | 29 |
| 10:45 | 417 | 1800 | 0 | | 417 1800 | 22:45 | 20 | 119 | 0 | | 20 119 |
| 11:00 | 366 | 0 | | | 366 | 23:00 | 17 | 0 | | | 17 |
| 11:15 | 370 | 0 | | | 370 | 23:15 | 14 | 0 | | | 14 |
| 11:30 | 431 | 0 | | | 431 | 23:30 | 15 | 0 | | | 15 |
| 11:45 | 395 | 1562 | 0 | | 395 1562 | 23:45 | 16 | 62 | 0 | | 16 62 |
| TOTALS | 16987 | | | | 16987 | TOTALS | 11598 | | | | 11598 |
| SPLIT % | 100.0% | | | | 59.4% | SPLIT % | 100.0% | | | | 40.6% |

| DAILY TOTALS | | | | NB 28,585 | SB 0 | EB 0 | WB 0 | | | Total 28,585 |
|---------------------|--|--|--|---------------------|----------------|----------------|----------------|--|--|-------------------------------|
|---------------------|--|--|--|---------------------|----------------|----------------|----------------|--|--|-------------------------------|

| | | | | | | | | | | |
|-----------------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|
| AM Peak Hour | 7:00 | | | 7:00 | PM Peak Hour | 12:00 | | | | 12:00 |
| AM Pk Volume | 3542 | | | 3542 | PM Pk Volume | 1552 | | | | 1552 |
| Pk Hr Factor | 0.961 | | | 0.961 | Pk Hr Factor | 0.942 | | | | 0.942 |
| 7 - 9 Volume | 6103 | 0 | 0 | 6103 | 4 - 6 Volume | 2749 | 0 | 0 | 0 | 2749 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:00 | | | | 16:00 |
| 7 - 9 Pk Volume | 3542 | 0 | 0 | 3542 | 4 - 6 Pk Volume | 1424 | 0 | 0 | 0 | 1424 |
| Pk Hr Factor | 0.961 | 0.000 | 0.000 | 0.961 | Pk Hr Factor | 0.888 | 0.000 | 0.000 | 0.000 | 0.888 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 1,159 | SB 0 | EB 0 | WB 0 | | | Total 1,159 | |
|---------------------|-----------|-----------|-----------|--------------------|----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 4 | 0 | | | 4 | 12:00 | 7 | 0 | | | 7 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 13 | 0 | | | 13 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 12 | 0 | | | 12 |
| 0:45 | 0 | 6 | 0 | | 0 | 12:45 | 11 | 43 | 0 | | 11 43 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 15 | 0 | | | 15 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 16 | 0 | | | 16 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 12 | 0 | | | 12 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 22 | 65 | 0 | | 22 65 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 14 | 0 | | | 14 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 15 | 0 | | | 15 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 15 | 0 | | | 15 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 13 | 57 | 0 | | 13 57 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 25 | 0 | | | 25 |
| 3:15 | 2 | 0 | | | 2 | 15:15 | 24 | 0 | | | 24 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 33 | 0 | | | 33 |
| 3:45 | 2 | 5 | 0 | | 2 | 15:45 | 24 | 106 | 0 | | 24 106 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 28 | 0 | | | 28 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 24 | 0 | | | 24 |
| 4:30 | 1 | 0 | | | 1 | 16:30 | 31 | 0 | | | 31 |
| 4:45 | 4 | 5 | 0 | | 4 | 16:45 | 33 | 116 | 0 | | 33 116 |
| 5:00 | 4 | 0 | | | 4 | 17:00 | 30 | 0 | | | 30 |
| 5:15 | 6 | 0 | | | 6 | 17:15 | 25 | 0 | | | 25 |
| 5:30 | 6 | 0 | | | 6 | 17:30 | 33 | 0 | | | 33 |
| 5:45 | 10 | 26 | 0 | | 10 | 17:45 | 25 | 113 | 0 | | 25 113 |
| 6:00 | 18 | 0 | | | 18 | 18:00 | 31 | 0 | | | 31 |
| 6:15 | 25 | 0 | | | 25 | 18:15 | 20 | 0 | | | 20 |
| 6:30 | 19 | 0 | | | 19 | 18:30 | 18 | 0 | | | 18 |
| 6:45 | 33 | 95 | 0 | | 33 | 18:45 | 11 | 80 | 0 | | 11 80 |
| 7:00 | 23 | 0 | | | 23 | 19:00 | 12 | 0 | | | 12 |
| 7:15 | 28 | 0 | | | 28 | 19:15 | 10 | 0 | | | 10 |
| 7:30 | 29 | 0 | | | 29 | 19:30 | 4 | 0 | | | 4 |
| 7:45 | 23 | 103 | 0 | | 23 | 19:45 | 10 | 36 | 0 | | 10 36 |
| 8:00 | 22 | 0 | | | 22 | 20:00 | 4 | 0 | | | 4 |
| 8:15 | 38 | 0 | | | 38 | 20:15 | 8 | 0 | | | 8 |
| 8:30 | 51 | 0 | | | 51 | 20:30 | 2 | 0 | | | 2 |
| 8:45 | 21 | 132 | 0 | | 21 | 20:45 | 6 | 20 | 0 | | 6 20 |
| 9:00 | 16 | 0 | | | 16 | 21:00 | 5 | 0 | | | 5 |
| 9:15 | 9 | 0 | | | 9 | 21:15 | 4 | 0 | | | 4 |
| 9:30 | 7 | 0 | | | 7 | 21:30 | 3 | 0 | | | 3 |
| 9:45 | 7 | 39 | 0 | | 7 | 21:45 | 1 | 13 | 0 | | 1 13 |
| 10:00 | 8 | 0 | | | 8 | 22:00 | 3 | 0 | | | 3 |
| 10:15 | 8 | 0 | | | 8 | 22:15 | 3 | 0 | | | 3 |
| 10:30 | 4 | 0 | | | 4 | 22:30 | 5 | 0 | | | 5 |
| 10:45 | 10 | 30 | 0 | | 10 | 22:45 | 2 | 13 | 0 | | 2 13 |
| 11:00 | 8 | 0 | | | 8 | 23:00 | 5 | 0 | | | 5 |
| 11:15 | 13 | 0 | | | 13 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 14 | 0 | | | 14 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 13 | 48 | 0 | | 13 | 23:45 | 2 | 8 | 0 | | 2 8 |
| TOTALS | 489 | | | | 489 | TOTALS | 670 | | | | 670 |
| SPLIT % | 100.0% | | | | 42.2% | SPLIT % | 100.0% | | | | 57.8% |

| DAILY TOTALS | | | | NB 1,159 | SB 0 | EB 0 | WB 0 | | | Total 1,159 |
|---------------------|-------|-------|-------|--------------------|-----------------|----------------|----------------|-------|-------|-----------------------|
| AM Peak Hour | 7:45 | | | 7:45 | PM Peak Hour | 16:45 | | | | 16:45 |
| AM Pk Volume | 134 | | | 134 | PM Pk Volume | 121 | | | | 121 |
| Pk Hr Factor | 0.657 | | | 0.657 | Pk Hr Factor | 0.917 | | | | 0.917 |
| 7 - 9 Volume | 235 | 0 | 0 | 235 | 4 - 6 Volume | 229 | 0 | 0 | 0 | 229 |
| 7 - 9 Peak Hour | 7:45 | | | 7:45 | 4 - 6 Peak Hour | 16:45 | | | | 16:45 |
| 7 - 9 Pk Volume | 134 | 0 | 0 | 134 | 4 - 6 Pk Volume | 121 | 0 | 0 | 0 | 121 |
| Pk Hr Factor | 0.657 | 0.000 | 0.000 | 0.657 | Pk Hr Factor | 0.917 | 0.000 | 0.000 | 0.000 | 0.917 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 1,280 | SB 0 | EB 0 | WB 0 | | | Total 1,280 | |
|---------------------|-----------|-----------|-----------|--------------------|-----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 9 | 0 | | | 9 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 18 | 0 | | | 18 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 11 | 0 | | | 11 |
| 0:45 | 2 | 3 | 0 | | 2 3 | 12:45 | 7 | 45 | 0 | | 7 45 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 16 | 0 | | | 16 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 22 | 0 | | | 22 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 14 | 0 | | | 14 |
| 1:45 | 1 | 2 | 0 | | 1 2 | 13:45 | 11 | 63 | 0 | | 11 63 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 19 | 0 | | | 19 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 10 | 0 | | | 10 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 12 | 0 | | | 12 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 18 | 59 | 0 | | 18 59 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 13 | 0 | | | 13 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 33 | 0 | | | 33 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 18 | 0 | | | 18 |
| 3:45 | 4 | 6 | 0 | | 4 6 | 15:45 | 24 | 88 | 0 | | 24 88 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 34 | 0 | | | 34 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 17 | 0 | | | 17 |
| 4:30 | 2 | 0 | | | 2 | 16:30 | 28 | 0 | | | 28 |
| 4:45 | 2 | 6 | 0 | | 2 6 | 16:45 | 40 | 119 | 0 | | 40 119 |
| 5:00 | 2 | 0 | | | 2 | 17:00 | 34 | 0 | | | 34 |
| 5:15 | 6 | 0 | | | 6 | 17:15 | 35 | 0 | | | 35 |
| 5:30 | 10 | 0 | | | 10 | 17:30 | 32 | 0 | | | 32 |
| 5:45 | 7 | 25 | 0 | | 7 25 | 17:45 | 25 | 126 | 0 | | 25 126 |
| 6:00 | 28 | 0 | | | 28 | 18:00 | 27 | 0 | | | 27 |
| 6:15 | 28 | 0 | | | 28 | 18:15 | 14 | 0 | | | 14 |
| 6:30 | 24 | 0 | | | 24 | 18:30 | 14 | 0 | | | 14 |
| 6:45 | 28 | 108 | 0 | | 28 108 | 18:45 | 11 | 66 | 0 | | 11 66 |
| 7:00 | 27 | 0 | | | 27 | 19:00 | 11 | 0 | | | 11 |
| 7:15 | 39 | 0 | | | 39 | 19:15 | 8 | 0 | | | 8 |
| 7:30 | 28 | 0 | | | 28 | 19:30 | 5 | 0 | | | 5 |
| 7:45 | 28 | 122 | 0 | | 28 122 | 19:45 | 6 | 30 | 0 | | 6 30 |
| 8:00 | 55 | 0 | | | 55 | 20:00 | 8 | 0 | | | 8 |
| 8:15 | 50 | 0 | | | 50 | 20:15 | 7 | 0 | | | 7 |
| 8:30 | 61 | 0 | | | 61 | 20:30 | 5 | 0 | | | 5 |
| 8:45 | 39 | 205 | 0 | | 39 205 | 20:45 | 2 | 22 | 0 | | 2 22 |
| 9:00 | 13 | 0 | | | 13 | 21:00 | 4 | 0 | | | 4 |
| 9:15 | 18 | 0 | | | 18 | 21:15 | 3 | 0 | | | 3 |
| 9:30 | 9 | 0 | | | 9 | 21:30 | 2 | 0 | | | 2 |
| 9:45 | 15 | 55 | 0 | | 15 55 | 21:45 | 3 | 12 | 0 | | 3 12 |
| 10:00 | 13 | 0 | | | 13 | 22:00 | 6 | 0 | | | 6 |
| 10:15 | 11 | 0 | | | 11 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 17 | 0 | | | 17 | 22:30 | 5 | 0 | | | 5 |
| 10:45 | 10 | 51 | 0 | | 10 51 | 22:45 | 1 | 12 | 0 | | 1 12 |
| 11:00 | 9 | 0 | | | 9 | 23:00 | 3 | 0 | | | 3 |
| 11:15 | 13 | 0 | | | 13 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 11 | 0 | | | 11 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 13 | 46 | 0 | | 13 46 | 23:45 | 4 | 9 | 0 | | 4 9 |
| TOTALS | 629 | | | | 629 | TOTALS | 651 | | | | 651 |
| SPLIT % | 100.0% | | | | 49.1% | SPLIT % | 100.0% | | | | 50.9% |
| DAILY TOTALS | | | | NB 1,280 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 8:00 | | | 8:00 | PM Peak Hour | 16:45 | | | | | 16:45 |
| AM Pk Volume | 205 | | | 205 | PM Pk Volume | 141 | | | | | 141 |
| Pk Hr Factor | 0.840 | | | 0.840 | Pk Hr Factor | 0.881 | | | | | 0.881 |
| 7 - 9 Volume | 327 | 0 | 0 | 327 | 4 - 6 Volume | 245 | 0 | 0 | 0 | | 245 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:45 | | | | | 16:45 |
| 7 - 9 Pk Volume | 205 | 0 | 0 | 205 | 4 - 6 Pk Volume | 141 | 0 | 0 | 0 | | 141 |
| Pk Hr Factor | 0.840 | 0.000 | 0.000 | 0.840 | Pk Hr Factor | 0.881 | 0.000 | 0.000 | 0.000 | | 0.881 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Friday
Date: 6/7/2019City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 1,001 | SB 0 | EB 0 | WB 0 | Total 1,001 | | | |
|-----------------|--------|-------|-------|-------------|--------------|-----------------|---------|----------------|-------|-------|--------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 2 | 0 | | | 2 | 12:00 | 19 | 0 | | | 19 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 14 | 0 | | | 14 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 9 | 0 | | | 9 |
| 0:45 | 0 | 2 | 0 | | 0 2 | 12:45 | 12 | 54 | 0 | | 12 54 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 14 | 0 | | | 14 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 8 | 0 | | | 8 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 12 | 0 | | | 12 |
| 1:45 | 0 | 3 | 0 | | 0 3 | 13:45 | 9 | 43 | 0 | | 9 43 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 9 | 0 | | | 9 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 17 | 0 | | | 17 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 15 | 0 | | | 15 |
| 2:45 | 0 | 3 | 0 | | 0 3 | 14:45 | 17 | 58 | 0 | | 17 58 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 18 | 0 | | | 18 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 16 | 0 | | | 16 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 20 | 0 | | | 20 |
| 3:45 | 3 | 6 | 0 | | 3 6 | 15:45 | 28 | 82 | 0 | | 28 82 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 38 | 0 | | | 38 |
| 4:15 | 2 | 0 | | | 2 | 16:15 | 26 | 0 | | | 26 |
| 4:30 | 1 | 0 | | | 1 | 16:30 | 24 | 0 | | | 24 |
| 4:45 | 2 | 6 | 0 | | 2 6 | 16:45 | 22 | 110 | 0 | | 22 110 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 18 | 0 | | | 18 |
| 5:15 | 5 | 0 | | | 5 | 17:15 | 21 | 0 | | | 21 |
| 5:30 | 5 | 0 | | | 5 | 17:30 | 15 | 0 | | | 15 |
| 5:45 | 10 | 23 | 0 | | 10 23 | 17:45 | 26 | 80 | 0 | | 26 80 |
| 6:00 | 21 | 0 | | | 21 | 18:00 | 10 | 0 | | | 10 |
| 6:15 | 28 | 0 | | | 28 | 18:15 | 9 | 0 | | | 9 |
| 6:30 | 13 | 0 | | | 13 | 18:30 | 11 | 0 | | | 11 |
| 6:45 | 25 | 87 | 0 | | 25 87 | 18:45 | 7 | 37 | 0 | | 7 37 |
| 7:00 | 40 | 0 | | | 40 | 19:00 | 8 | 0 | | | 8 |
| 7:15 | 37 | 0 | | | 37 | 19:15 | 10 | 0 | | | 10 |
| 7:30 | 26 | 0 | | | 26 | 19:30 | 3 | 0 | | | 3 |
| 7:45 | 23 | 126 | 0 | | 23 126 | 19:45 | 6 | 27 | 0 | | 6 27 |
| 8:00 | 18 | 0 | | | 18 | 20:00 | 4 | 0 | | | 4 |
| 8:15 | 17 | 0 | | | 17 | 20:15 | 4 | 0 | | | 4 |
| 8:30 | 19 | 0 | | | 19 | 20:30 | 4 | 0 | | | 4 |
| 8:45 | 16 | 70 | 0 | | 16 70 | 20:45 | 7 | 19 | 0 | | 7 19 |
| 9:00 | 18 | 0 | | | 18 | 21:00 | 4 | 0 | | | 4 |
| 9:15 | 13 | 0 | | | 13 | 21:15 | 2 | 0 | | | 2 |
| 9:30 | 18 | 0 | | | 18 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 3 | 52 | 0 | | 3 52 | 21:45 | 2 | 9 | 0 | | 2 9 |
| 10:00 | 8 | 0 | | | 8 | 22:00 | 4 | 0 | | | 4 |
| 10:15 | 8 | 0 | | | 8 | 22:15 | 5 | 0 | | | 5 |
| 10:30 | 8 | 0 | | | 8 | 22:30 | 3 | 0 | | | 3 |
| 10:45 | 14 | 38 | 0 | | 14 38 | 22:45 | 5 | 17 | 0 | | 5 17 |
| 11:00 | 7 | 0 | | | 7 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 12 | 0 | | | 12 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 13 | 0 | | | 13 | 23:30 | 4 | 0 | | | 4 |
| 11:45 | 9 | 41 | 0 | | 9 41 | 23:45 | 1 | 8 | 0 | | 1 8 |
| TOTALS | 457 | | | | 457 | TOTALS | 544 | | | | 544 |
| SPLIT % | 100.0% | | | | 45.7% | SPLIT % | 100.0% | | | | 54.3% |
| DAILY TOTALS | | | | NB 1,001 | SB 0 | EB 0 | WB 0 | Total 1,001 | | | |
| AM Peak Hour | 6:45 | | | 6:45 | PM Peak Hour | 15:45 | | | | | 15:45 |
| AM Pk Volume | 128 | | | 128 | PM Pk Volume | 116 | | | | | 116 |
| Pk Hr Factor | 0.800 | | | 0.800 | Pk Hr Factor | 0.763 | | | | | 0.763 |
| 7 - 9 Volume | 196 | 0 | 0 | 0 | 4 - 6 Volume | 190 | 0 | 0 | 0 | | 190 |
| 7 - 9 Peak Hour | 7:00 | | | | 7:00 | 4 - 6 Peak Hour | 16:00 | | | | 16:00 |
| 7 - 9 Pk Volume | 126 | 0 | 0 | 0 | 126 | 4 - 6 Pk Volume | 110 | 0 | 0 | 0 | 110 |
| Pk Hr Factor | 0.788 | 0.000 | 0.000 | 0.000 | 0.788 | Pk Hr Factor | 0.724 | 0.000 | 0.000 | 0.000 | 0.724 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 313 | SB 0 | EB 0 | WB 0 | Total 313 | | | |
|----------------|--------|----|----|-----------|--------------|----------------|---------|--------------|----|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 7 | 0 | | | 7 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 8 | 0 | | | 8 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 3 | 0 | | | 3 |
| 0:45 | 0 | 1 | 0 | | 0 1 | 12:45 | 5 | 23 | 0 | | 5 23 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 8 | 0 | | | 8 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 5 | 0 | | | 5 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 2 | 0 | | | 2 |
| 1:45 | 1 | 3 | 0 | | 1 3 | 13:45 | 5 | 20 | 0 | | 5 20 |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 8 | 0 | | | 8 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 4 | 0 | | | 4 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 11 | 0 | | | 11 |
| 2:45 | 0 | 2 | 0 | | 0 2 | 14:45 | 5 | 28 | 0 | | 5 28 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 6 | 0 | | | 6 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 2 | 0 | | | 2 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 6 | 0 | | | 6 |
| 3:45 | 1 | 1 | 0 | | 1 1 | 15:45 | 5 | 19 | 0 | | 5 19 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 6 | 0 | | | 6 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 5 | 0 | | | 5 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 10 | 0 | | | 10 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 6 | 27 | 0 | | 6 27 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 11 | 0 | | | 11 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 4 | 0 | | | 4 |
| 5:30 | 3 | 0 | | | 3 | 17:30 | 1 | 0 | | | 1 |
| 5:45 | 0 | 4 | 0 | | 0 4 | 17:45 | 5 | 21 | 0 | | 5 21 |
| 6:00 | 1 | 0 | | | 1 | 18:00 | 3 | 0 | | | 3 |
| 6:15 | 5 | 0 | | | 5 | 18:15 | 5 | 0 | | | 5 |
| 6:30 | 2 | 0 | | | 2 | 18:30 | 4 | 0 | | | 4 |
| 6:45 | 1 | 9 | 0 | | 1 9 | 18:45 | 7 | 19 | 0 | | 7 19 |
| 7:00 | 1 | 0 | | | 1 | 19:00 | 7 | 0 | | | 7 |
| 7:15 | 1 | 0 | | | 1 | 19:15 | 5 | 0 | | | 5 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 3 | 0 | | | 3 |
| 7:45 | 3 | 5 | 0 | | 3 5 | 19:45 | 5 | 20 | 0 | | 5 20 |
| 8:00 | 0 | 0 | | | 0 | 20:00 | 6 | 0 | | | 6 |
| 8:15 | 1 | 0 | | | 1 | 20:15 | 2 | 0 | | | 2 |
| 8:30 | 0 | 0 | | | 0 | 20:30 | 5 | 0 | | | 5 |
| 8:45 | 2 | 3 | 0 | | 2 3 | 20:45 | 3 | 16 | 0 | | 3 16 |
| 9:00 | 2 | 0 | | | 2 | 21:00 | 8 | 0 | | | 8 |
| 9:15 | 3 | 0 | | | 3 | 21:15 | 4 | 0 | | | 4 |
| 9:30 | 5 | 0 | | | 5 | 21:30 | 2 | 0 | | | 2 |
| 9:45 | 6 | 16 | 0 | | 6 16 | 21:45 | 6 | 20 | 0 | | 6 20 |
| 10:00 | 5 | 0 | | | 5 | 22:00 | 5 | 0 | | | 5 |
| 10:15 | 1 | 0 | | | 1 | 22:15 | 3 | 0 | | | 3 |
| 10:30 | 3 | 0 | | | 3 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 8 | 17 | 0 | | 8 17 | 22:45 | 1 | 10 | 0 | | 1 10 |
| 11:00 | 2 | 0 | | | 2 | 23:00 | 7 | 0 | | | 7 |
| 11:15 | 2 | 0 | | | 2 | 23:15 | 4 | 0 | | | 4 |
| 11:30 | 2 | 0 | | | 2 | 23:30 | 6 | 0 | | | 6 |
| 11:45 | 4 | 10 | 0 | | 4 10 | 23:45 | 2 | 19 | 0 | | 2 19 |
| TOTALS | 71 | | | | 71 | TOTALS | 242 | | | | 242 |
| SPLIT % | 100.0% | | | | 22.7% | SPLIT % | 100.0% | | | | 77.3% |

| DAILY TOTALS | | | | NB 313 | SB 0 | EB 0 | WB 0 | Total 313 |
|-----------------|-------|-------|-------|-----------|-----------------|---------|---------|--------------|
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 16:15 | | 16:15 |
| AM Pk Volume | 22 | | | 22 | PM Pk Volume | 32 | | 32 |
| Pk Hr Factor | 0.688 | | | 0.688 | Pk Hr Factor | 0.727 | | 0.727 |
| 7 - 9 Volume | 8 | 0 | 0 | 8 | 4 - 6 Volume | 48 | 0 | 48 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:15 | | 16:15 |
| 7 - 9 Pk Volume | 5 | 0 | 0 | 5 | 4 - 6 Pk Volume | 32 | 0 | 32 |
| Pk Hr Factor | 0.417 | 0.000 | 0.000 | 0.417 | Pk Hr Factor | 0.727 | 0.000 | 0.727 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 257 | SB 0 | EB 0 | WB 0 | Total 257 | | | |
|----------------|--------|----|----|-----------|--------------|----------------|---------|--------------|----|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 2 | 0 | | | 2 | 12:00 | 5 | 0 | | | 5 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 4 | 0 | | | 4 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 3 | 0 | | | 3 |
| 0:45 | 1 | 4 | 0 | | 1 4 | 12:45 | 3 | 15 | 0 | | 3 15 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 6 | 0 | | | 6 |
| 1:15 | 3 | 0 | | | 3 | 13:15 | 4 | 0 | | | 4 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 2 | 0 | | | 2 |
| 1:45 | 2 | 6 | 0 | | 2 6 | 13:45 | 2 | 14 | 0 | | 2 14 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 7 | 0 | | | 7 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 4 | 0 | | | 4 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 6 | 0 | | | 6 |
| 2:45 | 0 | 1 | 0 | | 0 1 | 14:45 | 8 | 25 | 0 | | 8 25 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 11 | 0 | | | 11 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 4 | 0 | | | 4 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 1 | 0 | | | 1 |
| 3:45 | 0 | 2 | 0 | | 0 2 | 15:45 | 10 | 26 | 0 | | 10 26 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 4 | 0 | | | 4 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 2 | 0 | | | 2 |
| 4:30 | 1 | 0 | | | 1 | 16:30 | 6 | 0 | | | 6 |
| 4:45 | 0 | 2 | 0 | | 0 2 | 16:45 | 4 | 16 | 0 | | 4 16 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 7 | 0 | | | 7 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 6 | 0 | | | 6 |
| 5:30 | 1 | 0 | | | 1 | 17:30 | 5 | 0 | | | 5 |
| 5:45 | 1 | 6 | 0 | | 1 6 | 17:45 | 7 | 25 | 0 | | 7 25 |
| 6:00 | 1 | 0 | | | 1 | 18:00 | 3 | 0 | | | 3 |
| 6:15 | 2 | 0 | | | 2 | 18:15 | 3 | 0 | | | 3 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 5 | 0 | | | 5 |
| 6:45 | 2 | 5 | 0 | | 2 5 | 18:45 | 3 | 14 | 0 | | 3 14 |
| 7:00 | 2 | 0 | | | 2 | 19:00 | 3 | 0 | | | 3 |
| 7:15 | 1 | 0 | | | 1 | 19:15 | 3 | 0 | | | 3 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 0 | 0 | | | 0 |
| 7:45 | 1 | 4 | 0 | | 1 4 | 19:45 | 3 | 9 | 0 | | 3 9 |
| 8:00 | 0 | 0 | | | 0 | 20:00 | 2 | 0 | | | 2 |
| 8:15 | 1 | 0 | | | 1 | 20:15 | 3 | 0 | | | 3 |
| 8:30 | 1 | 0 | | | 1 | 20:30 | 1 | 0 | | | 1 |
| 8:45 | 0 | 2 | 0 | | 0 2 | 20:45 | 3 | 9 | 0 | | 3 9 |
| 9:00 | 2 | 0 | | | 2 | 21:00 | 4 | 0 | | | 4 |
| 9:15 | 1 | 0 | | | 1 | 21:15 | 4 | 0 | | | 4 |
| 9:30 | 2 | 0 | | | 2 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 5 | 10 | 0 | | 5 10 | 21:45 | 1 | 10 | 0 | | 1 10 |
| 10:00 | 4 | 0 | | | 4 | 22:00 | 1 | 0 | | | 1 |
| 10:15 | 3 | 0 | | | 3 | 22:15 | 6 | 0 | | | 6 |
| 10:30 | 7 | 0 | | | 7 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 5 | 19 | 0 | | 5 19 | 22:45 | 2 | 10 | 0 | | 2 10 |
| 11:00 | 5 | 0 | | | 5 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 5 | 0 | | | 5 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 6 | 0 | | | 6 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 5 | 21 | 0 | | 5 21 | 23:45 | 0 | 2 | 0 | | 0 2 |
| TOTALS | 82 | | | | 82 | TOTALS | 175 | | | | 175 |
| SPLIT % | 100.0% | | | | 31.9% | SPLIT % | 100.0% | | | | 68.1% |

| DAILY TOTALS | | | | NB 257 | SB 0 | EB 0 | WB 0 | Total 257 |
|-----------------|-------|-------|-------|-----------|-----------------|---------|---------|--------------|
| AM Peak Hour | 10:30 | | | 10:30 | PM Peak Hour | 14:15 | | 14:15 |
| AM Pk Volume | 22 | | | 22 | PM Pk Volume | 29 | | 29 |
| Pk Hr Factor | 0.786 | | | 0.786 | Pk Hr Factor | 0.659 | | 0.659 |
| 7 - 9 Volume | 6 | 0 | 0 | 6 | 4 - 6 Volume | 41 | 0 | 41 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 17:00 | | 17:00 |
| 7 - 9 Pk Volume | 4 | 0 | 0 | 4 | 4 - 6 Pk Volume | 25 | 0 | 25 |
| Pk Hr Factor | 0.500 | 0.000 | 0.000 | 0.500 | Pk Hr Factor | 0.893 | 0.000 | 0.893 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 1,093 | SB 0 | EB 0 | WB 0 | | | Total 1,093 | |
|---------------------|-----------|-----------|-----------|--------------------|-----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 0 | | | 0 | 12:00 | 14 | 0 | | | 14 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 14 | 0 | | | 14 |
| 0:30 | 2 | 0 | | | 2 | 12:30 | 20 | 0 | | | 20 |
| 0:45 | 1 | 5 | 0 | | 1 5 | 12:45 | 12 | 60 | 0 | | 12 60 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 5 | 0 | | | 5 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 8 | 0 | | | 8 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 13 | 0 | | | 13 |
| 1:45 | 0 | 1 | 0 | | 0 1 | 13:45 | 15 | 41 | 0 | | 15 41 |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 12 | 0 | | | 12 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 11 | 0 | | | 11 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 13 | 0 | | | 13 |
| 2:45 | 1 | 3 | 0 | | 1 3 | 14:45 | 19 | 55 | 0 | | 19 55 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 10 | 0 | | | 10 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 16 | 0 | | | 16 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 22 | 0 | | | 22 |
| 3:45 | 1 | 2 | 0 | | 1 2 | 15:45 | 22 | 70 | 0 | | 22 70 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 23 | 0 | | | 23 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 21 | 0 | | | 21 |
| 4:30 | 1 | 0 | | | 1 | 16:30 | 25 | 0 | | | 25 |
| 4:45 | 0 | 3 | 0 | | 0 3 | 16:45 | 43 | 112 | 0 | | 43 112 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 31 | 0 | | | 31 |
| 5:15 | 4 | 0 | | | 4 | 17:15 | 31 | 0 | | | 31 |
| 5:30 | 6 | 0 | | | 6 | 17:30 | 22 | 0 | | | 22 |
| 5:45 | 4 | 17 | 0 | | 4 17 | 17:45 | 22 | 106 | 0 | | 22 106 |
| 6:00 | 13 | 0 | | | 13 | 18:00 | 24 | 0 | | | 24 |
| 6:15 | 23 | 0 | | | 23 | 18:15 | 17 | 0 | | | 17 |
| 6:30 | 20 | 0 | | | 20 | 18:30 | 14 | 0 | | | 14 |
| 6:45 | 35 | 91 | 0 | | 35 91 | 18:45 | 13 | 68 | 0 | | 13 68 |
| 7:00 | 29 | 0 | | | 29 | 19:00 | 13 | 0 | | | 13 |
| 7:15 | 28 | 0 | | | 28 | 19:15 | 11 | 0 | | | 11 |
| 7:30 | 28 | 0 | | | 28 | 19:30 | 6 | 0 | | | 6 |
| 7:45 | 25 | 110 | 0 | | 25 110 | 19:45 | 6 | 36 | 0 | | 6 36 |
| 8:00 | 35 | 0 | | | 35 | 20:00 | 5 | 0 | | | 5 |
| 8:15 | 25 | 0 | | | 25 | 20:15 | 2 | 0 | | | 2 |
| 8:30 | 58 | 0 | | | 58 | 20:30 | 2 | 0 | | | 2 |
| 8:45 | 31 | 149 | 0 | | 31 149 | 20:45 | 5 | 14 | 0 | | 5 14 |
| 9:00 | 11 | 0 | | | 11 | 21:00 | 14 | 0 | | | 14 |
| 9:15 | 11 | 0 | | | 11 | 21:15 | 3 | 0 | | | 3 |
| 9:30 | 7 | 0 | | | 7 | 21:30 | 2 | 0 | | | 2 |
| 9:45 | 7 | 36 | 0 | | 7 36 | 21:45 | 7 | 26 | 0 | | 7 26 |
| 10:00 | 11 | 0 | | | 11 | 22:00 | 6 | 0 | | | 6 |
| 10:15 | 7 | 0 | | | 7 | 22:15 | 2 | 0 | | | 2 |
| 10:30 | 9 | 0 | | | 9 | 22:30 | 2 | 0 | | | 2 |
| 10:45 | 9 | 36 | 0 | | 9 36 | 22:45 | 1 | 11 | 0 | | 1 11 |
| 11:00 | 10 | 0 | | | 10 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 12 | 0 | | | 12 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 5 | 0 | | | 5 | 23:30 | 2 | 0 | | | 2 |
| 11:45 | 10 | 37 | 0 | | 10 37 | 23:45 | 0 | 4 | 0 | | 0 4 |
| TOTALS | 490 | | | | 490 | TOTALS | 603 | | | | 603 |
| SPLIT % | 100.0% | | | | 44.8% | SPLIT % | 100.0% | | | | 55.2% |
| DAILY TOTALS | | | | NB 1,093 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 8:00 | | | 8:00 | PM Peak Hour | 16:30 | | | | | 16:30 |
| AM Pk Volume | 149 | | | 149 | PM Pk Volume | 130 | | | | | 130 |
| Pk Hr Factor | 0.642 | | | 0.642 | Pk Hr Factor | 0.756 | | | | | 0.756 |
| 7 - 9 Volume | 259 | 0 | 0 | 259 | 4 - 6 Volume | 218 | 0 | 0 | 0 | | 218 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:30 | | | | | 16:30 |
| 7 - 9 Pk Volume | 149 | 0 | 0 | 149 | 4 - 6 Pk Volume | 130 | 0 | 0 | 0 | | 130 |
| Pk Hr Factor | 0.642 | 0.000 | 0.000 | 0.642 | Pk Hr Factor | 0.756 | 0.000 | 0.000 | 0.000 | | 0.756 |

Ramp Count

WB Columbia Pike Ramp Onto NB Washington Blvd

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-005

| DAILY TOTALS | | | | NB 1,243 | SB 0 | EB 0 | WB 0 | | | Total 1,243 | |
|---------------------|-----------|-----------|-----------|--------------------|----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 3 | 0 | | | 3 | 12:00 | 13 | 0 | | | 13 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 16 | 0 | | | 16 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 17 | 0 | | | 17 |
| 0:45 | 1 | 6 | 0 | | 1 6 | 12:45 | 15 | 61 | 0 | | 15 61 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 12 | 0 | | | 12 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 13 | 0 | | | 13 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 11 | 0 | | | 11 |
| 1:45 | 0 | 1 | 0 | | 0 1 | 13:45 | 15 | 51 | 0 | | 15 51 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 21 | 0 | | | 21 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 15 | 0 | | | 15 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 27 | 0 | | | 27 |
| 2:45 | 1 | 2 | 0 | | 1 2 | 14:45 | 18 | 81 | 0 | | 18 81 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 19 | 0 | | | 19 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 17 | 0 | | | 17 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 32 | 0 | | | 32 |
| 3:45 | 0 | 1 | 0 | | 0 1 | 15:45 | 28 | 96 | 0 | | 28 96 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 26 | 0 | | | 26 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 26 | 0 | | | 26 |
| 4:30 | 2 | 0 | | | 2 | 16:30 | 28 | 0 | | | 28 |
| 4:45 | 1 | 5 | 0 | | 1 5 | 16:45 | 32 | 112 | 0 | | 32 112 |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 33 | 0 | | | 33 |
| 5:15 | 6 | 0 | | | 6 | 17:15 | 34 | 0 | | | 34 |
| 5:30 | 5 | 0 | | | 5 | 17:30 | 36 | 0 | | | 36 |
| 5:45 | 11 | 25 | 0 | | 11 25 | 17:45 | 31 | 134 | 0 | | 31 134 |
| 6:00 | 23 | 0 | | | 23 | 18:00 | 22 | 0 | | | 22 |
| 6:15 | 28 | 0 | | | 28 | 18:15 | 18 | 0 | | | 18 |
| 6:30 | 31 | 0 | | | 31 | 18:30 | 22 | 0 | | | 22 |
| 6:45 | 25 | 107 | 0 | | 25 107 | 18:45 | 14 | 76 | 0 | | 14 76 |
| 7:00 | 30 | 0 | | | 30 | 19:00 | 13 | 0 | | | 13 |
| 7:15 | 36 | 0 | | | 36 | 19:15 | 5 | 0 | | | 5 |
| 7:30 | 33 | 0 | | | 33 | 19:30 | 6 | 0 | | | 6 |
| 7:45 | 25 | 124 | 0 | | 25 124 | 19:45 | 6 | 30 | 0 | | 6 30 |
| 8:00 | 47 | 0 | | | 47 | 20:00 | 6 | 0 | | | 6 |
| 8:15 | 53 | 0 | | | 53 | 20:15 | 7 | 0 | | | 7 |
| 8:30 | 22 | 0 | | | 22 | 20:30 | 5 | 0 | | | 5 |
| 8:45 | 25 | 147 | 0 | | 25 147 | 20:45 | 4 | 22 | 0 | | 4 22 |
| 9:00 | 9 | 0 | | | 9 | 21:00 | 6 | 0 | | | 6 |
| 9:15 | 14 | 0 | | | 14 | 21:15 | 6 | 0 | | | 6 |
| 9:30 | 14 | 0 | | | 14 | 21:30 | 7 | 0 | | | 7 |
| 9:45 | 7 | 44 | 0 | | 7 44 | 21:45 | 4 | 23 | 0 | | 4 23 |
| 10:00 | 6 | 0 | | | 6 | 22:00 | 1 | 0 | | | 1 |
| 10:15 | 9 | 0 | | | 9 | 22:15 | 3 | 0 | | | 3 |
| 10:30 | 9 | 0 | | | 9 | 22:30 | 5 | 0 | | | 5 |
| 10:45 | 11 | 35 | 0 | | 11 35 | 22:45 | 1 | 10 | 0 | | 1 10 |
| 11:00 | 7 | 0 | | | 7 | 23:00 | 4 | 0 | | | 4 |
| 11:15 | 7 | 0 | | | 7 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 12 | 0 | | | 12 | 23:30 | 3 | 0 | | | 3 |
| 11:45 | 14 | 40 | 0 | | 14 40 | 23:45 | 2 | 10 | 0 | | 2 10 |
| TOTALS | 537 | | | | 537 | TOTALS | 706 | | | | 706 |
| SPLIT % | 100.0% | | | | 43.2% | SPLIT % | 100.0% | | | | 56.8% |

| DAILY TOTALS | | | | NB 1,243 | SB 0 | EB 0 | WB 0 | | | Total 1,243 |
|---------------------|-------|-------|-------|--------------------|-----------------|----------------|----------------|-------|-------|-----------------------|
| AM Peak Hour | 7:30 | | | 7:30 | PM Peak Hour | 16:45 | | | | 16:45 |
| AM Pk Volume | 158 | | | 158 | PM Pk Volume | 135 | | | | 135 |
| Pk Hr Factor | 0.745 | | | 0.745 | Pk Hr Factor | 0.938 | | | | 0.938 |
| 7 - 9 Volume | 271 | 0 | 0 | 271 | 4 - 6 Volume | 246 | 0 | 0 | 0 | 246 |
| 7 - 9 Peak Hour | 7:30 | | | 7:30 | 4 - 6 Peak Hour | 16:45 | | | | 16:45 |
| 7 - 9 Pk Volume | 158 | 0 | 0 | 158 | 4 - 6 Pk Volume | 135 | 0 | 0 | 0 | 135 |
| Pk Hr Factor | 0.745 | 0.000 | 0.000 | 0.745 | Pk Hr Factor | 0.938 | 0.000 | 0.000 | 0.000 | 0.938 |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,979 | WB 0 | | | Total 2,979 | |
|----------------|----|----|--------|---------|---------|----------------|---------|----|--------|----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 2 | 0 | 2 | 12:00 | | | 40 | 0 | 40 |
| 0:15 | | | 7 | 0 | 7 | 12:15 | | | 70 | 0 | 70 |
| 0:30 | | | 6 | 0 | 6 | 12:30 | | | 50 | 0 | 50 |
| 0:45 | | | 1 | 16 | 16 | 12:45 | | | 49 | 209 | 209 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 43 | 0 | 43 |
| 1:15 | | | 2 | 0 | 2 | 13:15 | | | 76 | 0 | 76 |
| 1:30 | | | 6 | 0 | 6 | 13:30 | | | 47 | 0 | 47 |
| 1:45 | | | 5 | 16 | 16 | 13:45 | | | 39 | 205 | 205 |
| 2:00 | | | 3 | 0 | 3 | 14:00 | | | 63 | 0 | 63 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 68 | 0 | 68 |
| 2:30 | | | 3 | 0 | 3 | 14:30 | | | 46 | 0 | 46 |
| 2:45 | | | 0 | 7 | 7 | 14:45 | | | 52 | 229 | 229 |
| 3:00 | | | 3 | 0 | 3 | 15:00 | | | 33 | 0 | 33 |
| 3:15 | | | 2 | 0 | 2 | 15:15 | | | 49 | 0 | 49 |
| 3:30 | | | 7 | 0 | 7 | 15:30 | | | 50 | 0 | 50 |
| 3:45 | | | 5 | 17 | 17 | 15:45 | | | 48 | 180 | 180 |
| 4:00 | | | 7 | 0 | 7 | 16:00 | | | 62 | 0 | 62 |
| 4:15 | | | 4 | 0 | 4 | 16:15 | | | 50 | 0 | 50 |
| 4:30 | | | 7 | 0 | 7 | 16:30 | | | 41 | 0 | 41 |
| 4:45 | | | 5 | 23 | 23 | 16:45 | | | 56 | 209 | 209 |
| 5:00 | | | 4 | 0 | 4 | 17:00 | | | 60 | 0 | 60 |
| 5:15 | | | 11 | 0 | 11 | 17:15 | | | 51 | 0 | 51 |
| 5:30 | | | 11 | 0 | 11 | 17:30 | | | 46 | 0 | 46 |
| 5:45 | | | 12 | 38 | 38 | 17:45 | | | 54 | 211 | 211 |
| 6:00 | | | 14 | 0 | 14 | 18:00 | | | 61 | 0 | 61 |
| 6:15 | | | 28 | 0 | 28 | 18:15 | | | 43 | 0 | 43 |
| 6:30 | | | 34 | 0 | 34 | 18:30 | | | 37 | 0 | 37 |
| 6:45 | | | 31 | 107 | 107 | 18:45 | | | 36 | 177 | 177 |
| 7:00 | | | 48 | 0 | 48 | 19:00 | | | 42 | 0 | 42 |
| 7:15 | | | 62 | 0 | 62 | 19:15 | | | 32 | 0 | 32 |
| 7:30 | | | 46 | 0 | 46 | 19:30 | | | 24 | 0 | 24 |
| 7:45 | | | 63 | 219 | 219 | 19:45 | | | 23 | 121 | 121 |
| 8:00 | | | 55 | 0 | 55 | 20:00 | | | 39 | 0 | 39 |
| 8:15 | | | 43 | 0 | 43 | 20:15 | | | 51 | 0 | 51 |
| 8:30 | | | 31 | 0 | 31 | 20:30 | | | 39 | 0 | 39 |
| 8:45 | | | 35 | 164 | 164 | 20:45 | | | 28 | 157 | 157 |
| 9:00 | | | 28 | 0 | 28 | 21:00 | | | 21 | 0 | 21 |
| 9:15 | | | 16 | 0 | 16 | 21:15 | | | 21 | 0 | 21 |
| 9:30 | | | 33 | 0 | 33 | 21:30 | | | 29 | 0 | 29 |
| 9:45 | | | 42 | 119 | 119 | 21:45 | | | 18 | 89 | 89 |
| 10:00 | | | 39 | 0 | 39 | 22:00 | | | 17 | 0 | 17 |
| 10:15 | | | 37 | 0 | 37 | 22:15 | | | 22 | 0 | 22 |
| 10:30 | | | 50 | 0 | 50 | 22:30 | | | 18 | 0 | 18 |
| 10:45 | | | 46 | 172 | 172 | 22:45 | | | 22 | 79 | 79 |
| 11:00 | | | 46 | 0 | 46 | 23:00 | | | 15 | 0 | 15 |
| 11:15 | | | 36 | 0 | 36 | 23:15 | | | 11 | 0 | 11 |
| 11:30 | | | 47 | 0 | 47 | 23:30 | | | 9 | 0 | 9 |
| 11:45 | | | 40 | 169 | 169 | 23:45 | | | 11 | 46 | 46 |
| TOTALS | | | 1067 | | 1067 | TOTALS | | | 1912 | | 1912 |
| SPLIT % | | | 100.0% | | 35.8% | SPLIT % | | | 100.0% | | 64.2% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,979 | WB 0 | | | | | Total 2,979 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|-------|-------|-------|-------|----------------|
| AM Peak Hour | | | 7:15 | | 7:15 | PM Peak Hour | | | 14:00 | | 14:00 | |
| AM Pk Volume | | | 226 | | 226 | PM Pk Volume | | | 229 | | 229 | |
| Pk Hr Factor | | | 0.897 | | 0.897 | Pk Hr Factor | | | 0.842 | | 0.842 | |
| 7 - 9 Volume | 0 | 0 | 383 | 0 | 383 | 4 - 6 Volume | 0 | 0 | 420 | 0 | 420 | |
| 7 - 9 Peak Hour | | | 7:15 | | 7:15 | 4 - 6 Peak Hour | | | 16:45 | | 16:45 | |
| 7 - 9 Pk Volume | 0 | 0 | 226 | 0 | 226 | 4 - 6 Pk Volume | 0 | 0 | 213 | 0 | 213 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.897 | 0.000 | 0.897 | Pk Hr Factor | 0.000 | 0.000 | 0.888 | 0.000 | 0.888 | |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 3,031 | WB 0 | | | | | Total 3,031 |
|----------------|----|----|--------|---------|---------|----------------|---------|----|--------|-----|-------|----------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 4 | 0 | 4 | 12:00 | | | 44 | 0 | 44 | |
| 0:15 | | | 4 | 0 | 4 | 12:15 | | | 47 | 0 | 47 | |
| 0:30 | | | 8 | 0 | 8 | 12:30 | | | 33 | 0 | 33 | |
| 0:45 | | | 4 | 20 | 24 | 12:45 | | | 41 | 165 | 206 | |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 45 | 0 | 45 | |
| 1:15 | | | 4 | 0 | 4 | 13:15 | | | 50 | 0 | 50 | |
| 1:30 | | | 2 | 0 | 2 | 13:30 | | | 42 | 0 | 42 | |
| 1:45 | | | 3 | 12 | 15 | 13:45 | | | 42 | 179 | 221 | |
| 2:00 | | | 3 | 0 | 3 | 14:00 | | | 44 | 0 | 44 | |
| 2:15 | | | 4 | 0 | 4 | 14:15 | | | 56 | 0 | 56 | |
| 2:30 | | | 1 | 0 | 1 | 14:30 | | | 38 | 0 | 38 | |
| 2:45 | | | 3 | 11 | 14 | 14:45 | | | 51 | 189 | 240 | |
| 3:00 | | | 2 | 0 | 2 | 15:00 | | | 61 | 0 | 61 | |
| 3:15 | | | 3 | 0 | 3 | 15:15 | | | 52 | 0 | 52 | |
| 3:30 | | | 6 | 0 | 6 | 15:30 | | | 54 | 0 | 54 | |
| 3:45 | | | 4 | 15 | 19 | 15:45 | | | 41 | 208 | 249 | |
| 4:00 | | | 7 | 0 | 7 | 16:00 | | | 67 | 0 | 67 | |
| 4:15 | | | 5 | 0 | 5 | 16:15 | | | 48 | 0 | 48 | |
| 4:30 | | | 1 | 0 | 1 | 16:30 | | | 65 | 0 | 65 | |
| 4:45 | | | 13 | 26 | 39 | 16:45 | | | 80 | 260 | 340 | |
| 5:00 | | | 5 | 0 | 5 | 17:00 | | | 38 | 0 | 38 | |
| 5:15 | | | 14 | 0 | 14 | 17:15 | | | 56 | 0 | 56 | |
| 5:30 | | | 11 | 0 | 11 | 17:30 | | | 70 | 0 | 70 | |
| 5:45 | | | 18 | 48 | 66 | 17:45 | | | 53 | 217 | 270 | |
| 6:00 | | | 16 | 0 | 16 | 18:00 | | | 53 | 0 | 53 | |
| 6:15 | | | 23 | 0 | 23 | 18:15 | | | 45 | 0 | 45 | |
| 6:30 | | | 27 | 0 | 27 | 18:30 | | | 45 | 0 | 45 | |
| 6:45 | | | 35 | 101 | 136 | 18:45 | | | 36 | 179 | 215 | |
| 7:00 | | | 46 | 0 | 46 | 19:00 | | | 31 | 0 | 31 | |
| 7:15 | | | 59 | 0 | 59 | 19:15 | | | 36 | 0 | 36 | |
| 7:30 | | | 56 | 0 | 56 | 19:30 | | | 29 | 0 | 29 | |
| 7:45 | | | 40 | 201 | 241 | 19:45 | | | 40 | 136 | 176 | |
| 8:00 | | | 40 | 0 | 40 | 20:00 | | | 47 | 0 | 47 | |
| 8:15 | | | 38 | 0 | 38 | 20:15 | | | 38 | 0 | 38 | |
| 8:30 | | | 46 | 0 | 46 | 20:30 | | | 34 | 0 | 34 | |
| 8:45 | | | 44 | 168 | 212 | 20:45 | | | 25 | 144 | 169 | |
| 9:00 | | | 28 | 0 | 28 | 21:00 | | | 28 | 0 | 28 | |
| 9:15 | | | 22 | 0 | 22 | 21:15 | | | 31 | 0 | 31 | |
| 9:30 | | | 26 | 0 | 26 | 21:30 | | | 45 | 0 | 45 | |
| 9:45 | | | 42 | 118 | 160 | 21:45 | | | 25 | 129 | 154 | |
| 10:00 | | | 37 | 0 | 37 | 22:00 | | | 34 | 0 | 34 | |
| 10:15 | | | 29 | 0 | 29 | 22:15 | | | 24 | 0 | 24 | |
| 10:30 | | | 35 | 0 | 35 | 22:30 | | | 17 | 0 | 17 | |
| 10:45 | | | 38 | 139 | 177 | 22:45 | | | 22 | 97 | 124 | |
| 11:00 | | | 55 | 0 | 55 | 23:00 | | | 21 | 0 | 21 | |
| 11:15 | | | 40 | 0 | 40 | 23:15 | | | 18 | 0 | 18 | |
| 11:30 | | | 66 | 0 | 66 | 23:30 | | | 12 | 0 | 12 | |
| 11:45 | | | 49 | 210 | 259 | 23:45 | | | 8 | 59 | 57 | |
| TOTALS | | | 1069 | | 1069 | TOTALS | | | 1962 | | 1962 | |
| SPLIT % | | | 100.0% | | 35.3% | SPLIT % | | | 100.0% | | 64.7% | |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 3,031 | WB 0 | | | | | Total 3,031 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|-------|-------|-------|-------|----------------|
| AM Peak Hour | | | 11:00 | | 11:00 | PM Peak Hour | | | 16:00 | | 16:00 | |
| AM Pk Volume | | | 210 | | 210 | PM Pk Volume | | | 260 | | 260 | |
| Pk Hr Factor | | | 0.795 | | 0.795 | Pk Hr Factor | | | 0.813 | | 0.813 | |
| 7 - 9 Volume | 0 | 0 | 369 | 0 | 369 | 4 - 6 Volume | 0 | 0 | 477 | 0 | 477 | |
| 7 - 9 Peak Hour | | | 7:00 | | 7:00 | 4 - 6 Peak Hour | | | 16:00 | | 16:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 201 | 0 | 201 | 4 - 6 Pk Volume | 0 | 0 | 260 | 0 | 260 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.852 | 0.000 | 0.852 | Pk Hr Factor | 0.000 | 0.000 | 0.813 | 0.000 | 0.813 | |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,933 | WB 0 | | | Total 2,933 | |
|----------------|----|----|--------|---------|---------|----------------|---------|----|--------|----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 4 | 0 | 4 | 12:00 | | | 39 | 0 | 39 |
| 0:15 | | | 8 | 0 | 8 | 12:15 | | | 35 | 0 | 35 |
| 0:30 | | | 6 | 0 | 6 | 12:30 | | | 37 | 0 | 37 |
| 0:45 | | | 3 | 21 | 21 | 12:45 | | | 45 | 156 | 156 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 41 | 0 | 41 |
| 1:15 | | | 2 | 0 | 2 | 13:15 | | | 49 | 0 | 49 |
| 1:30 | | | 3 | 0 | 3 | 13:30 | | | 53 | 0 | 53 |
| 1:45 | | | 4 | 11 | 11 | 13:45 | | | 36 | 179 | 179 |
| 2:00 | | | 3 | 0 | 3 | 14:00 | | | 63 | 0 | 63 |
| 2:15 | | | 2 | 0 | 2 | 14:15 | | | 46 | 0 | 46 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 60 | 0 | 60 |
| 2:45 | | | 4 | 11 | 11 | 14:45 | | | 50 | 219 | 219 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 56 | 0 | 56 |
| 3:15 | | | 4 | 0 | 4 | 15:15 | | | 61 | 0 | 61 |
| 3:30 | | | 4 | 0 | 4 | 15:30 | | | 42 | 0 | 42 |
| 3:45 | | | 8 | 17 | 17 | 15:45 | | | 61 | 220 | 220 |
| 4:00 | | | 2 | 0 | 2 | 16:00 | | | 50 | 0 | 50 |
| 4:15 | | | 8 | 0 | 8 | 16:15 | | | 45 | 0 | 45 |
| 4:30 | | | 6 | 0 | 6 | 16:30 | | | 46 | 0 | 46 |
| 4:45 | | | 6 | 22 | 22 | 16:45 | | | 63 | 204 | 204 |
| 5:00 | | | 6 | 0 | 6 | 17:00 | | | 50 | 0 | 50 |
| 5:15 | | | 9 | 0 | 9 | 17:15 | | | 38 | 0 | 38 |
| 5:30 | | | 9 | 0 | 9 | 17:30 | | | 44 | 0 | 44 |
| 5:45 | | | 10 | 34 | 34 | 17:45 | | | 50 | 182 | 182 |
| 6:00 | | | 16 | 0 | 16 | 18:00 | | | 40 | 0 | 40 |
| 6:15 | | | 23 | 0 | 23 | 18:15 | | | 40 | 0 | 40 |
| 6:30 | | | 27 | 0 | 27 | 18:30 | | | 40 | 0 | 40 |
| 6:45 | | | 34 | 100 | 100 | 18:45 | | | 37 | 157 | 157 |
| 7:00 | | | 44 | 0 | 44 | 19:00 | | | 33 | 0 | 33 |
| 7:15 | | | 49 | 0 | 49 | 19:15 | | | 40 | 0 | 40 |
| 7:30 | | | 54 | 0 | 54 | 19:30 | | | 46 | 0 | 46 |
| 7:45 | | | 52 | 199 | 199 | 19:45 | | | 40 | 159 | 159 |
| 8:00 | | | 60 | 0 | 60 | 20:00 | | | 28 | 0 | 28 |
| 8:15 | | | 55 | 0 | 55 | 20:15 | | | 40 | 0 | 40 |
| 8:30 | | | 40 | 0 | 40 | 20:30 | | | 25 | 0 | 25 |
| 8:45 | | | 52 | 207 | 207 | 20:45 | | | 28 | 121 | 121 |
| 9:00 | | | 54 | 0 | 54 | 21:00 | | | 21 | 0 | 21 |
| 9:15 | | | 51 | 0 | 51 | 21:15 | | | 25 | 0 | 25 |
| 9:30 | | | 35 | 0 | 35 | 21:30 | | | 26 | 0 | 26 |
| 9:45 | | | 35 | 175 | 175 | 21:45 | | | 15 | 87 | 87 |
| 10:00 | | | 30 | 0 | 30 | 22:00 | | | 15 | 0 | 15 |
| 10:15 | | | 37 | 0 | 37 | 22:15 | | | 22 | 0 | 22 |
| 10:30 | | | 38 | 0 | 38 | 22:30 | | | 20 | 0 | 20 |
| 10:45 | | | 46 | 151 | 151 | 22:45 | | | 15 | 72 | 72 |
| 11:00 | | | 39 | 0 | 39 | 23:00 | | | 19 | 0 | 19 |
| 11:15 | | | 48 | 0 | 48 | 23:15 | | | 7 | 0 | 7 |
| 11:30 | | | 45 | 0 | 45 | 23:30 | | | 11 | 0 | 11 |
| 11:45 | | | 51 | 183 | 183 | 23:45 | | | 9 | 46 | 46 |
| TOTALS | | | 1131 | | 1131 | TOTALS | | | 1802 | | 1802 |
| SPLIT % | | | 100.0% | | 38.6% | SPLIT % | | | 100.0% | | 61.4% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,933 | WB 0 | | | | Total 2,933 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|--------------|-------|-------|----------------|
| AM Peak Hour | | | 7:30 | | 7:30 | | | PM Peak Hour | | | 14:30 |
| AM Pk Volume | | | 221 | | 221 | | | PM Pk Volume | | | 227 |
| Pk Hr Factor | | | 0.921 | | 0.921 | | | Pk Hr Factor | | | 0.930 |
| 7 - 9 Volume | 0 | 0 | 406 | 0 | 406 | 4 - 6 Volume | 0 | 0 | 386 | 0 | 386 |
| 7 - 9 Peak Hour | | | 7:30 | | 7:30 | 4 - 6 Peak Hour | | | 16:00 | | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 221 | 0 | 221 | 4 - 6 Pk Volume | 0 | 0 | 204 | 0 | 204 |
| Pk Hr Factor | 0.000 | 0.000 | 0.921 | 0.000 | 0.921 | Pk Hr Factor | 0.000 | 0.000 | 0.810 | 0.000 | 0.810 |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,965 | WB 0 | | | Total 2,965 | |
|--------------|----|----|--------|---------|---------|-------------|---------|----|--------|----------------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 16 | 0 | 16 | 12:00 | | | 55 | 0 | 55 |
| 0:15 | | | 11 | 0 | 11 | 12:15 | | | 52 | 0 | 52 |
| 0:30 | | | 14 | 0 | 14 | 12:30 | | | 56 | 0 | 56 |
| 0:45 | | | 4 | 45 | 45 | 12:45 | | | 53 | 216 | 216 |
| 1:00 | | | 3 | 0 | 3 | 13:00 | | | 49 | 0 | 49 |
| 1:15 | | | 5 | 0 | 5 | 13:15 | | | 46 | 0 | 46 |
| 1:30 | | | 4 | 0 | 4 | 13:30 | | | 63 | 0 | 63 |
| 1:45 | | | 5 | 17 | 17 | 13:45 | | | 51 | 209 | 209 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 41 | 0 | 41 |
| 2:15 | | | 4 | 0 | 4 | 14:15 | | | 71 | 0 | 71 |
| 2:30 | | | 4 | 0 | 4 | 14:30 | | | 73 | 0 | 73 |
| 2:45 | | | 1 | 9 | 9 | 14:45 | | | 57 | 242 | 242 |
| 3:00 | | | 5 | 0 | 5 | 15:00 | | | 60 | 0 | 60 |
| 3:15 | | | 2 | 0 | 2 | 15:15 | | | 50 | 0 | 50 |
| 3:30 | | | 4 | 0 | 4 | 15:30 | | | 63 | 0 | 63 |
| 3:45 | | | 1 | 12 | 12 | 15:45 | | | 57 | 230 | 230 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 52 | 0 | 52 |
| 4:15 | | | 2 | 0 | 2 | 16:15 | | | 40 | 0 | 40 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 43 | 0 | 43 |
| 4:45 | | | 3 | 6 | 6 | 16:45 | | | 40 | 175 | 175 |
| 5:00 | | | 2 | 0 | 2 | 17:00 | | | 45 | 0 | 45 |
| 5:15 | | | 2 | 0 | 2 | 17:15 | | | 47 | 0 | 47 |
| 5:30 | | | 2 | 0 | 2 | 17:30 | | | 41 | 0 | 41 |
| 5:45 | | | 1 | 7 | 7 | 17:45 | | | 52 | 185 | 185 |
| 6:00 | | | 6 | 0 | 6 | 18:00 | | | 28 | 0 | 28 |
| 6:15 | | | 5 | 0 | 5 | 18:15 | | | 43 | 0 | 43 |
| 6:30 | | | 8 | 0 | 8 | 18:30 | | | 36 | 0 | 36 |
| 6:45 | | | 9 | 28 | 28 | 18:45 | | | 48 | 155 | 155 |
| 7:00 | | | 7 | 0 | 7 | 19:00 | | | 37 | 0 | 37 |
| 7:15 | | | 7 | 0 | 7 | 19:15 | | | 45 | 0 | 45 |
| 7:30 | | | 5 | 0 | 5 | 19:30 | | | 25 | 0 | 25 |
| 7:45 | | | 11 | 30 | 30 | 19:45 | | | 29 | 136 | 136 |
| 8:00 | | | 14 | 0 | 14 | 20:00 | | | 29 | 0 | 29 |
| 8:15 | | | 18 | 0 | 18 | 20:15 | | | 31 | 0 | 31 |
| 8:30 | | | 25 | 0 | 25 | 20:30 | | | 27 | 0 | 27 |
| 8:45 | | | 25 | 82 | 82 | 20:45 | | | 30 | 117 | 117 |
| 9:00 | | | 21 | 0 | 21 | 21:00 | | | 22 | 0 | 22 |
| 9:15 | | | 34 | 0 | 34 | 21:15 | | | 23 | 0 | 23 |
| 9:30 | | | 36 | 0 | 36 | 21:30 | | | 34 | 0 | 34 |
| 9:45 | | | 27 | 118 | 118 | 21:45 | | | 24 | 103 | 103 |
| 10:00 | | | 40 | 0 | 40 | 22:00 | | | 29 | 0 | 29 |
| 10:15 | | | 44 | 0 | 44 | 22:15 | | | 21 | 0 | 21 |
| 10:30 | | | 36 | 0 | 36 | 22:30 | | | 19 | 0 | 19 |
| 10:45 | | | 43 | 163 | 163 | 22:45 | | | 30 | 99 | 99 |
| 11:00 | | | 43 | 0 | 43 | 23:00 | | | 51 | 0 | 51 |
| 11:15 | | | 46 | 0 | 46 | 23:15 | | | 108 | 0 | 108 |
| 11:30 | | | 51 | 0 | 51 | 23:30 | | | 109 | 0 | 109 |
| 11:45 | | | 45 | 185 | 185 | 23:45 | | | 128 | 396 | 396 |
| TOTALS | | | 702 | | 702 | TOTALS | | | 2263 | | 2263 |
| SPLIT % | | | 100.0% | | 23.7% | SPLIT % | | | 100.0% | | 76.3% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,965 | WB 0 | | | Total 2,965 |
|--------------|--|--|--|---------|---------|-------------|---------|--|--|----------------|
|--------------|--|--|--|---------|---------|-------------|---------|--|--|----------------|

| | | | | | | | |
|-----------------|-------|-------|-----------------|-------|-------|-------|-------|
| AM Peak Hour | 11:45 | 11:45 | PM Peak Hour | | | 23:00 | 23:00 |
| AM Pk Volume | 208 | 208 | PM Pk Volume | | | 396 | 396 |
| Pk Hr Factor | 0.929 | 0.929 | Pk Hr Factor | | | 0.773 | 0.773 |
| 7 - 9 Volume | 0 | 0 | 4 - 6 Volume | 0 | 0 | 360 | 360 |
| 7 - 9 Peak Hour | 8:00 | 8:00 | 4 - 6 Peak Hour | 8:00 | 8:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 82 | 82 | 4 - 6 Pk Volume | 82 | 82 | 185 | 185 |
| Pk Hr Factor | 0.820 | 0.820 | Pk Hr Factor | 0.820 | 0.820 | 0.889 | 0.889 |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Sunday
Date: 6/9/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,757 | WB 0 | | | Total 2,757 | |
|--------------|----|----|--------|---------|---------|-------------|---------|----|--------|----------------|--------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 62 | 0 | 62 | 12:00 | | | 55 | 0 | 55 |
| 0:15 | | | 70 | 0 | 70 | 12:15 | | | 66 | 0 | 66 |
| 0:30 | | | 70 | 0 | 70 | 12:30 | | | 76 | 0 | 76 |
| 0:45 | | | 28 | 230 | 28 | 12:45 | | | 86 | 283 | 86 283 |
| 1:00 | | | 8 | 0 | 8 | 13:00 | | | 62 | 0 | 62 |
| 1:15 | | | 10 | 0 | 10 | 13:15 | | | 64 | 0 | 64 |
| 1:30 | | | 7 | 0 | 7 | 13:30 | | | 57 | 0 | 57 |
| 1:45 | | | 5 | 30 | 5 | 13:45 | | | 53 | 236 | 53 236 |
| 2:00 | | | 6 | 0 | 6 | 14:00 | | | 67 | 0 | 67 |
| 2:15 | | | 12 | 0 | 12 | 14:15 | | | 57 | 0 | 57 |
| 2:30 | | | 14 | 0 | 14 | 14:30 | | | 61 | 0 | 61 |
| 2:45 | | | 3 | 35 | 3 | 14:45 | | | 67 | 252 | 67 252 |
| 3:00 | | | 4 | 0 | 4 | 15:00 | | | 72 | 0 | 72 |
| 3:15 | | | 4 | 0 | 4 | 15:15 | | | 60 | 0 | 60 |
| 3:30 | | | 5 | 0 | 5 | 15:30 | | | 46 | 0 | 46 |
| 3:45 | | | 2 | 15 | 2 | 15:45 | | | 65 | 243 | 65 243 |
| 4:00 | | | 4 | 0 | 4 | 16:00 | | | 41 | 0 | 41 |
| 4:15 | | | 4 | 0 | 4 | 16:15 | | | 50 | 0 | 50 |
| 4:30 | | | 4 | 0 | 4 | 16:30 | | | 52 | 0 | 52 |
| 4:45 | | | 6 | 18 | 6 | 16:45 | | | 35 | 178 | 35 178 |
| 5:00 | | | 2 | 0 | 2 | 17:00 | | | 43 | 0 | 43 |
| 5:15 | | | 2 | 0 | 2 | 17:15 | | | 55 | 0 | 55 |
| 5:30 | | | 4 | 0 | 4 | 17:30 | | | 59 | 0 | 59 |
| 5:45 | | | 0 | 8 | 0 | 17:45 | | | 41 | 198 | 41 198 |
| 6:00 | | | 1 | 0 | 1 | 18:00 | | | 51 | 0 | 51 |
| 6:15 | | | 4 | 0 | 4 | 18:15 | | | 47 | 0 | 47 |
| 6:30 | | | 4 | 0 | 4 | 18:30 | | | 28 | 0 | 28 |
| 6:45 | | | 9 | 18 | 9 | 18:45 | | | 33 | 159 | 33 159 |
| 7:00 | | | 8 | 0 | 8 | 19:00 | | | 27 | 0 | 27 |
| 7:15 | | | 6 | 0 | 6 | 19:15 | | | 21 | 0 | 21 |
| 7:30 | | | 10 | 0 | 10 | 19:30 | | | 23 | 0 | 23 |
| 7:45 | | | 10 | 34 | 10 | 19:45 | | | 27 | 98 | 27 98 |
| 8:00 | | | 16 | 0 | 16 | 20:00 | | | 18 | 0 | 18 |
| 8:15 | | | 13 | 0 | 13 | 20:15 | | | 21 | 0 | 21 |
| 8:30 | | | 18 | 0 | 18 | 20:30 | | | 19 | 0 | 19 |
| 8:45 | | | 22 | 69 | 22 | 20:45 | | | 22 | 80 | 22 80 |
| 9:00 | | | 18 | 0 | 18 | 21:00 | | | 17 | 0 | 17 |
| 9:15 | | | 33 | 0 | 33 | 21:15 | | | 21 | 0 | 21 |
| 9:30 | | | 24 | 0 | 24 | 21:30 | | | 12 | 0 | 12 |
| 9:45 | | | 24 | 99 | 24 | 21:45 | | | 19 | 69 | 19 69 |
| 10:00 | | | 35 | 0 | 35 | 22:00 | | | 13 | 0 | 13 |
| 10:15 | | | 25 | 0 | 25 | 22:15 | | | 14 | 0 | 14 |
| 10:30 | | | 42 | 0 | 42 | 22:30 | | | 10 | 0 | 10 |
| 10:45 | | | 36 | 138 | 36 | 22:45 | | | 7 | 44 | 7 44 |
| 11:00 | | | 44 | 0 | 44 | 23:00 | | | 7 | 0 | 7 |
| 11:15 | | | 51 | 0 | 51 | 23:15 | | | 4 | 0 | 4 |
| 11:30 | | | 43 | 0 | 43 | 23:30 | | | 11 | 0 | 11 |
| 11:45 | | | 57 | 195 | 57 | 23:45 | | | 6 | 28 | 6 28 |
| TOTALS | | | 889 | | 889 | TOTALS | | | 1868 | | 1868 |
| SPLIT % | | | 100.0% | | 32.2% | SPLIT % | | | 100.0% | | 67.8% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,757 | WB 0 | | | Total 2,757 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|-------|-------|----------------|
| AM Peak Hour | | | 11:45 | | 11:45 | PM Peak Hour | | | 12:15 | 12:15 |
| AM Pk Volume | | | 254 | | 254 | PM Pk Volume | | | 290 | 290 |
| Pk Hr Factor | | | 0.836 | | 0.836 | Pk Hr Factor | | | 0.843 | 0.843 |
| 7 - 9 Volume | 0 | 0 | 103 | 0 | 103 | 4 - 6 Volume | 0 | 0 | 376 | 376 |
| 7 - 9 Peak Hour | | | 8:00 | | 8:00 | 4 - 6 Peak Hour | | | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 69 | 0 | 69 | 4 - 6 Pk Volume | 0 | 0 | 198 | 198 |
| Pk Hr Factor | 0.000 | 0.000 | 0.784 | 0.000 | 0.784 | Pk Hr Factor | 0.000 | 0.000 | 0.839 | 0.839 |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,668 | WB 0 | | | Total 2,668 | |
|----------------|----|----|--------|---------|---------|----------------|---------|----|--------|----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 3 | 0 | 3 | 12:00 | | | 44 | 0 | 44 |
| 0:15 | | | 6 | 0 | 6 | 12:15 | | | 46 | 0 | 46 |
| 0:30 | | | 8 | 0 | 8 | 12:30 | | | 49 | 0 | 49 |
| 0:45 | | | 0 | 17 | 0 | 12:45 | | | 41 | 180 | 0 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 45 | 0 | 45 |
| 1:15 | | | 3 | 0 | 3 | 13:15 | | | 45 | 0 | 45 |
| 1:30 | | | 3 | 0 | 3 | 13:30 | | | 52 | 0 | 52 |
| 1:45 | | | 1 | 9 | 1 | 13:45 | | | 49 | 191 | 0 |
| 2:00 | | | 5 | 0 | 5 | 14:00 | | | 52 | 0 | 52 |
| 2:15 | | | 3 | 0 | 3 | 14:15 | | | 51 | 0 | 51 |
| 2:30 | | | 2 | 0 | 2 | 14:30 | | | 50 | 0 | 50 |
| 2:45 | | | 4 | 14 | 4 | 14:45 | | | 33 | 186 | 0 |
| 3:00 | | | 1 | 0 | 1 | 15:00 | | | 32 | 0 | 32 |
| 3:15 | | | 1 | 0 | 1 | 15:15 | | | 50 | 0 | 50 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 50 | 0 | 50 |
| 3:45 | | | 0 | 3 | 0 | 15:45 | | | 41 | 173 | 0 |
| 4:00 | | | 3 | 0 | 3 | 16:00 | | | 55 | 0 | 55 |
| 4:15 | | | 3 | 0 | 3 | 16:15 | | | 49 | 0 | 49 |
| 4:30 | | | 5 | 0 | 5 | 16:30 | | | 43 | 0 | 43 |
| 4:45 | | | 5 | 16 | 5 | 16:45 | | | 60 | 207 | 0 |
| 5:00 | | | 5 | 0 | 5 | 17:00 | | | 40 | 0 | 40 |
| 5:15 | | | 9 | 0 | 9 | 17:15 | | | 47 | 0 | 47 |
| 5:30 | | | 12 | 0 | 12 | 17:30 | | | 37 | 0 | 37 |
| 5:45 | | | 14 | 40 | 40 | 17:45 | | | 36 | 160 | 0 |
| 6:00 | | | 18 | 0 | 18 | 18:00 | | | 26 | 0 | 26 |
| 6:15 | | | 19 | 0 | 19 | 18:15 | | | 55 | 0 | 55 |
| 6:30 | | | 26 | 0 | 26 | 18:30 | | | 53 | 0 | 53 |
| 6:45 | | | 47 | 110 | 0 | 18:45 | | | 45 | 179 | 0 |
| 7:00 | | | 35 | 0 | 35 | 19:00 | | | 53 | 0 | 53 |
| 7:15 | | | 40 | 0 | 40 | 19:15 | | | 55 | 0 | 55 |
| 7:30 | | | 63 | 0 | 63 | 19:30 | | | 30 | 0 | 30 |
| 7:45 | | | 67 | 205 | 0 | 19:45 | | | 32 | 170 | 0 |
| 8:00 | | | 56 | 0 | 56 | 20:00 | | | 18 | 0 | 18 |
| 8:15 | | | 47 | 0 | 47 | 20:15 | | | 25 | 0 | 25 |
| 8:30 | | | 29 | 0 | 29 | 20:30 | | | 22 | 0 | 22 |
| 8:45 | | | 33 | 165 | 0 | 20:45 | | | 24 | 89 | 0 |
| 9:00 | | | 27 | 0 | 27 | 21:00 | | | 28 | 0 | 28 |
| 9:15 | | | 29 | 0 | 29 | 21:15 | | | 20 | 0 | 20 |
| 9:30 | | | 27 | 0 | 27 | 21:30 | | | 26 | 0 | 26 |
| 9:45 | | | 35 | 118 | 0 | 21:45 | | | 13 | 87 | 0 |
| 10:00 | | | 38 | 0 | 38 | 22:00 | | | 10 | 0 | 10 |
| 10:15 | | | 31 | 0 | 31 | 22:15 | | | 14 | 0 | 14 |
| 10:30 | | | 43 | 0 | 43 | 22:30 | | | 10 | 0 | 10 |
| 10:45 | | | 28 | 140 | 0 | 22:45 | | | 8 | 42 | 0 |
| 11:00 | | | 33 | 0 | 33 | 23:00 | | | 3 | 0 | 3 |
| 11:15 | | | 30 | 0 | 30 | 23:15 | | | 12 | 0 | 12 |
| 11:30 | | | 41 | 0 | 41 | 23:30 | | | 3 | 0 | 3 |
| 11:45 | | | 41 | 145 | 0 | 23:45 | | | 4 | 22 | 0 |
| TOTALS | | | 982 | | 982 | TOTALS | | | 1686 | | 1686 |
| SPLIT % | | | 100.0% | | 36.8% | SPLIT % | | | 100.0% | | 63.2% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,668 | WB 0 | | | | | Total 2,668 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|-------|-------|-------|-------|----------------|
| AM Peak Hour | | | 7:30 | | 7:30 | PM Peak Hour | | | 16:00 | | 16:00 | |
| AM Pk Volume | | | 233 | | 233 | PM Pk Volume | | | 207 | | 207 | |
| Pk Hr Factor | | | 0.869 | | 0.869 | Pk Hr Factor | | | 0.863 | | 0.863 | |
| 7 - 9 Volume | 0 | 0 | 370 | 0 | 370 | 4 - 6 Volume | 0 | 0 | 367 | 0 | 367 | |
| 7 - 9 Peak Hour | | | 7:30 | | 7:30 | 4 - 6 Peak Hour | | | 16:00 | | 16:00 | |
| 7 - 9 Pk Volume | 0 | 0 | 233 | 0 | 233 | 4 - 6 Pk Volume | 0 | 0 | 207 | 0 | 207 | |
| Pk Hr Factor | 0.000 | 0.000 | 0.869 | 0.000 | 0.869 | Pk Hr Factor | 0.000 | 0.000 | 0.863 | 0.000 | 0.863 | |

Ramp Count

EB Columbia Pike Ramp Onto NB Washington Blvd

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-006

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,915 | WB 0 | | | Total 2,915 | |
|----------------|----|----|--------|---------|---------|----------------|---------|----|--------|----------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | | | 8 | 0 | 8 | 12:00 | | | 73 | 0 | 73 |
| 0:15 | | | 6 | 0 | 6 | 12:15 | | | 69 | 0 | 69 |
| 0:30 | | | 3 | 0 | 3 | 12:30 | | | 61 | 0 | 61 |
| 0:45 | | | 2 | 19 | 219 | 12:45 | | | 47 | 250 | 250 |
| 1:00 | | | 2 | 0 | 2 | 13:00 | | | 40 | 0 | 40 |
| 1:15 | | | 3 | 0 | 3 | 13:15 | | | 59 | 0 | 59 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 53 | 0 | 53 |
| 1:45 | | | 4 | 9 | 49 | 13:45 | | | 53 | 205 | 205 |
| 2:00 | | | 1 | 0 | 1 | 14:00 | | | 47 | 0 | 47 |
| 2:15 | | | 1 | 0 | 1 | 14:15 | | | 37 | 0 | 37 |
| 2:30 | | | 3 | 0 | 3 | 14:30 | | | 39 | 0 | 39 |
| 2:45 | | | 1 | 6 | 16 | 14:45 | | | 41 | 164 | 164 |
| 3:00 | | | 2 | 0 | 2 | 15:00 | | | 45 | 0 | 45 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 52 | 0 | 52 |
| 3:30 | | | 1 | 0 | 1 | 15:30 | | | 72 | 0 | 72 |
| 3:45 | | | 2 | 5 | 25 | 15:45 | | | 57 | 226 | 226 |
| 4:00 | | | 4 | 0 | 4 | 16:00 | | | 48 | 0 | 48 |
| 4:15 | | | 5 | 0 | 5 | 16:15 | | | 70 | 0 | 70 |
| 4:30 | | | 5 | 0 | 5 | 16:30 | | | 46 | 0 | 46 |
| 4:45 | | | 7 | 21 | 28 | 16:45 | | | 52 | 216 | 216 |
| 5:00 | | | 3 | 0 | 3 | 17:00 | | | 45 | 0 | 45 |
| 5:15 | | | 7 | 0 | 7 | 17:15 | | | 51 | 0 | 51 |
| 5:30 | | | 12 | 0 | 12 | 17:30 | | | 51 | 0 | 51 |
| 5:45 | | | 14 | 36 | 46 | 17:45 | | | 40 | 187 | 187 |
| 6:00 | | | 29 | 0 | 29 | 18:00 | | | 40 | 0 | 40 |
| 6:15 | | | 21 | 0 | 21 | 18:15 | | | 46 | 0 | 46 |
| 6:30 | | | 31 | 0 | 31 | 18:30 | | | 34 | 0 | 34 |
| 6:45 | | | 46 | 127 | 173 | 18:45 | | | 37 | 157 | 157 |
| 7:00 | | | 53 | 0 | 53 | 19:00 | | | 31 | 0 | 31 |
| 7:15 | | | 58 | 0 | 58 | 19:15 | | | 41 | 0 | 41 |
| 7:30 | | | 45 | 0 | 45 | 19:30 | | | 26 | 0 | 26 |
| 7:45 | | | 43 | 199 | 242 | 19:45 | | | 37 | 135 | 135 |
| 8:00 | | | 37 | 0 | 37 | 20:00 | | | 26 | 0 | 26 |
| 8:15 | | | 30 | 0 | 30 | 20:15 | | | 32 | 0 | 32 |
| 8:30 | | | 29 | 0 | 29 | 20:30 | | | 37 | 0 | 37 |
| 8:45 | | | 39 | 135 | 174 | 20:45 | | | 25 | 120 | 120 |
| 9:00 | | | 45 | 0 | 45 | 21:00 | | | 29 | 0 | 29 |
| 9:15 | | | 36 | 0 | 36 | 21:15 | | | 37 | 0 | 37 |
| 9:30 | | | 24 | 0 | 24 | 21:30 | | | 23 | 0 | 23 |
| 9:45 | | | 20 | 125 | 145 | 21:45 | | | 32 | 121 | 121 |
| 10:00 | | | 41 | 0 | 41 | 22:00 | | | 22 | 0 | 22 |
| 10:15 | | | 22 | 0 | 22 | 22:15 | | | 23 | 0 | 23 |
| 10:30 | | | 32 | 0 | 32 | 22:30 | | | 17 | 0 | 17 |
| 10:45 | | | 40 | 135 | 175 | 22:45 | | | 14 | 76 | 76 |
| 11:00 | | | 43 | 0 | 43 | 23:00 | | | 9 | 0 | 9 |
| 11:15 | | | 41 | 0 | 41 | 23:15 | | | 10 | 0 | 10 |
| 11:30 | | | 66 | 0 | 66 | 23:30 | | | 9 | 0 | 9 |
| 11:45 | | | 53 | 203 | 256 | 23:45 | | | 10 | 38 | 38 |
| TOTALS | | | 1020 | | 1020 | TOTALS | | | 1895 | | 1895 |
| SPLIT % | | | 100.0% | | 35.0% | SPLIT % | | | 100.0% | | 65.0% |

| DAILY TOTALS | | | | NB 0 | SB 0 | EB 2,915 | WB 0 | | | Total 2,915 |
|-----------------|-------|-------|-------|---------|---------|-----------------|---------|-------|-------|----------------|
| AM Peak Hour | | | 11:30 | | 11:30 | PM Peak Hour | | | 12:00 | 12:00 |
| AM Pk Volume | | | 261 | | 261 | PM Pk Volume | | | 250 | 250 |
| Pk Hr Factor | | | 0.894 | | 0.894 | Pk Hr Factor | | | 0.856 | 0.856 |
| 7 - 9 Volume | 0 | 0 | 334 | 0 | 334 | 4 - 6 Volume | 0 | 0 | 403 | 403 |
| 7 - 9 Peak Hour | | | 7:00 | | 7:00 | 4 - 6 Peak Hour | | | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 199 | 0 | 199 | 4 - 6 Pk Volume | 0 | 0 | 216 | 216 |
| Pk Hr Factor | 0.000 | 0.000 | 0.858 | 0.000 | 0.858 | Pk Hr Factor | 0.000 | 0.000 | 0.771 | 0.771 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Wednesday
Date: 6/5/2019City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total | | | |
|-----------------|--------|-------|-------|-------|-----------------|-----------|-------|-------|-------|-------|-------|-------|--|--|--|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | | | | |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 49 | 0 | | | 49 | | | | |
| 0:15 | 3 | 0 | | | 3 | 12:15 | 50 | 0 | | | 50 | | | | |
| 0:30 | 2 | 0 | | | 2 | 12:30 | 58 | 0 | | | 58 | | | | |
| 0:45 | 0 | 6 | 0 | | 0 | 12:45 | 43 | 200 | 0 | | 43 | | | | |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 51 | 0 | | | 51 | | | | |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 42 | 0 | | | 42 | | | | |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 44 | 0 | | | 44 | | | | |
| 1:45 | 4 | 7 | 0 | | 4 | 13:45 | 48 | 185 | 0 | | 48 | | | | |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 34 | 0 | | | 34 | | | | |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 38 | 0 | | | 38 | | | | |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 50 | 0 | | | 50 | | | | |
| 2:45 | 0 | 1 | 0 | | 0 | 14:45 | 50 | 172 | 0 | | 50 | | | | |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 66 | 0 | | | 66 | | | | |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 58 | 0 | | | 58 | | | | |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 107 | 0 | | | 107 | | | | |
| 3:45 | 1 | 2 | 0 | | 1 | 15:45 | 78 | 309 | 0 | | 78 | | | | |
| 4:00 | 16 | 0 | | | 16 | 16:00 | 89 | 0 | | | 89 | | | | |
| 4:15 | 22 | 0 | | | 22 | 16:15 | 117 | 0 | | | 117 | | | | |
| 4:30 | 25 | 0 | | | 25 | 16:30 | 80 | 0 | | | 80 | | | | |
| 4:45 | 33 | 96 | 0 | | 33 | 16:45 | 56 | 342 | 0 | | 56 | | | | |
| 5:00 | 31 | 0 | | | 31 | 17:00 | 98 | 0 | | | 98 | | | | |
| 5:15 | 54 | 0 | | | 54 | 17:15 | 147 | 0 | | | 147 | | | | |
| 5:30 | 44 | 0 | | | 44 | 17:30 | 83 | 0 | | | 83 | | | | |
| 5:45 | 44 | 173 | 0 | | 44 | 17:45 | 126 | 454 | 0 | | 126 | | | | |
| 6:00 | 62 | 0 | | | 62 | 18:00 | 117 | 0 | | | 117 | | | | |
| 6:15 | 58 | 0 | | | 58 | 18:15 | 92 | 0 | | | 92 | | | | |
| 6:30 | 78 | 0 | | | 78 | 18:30 | 170 | 0 | | | 170 | | | | |
| 6:45 | 91 | 289 | 0 | | 91 | 18:45 | 82 | 461 | 0 | | 82 | | | | |
| 7:00 | 91 | 0 | | | 91 | 19:00 | 46 | 0 | | | 46 | | | | |
| 7:15 | 69 | 0 | | | 69 | 19:15 | 33 | 0 | | | 33 | | | | |
| 7:30 | 117 | 0 | | | 117 | 19:30 | 19 | 0 | | | 19 | | | | |
| 7:45 | 105 | 382 | 0 | | 105 | 19:45 | 25 | 123 | 0 | | 25 | | | | |
| 8:00 | 91 | 0 | | | 91 | 20:00 | 29 | 0 | | | 29 | | | | |
| 8:15 | 82 | 0 | | | 82 | 20:15 | 15 | 0 | | | 15 | | | | |
| 8:30 | 218 | 0 | | | 218 | 20:30 | 17 | 0 | | | 17 | | | | |
| 8:45 | 136 | 527 | 0 | | 136 | 20:45 | 13 | 74 | 0 | | 13 | | | | |
| 9:00 | 107 | 0 | | | 107 | 21:00 | 14 | 0 | | | 14 | | | | |
| 9:15 | 86 | 0 | | | 86 | 21:15 | 9 | 0 | | | 9 | | | | |
| 9:30 | 55 | 0 | | | 55 | 21:30 | 21 | 0 | | | 21 | | | | |
| 9:45 | 43 | 291 | 0 | | 43 | 21:45 | 12 | 56 | 0 | | 12 | | | | |
| 10:00 | 29 | 0 | | | 29 | 22:00 | 7 | 0 | | | 7 | | | | |
| 10:15 | 32 | 0 | | | 32 | 22:15 | 4 | 0 | | | 4 | | | | |
| 10:30 | 35 | 0 | | | 35 | 22:30 | 2 | 0 | | | 2 | | | | |
| 10:45 | 42 | 138 | 0 | | 42 | 22:45 | 0 | 13 | 0 | | 0 | | | | |
| 11:00 | 35 | 0 | | | 35 | 23:00 | 0 | 0 | | | 0 | | | | |
| 11:15 | 44 | 0 | | | 44 | 23:15 | 0 | 0 | | | 0 | | | | |
| 11:30 | 33 | 0 | | | 33 | 23:30 | 0 | 0 | | | 0 | | | | |
| 11:45 | 43 | 155 | 0 | | 43 | 23:45 | 0 | 0 | | | 0 | | | | |
| TOTALS | 2067 | | | 2067 | TOTALS | 2389 | | | | 2389 | | | | | |
| SPLIT % | 100.0% | | | 46.4% | SPLIT % | 100.0% | | | | 53.6% | | | | | |
| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total | | | |
| | | | | 4,456 | 0 | 0 | 0 | | | | | 4,456 | | | |
| AM Peak Hour | 8:30 | | | 8:30 | PM Peak Hour | 17:45 | | | | | | 17:45 | | | |
| AM Pk Volume | 547 | | | 547 | PM Pk Volume | 505 | | | | | | 505 | | | |
| Pk Hr Factor | 0.627 | | | 0.627 | Pk Hr Factor | 0.743 | | | | | | 0.743 | | | |
| 7 - 9 Volume | 909 | 0 | 0 | 909 | 4 - 6 Volume | 796 | 0 | 0 | 0 | 0 | | 796 | | | |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 17:00 | | | | | | 17:00 | | | |
| 7 - 9 Pk Volume | 527 | 0 | 0 | 527 | 4 - 6 Pk Volume | 454 | 0 | 0 | 0 | 0 | | 454 | | | |
| Pk Hr Factor | 0.604 | 0.000 | 0.000 | 0.604 | Pk Hr Factor | 0.772 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.772 | | | |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB 4,542 | SB 0 | EB 0 | WB 0 | | | Total 4,542 | |
|---------------------|-----------|-----------|-----------|--------------------|-----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 37 | 0 | | | 37 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 45 | 0 | | | 45 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 50 | 0 | | | 50 |
| 0:45 | 0 | 2 | 0 | | 0 2 | 12:45 | 33 | 165 | 0 | | 33 165 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 41 | 0 | | | 41 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 51 | 0 | | | 51 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 39 | 0 | | | 39 |
| 1:45 | 0 | 2 | 0 | | 0 2 | 13:45 | 45 | 176 | 0 | | 45 176 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 47 | 0 | | | 47 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 42 | 0 | | | 42 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 66 | 0 | | | 66 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 56 | 211 | 0 | | 56 211 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 86 | 0 | | | 86 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 73 | 0 | | | 73 |
| 3:30 | 1 | 0 | | | 1 | 15:30 | 89 | 0 | | | 89 |
| 3:45 | 2 | 4 | 0 | | 2 4 | 15:45 | 99 | 347 | 0 | | 99 347 |
| 4:00 | 21 | 0 | | | 21 | 16:00 | 80 | 0 | | | 80 |
| 4:15 | 17 | 0 | | | 17 | 16:15 | 106 | 0 | | | 106 |
| 4:30 | 27 | 0 | | | 27 | 16:30 | 70 | 0 | | | 70 |
| 4:45 | 36 | 101 | 0 | | 36 101 | 16:45 | 53 | 309 | 0 | | 53 309 |
| 5:00 | 30 | 0 | | | 30 | 17:00 | 80 | 0 | | | 80 |
| 5:15 | 45 | 0 | | | 45 | 17:15 | 71 | 0 | | | 71 |
| 5:30 | 48 | 0 | | | 48 | 17:30 | 88 | 0 | | | 88 |
| 5:45 | 52 | 175 | 0 | | 52 175 | 17:45 | 66 | 305 | 0 | | 66 305 |
| 6:00 | 53 | 0 | | | 53 | 18:00 | 135 | 0 | | | 135 |
| 6:15 | 61 | 0 | | | 61 | 18:15 | 155 | 0 | | | 155 |
| 6:30 | 80 | 0 | | | 80 | 18:30 | 177 | 0 | | | 177 |
| 6:45 | 81 | 275 | 0 | | 81 275 | 18:45 | 73 | 540 | 0 | | 73 540 |
| 7:00 | 92 | 0 | | | 92 | 19:00 | 47 | 0 | | | 47 |
| 7:15 | 102 | 0 | | | 102 | 19:15 | 38 | 0 | | | 38 |
| 7:30 | 100 | 0 | | | 100 | 19:30 | 47 | 0 | | | 47 |
| 7:45 | 98 | 392 | 0 | | 98 392 | 19:45 | 30 | 162 | 0 | | 30 162 |
| 8:00 | 145 | 0 | | | 145 | 20:00 | 17 | 0 | | | 17 |
| 8:15 | 129 | 0 | | | 129 | 20:15 | 21 | 0 | | | 21 |
| 8:30 | 170 | 0 | | | 170 | 20:30 | 24 | 0 | | | 24 |
| 8:45 | 145 | 589 | 0 | | 145 589 | 20:45 | 14 | 76 | 0 | | 14 76 |
| 9:00 | 109 | 0 | | | 109 | 21:00 | 16 | 0 | | | 16 |
| 9:15 | 111 | 0 | | | 111 | 21:15 | 10 | 0 | | | 10 |
| 9:30 | 71 | 0 | | | 71 | 21:30 | 19 | 0 | | | 19 |
| 9:45 | 56 | 347 | 0 | | 56 347 | 21:45 | 14 | 59 | 0 | | 14 59 |
| 10:00 | 27 | 0 | | | 27 | 22:00 | 4 | 0 | | | 4 |
| 10:15 | 32 | 0 | | | 32 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 31 | 0 | | | 31 | 22:30 | 3 | 0 | | | 3 |
| 10:45 | 35 | 125 | 0 | | 35 125 | 22:45 | 2 | 10 | 0 | | 2 10 |
| 11:00 | 39 | 0 | | | 39 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 43 | 0 | | | 43 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 37 | 0 | | | 37 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 50 | 169 | 0 | | 50 169 | 23:45 | 0 | 1 | 0 | | 0 1 |
| TOTALS | 2181 | | | | 2181 | TOTALS | 2361 | | | | 2361 |
| SPLIT % | 100.0% | | | | 48.0% | SPLIT % | 100.0% | | | | 52.0% |
| DAILY TOTALS | | | | NB 4,542 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 8:00 | | | 8:00 | PM Peak Hour | 18:00 | | | | | 18:00 |
| AM Pk Volume | 589 | | | 589 | PM Pk Volume | 540 | | | | | 540 |
| Pk Hr Factor | 0.866 | | | 0.866 | Pk Hr Factor | 0.763 | | | | | 0.763 |
| 7 - 9 Volume | 981 | 0 | 0 | 981 | 4 - 6 Volume | 614 | 0 | 0 | 0 | | 614 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:00 | | | | | 16:00 |
| 7 - 9 Pk Volume | 589 | 0 | 0 | 589 | 4 - 6 Pk Volume | 309 | 0 | 0 | 0 | | 309 |
| Pk Hr Factor | 0.866 | 0.000 | 0.000 | 0.866 | Pk Hr Factor | 0.729 | 0.000 | 0.000 | 0.000 | | 0.729 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Friday
Date: 6/7/2019City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|--------|-------|-------|-------|--------|-----------------|--------|-------|-------|-------|---------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 3 | 0 | | | 3 | 12:00 | 47 | 0 | | | 47 | |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 57 | 0 | | | 57 | |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 44 | 0 | | | 44 | |
| 0:45 | 0 | 3 | 0 | | 0 3 | 12:45 | 68 | 216 | 0 | | 68 216 | |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 49 | 0 | | | 49 | |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 41 | 0 | | | 41 | |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 68 | 0 | | | 68 | |
| 1:45 | 1 | 2 | 0 | | 1 2 | 13:45 | 52 | 210 | 0 | | 52 210 | |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 53 | 0 | | | 53 | |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 65 | 0 | | | 65 | |
| 2:30 | 3 | 0 | | | 3 | 14:30 | 74 | 0 | | | 74 | |
| 2:45 | 3 | 8 | 0 | | 3 8 | 14:45 | 70 | 262 | 0 | | 70 262 | |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 104 | 0 | | | 104 | |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 99 | 0 | | | 99 | |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 110 | 0 | | | 110 | |
| 3:45 | 1 | 5 | 0 | | 1 5 | 15:45 | 109 | 422 | 0 | | 109 422 | |
| 4:00 | 9 | 0 | | | 9 | 16:00 | 109 | 0 | | | 109 | |
| 4:15 | 23 | 0 | | | 23 | 16:15 | 97 | 0 | | | 97 | |
| 4:30 | 18 | 0 | | | 18 | 16:30 | 122 | 0 | | | 122 | |
| 4:45 | 29 | 79 | 0 | | 29 79 | 16:45 | 110 | 438 | 0 | | 110 438 | |
| 5:00 | 38 | 0 | | | 38 | 17:00 | 74 | 0 | | | 74 | |
| 5:15 | 28 | 0 | | | 28 | 17:15 | 121 | 0 | | | 121 | |
| 5:30 | 38 | 0 | | | 38 | 17:30 | 103 | 0 | | | 103 | |
| 5:45 | 52 | 156 | 0 | | 52 156 | 17:45 | 116 | 414 | 0 | | 116 414 | |
| 6:00 | 55 | 0 | | | 55 | 18:00 | 50 | 0 | | | 50 | |
| 6:15 | 78 | 0 | | | 78 | 18:15 | 55 | 0 | | | 55 | |
| 6:30 | 58 | 0 | | | 58 | 18:30 | 44 | 0 | | | 44 | |
| 6:45 | 92 | 283 | 0 | | 92 283 | 18:45 | 39 | 188 | 0 | | 39 188 | |
| 7:00 | 77 | 0 | | | 77 | 19:00 | 33 | 0 | | | 33 | |
| 7:15 | 91 | 0 | | | 91 | 19:15 | 26 | 0 | | | 26 | |
| 7:30 | 92 | 0 | | | 92 | 19:30 | 19 | 0 | | | 19 | |
| 7:45 | 91 | 351 | 0 | | 91 351 | 19:45 | 27 | 105 | 0 | | 27 105 | |
| 8:00 | 62 | 0 | | | 62 | 20:00 | 13 | 0 | | | 13 | |
| 8:15 | 80 | 0 | | | 80 | 20:15 | 27 | 0 | | | 27 | |
| 8:30 | 71 | 0 | | | 71 | 20:30 | 20 | 0 | | | 20 | |
| 8:45 | 64 | 277 | 0 | | 64 277 | 20:45 | 25 | 85 | 0 | | 25 85 | |
| 9:00 | 67 | 0 | | | 67 | 21:00 | 9 | 0 | | | 9 | |
| 9:15 | 50 | 0 | | | 50 | 21:15 | 14 | 0 | | | 14 | |
| 9:30 | 43 | 0 | | | 43 | 21:30 | 14 | 0 | | | 14 | |
| 9:45 | 45 | 205 | 0 | | 45 205 | 21:45 | 13 | 50 | 0 | | 13 50 | |
| 10:00 | 24 | 0 | | | 24 | 22:00 | 11 | 0 | | | 11 | |
| 10:15 | 22 | 0 | | | 22 | 22:15 | 11 | 0 | | | 11 | |
| 10:30 | 32 | 0 | | | 32 | 22:30 | 10 | 0 | | | 10 | |
| 10:45 | 44 | 122 | 0 | | 44 122 | 22:45 | 4 | 36 | 0 | | 4 36 | |
| 11:00 | 35 | 0 | | | 35 | 23:00 | 2 | 0 | | | 2 | |
| 11:15 | 35 | 0 | | | 35 | 23:15 | 6 | 0 | | | 6 | |
| 11:30 | 51 | 0 | | | 51 | 23:30 | 5 | 0 | | | 5 | |
| 11:45 | 56 | 177 | 0 | | 56 177 | 23:45 | 1 | 14 | 0 | | 1 14 | |
| TOTALS | 1668 | | | | 1668 | TOTALS | 2440 | | | | 2440 | |
| SPLIT % | 100.0% | | | | 40.6% | SPLIT % | 100.0% | | | | 59.4% | |
| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
| | 4,108 | | | 4,108 | 0 | 0 | 0 | | | | | 4,108 |
| AM Peak Hour | 6:45 | | | | 6:45 | PM Peak Hour | 16:00 | | | | | 16:00 |
| AM Pk Volume | 352 | | | | 352 | PM Pk Volume | 438 | | | | | 438 |
| Pk Hr Factor | 0.957 | | | | 0.957 | Pk Hr Factor | 0.898 | | | | | 0.898 |
| 7 - 9 Volume | 628 | 0 | 0 | 0 | 628 | 4 - 6 Volume | 852 | 0 | 0 | 0 | | 852 |
| 7 - 9 Peak Hour | 7:00 | | | | 7:00 | 4 - 6 Peak Hour | 16:00 | | | | | 16:00 |
| 7 - 9 Pk Volume | 351 | 0 | 0 | 0 | 351 | 4 - 6 Pk Volume | 438 | 0 | 0 | 0 | | 438 |
| Pk Hr Factor | 0.954 | 0.000 | 0.000 | 0.000 | 0.954 | Pk Hr Factor | 0.898 | 0.000 | 0.000 | 0.000 | | 0.898 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB 1,251 | SB 0 | EB 0 | WB 0 | | | Total 1,251 | |
|---------------------|-----------|-----------|-----------|--------------------|----------------|------------------|----------------|-----------------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 10 | 0 | | | 10 | 12:00 | 35 | 0 | | | 35 |
| 0:15 | 5 | 0 | | | 5 | 12:15 | 26 | 0 | | | 26 |
| 0:30 | 3 | 0 | | | 3 | 12:30 | 30 | 0 | | | 30 |
| 0:45 | 3 | 21 | 0 | | 3 21 | 12:45 | 35 | 126 | 0 | | 35 126 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 27 | 0 | | | 27 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 20 | 0 | | | 20 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 23 | 0 | | | 23 |
| 1:45 | 0 | 5 | 0 | | 0 5 | 13:45 | 27 | 97 | 0 | | 27 97 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 20 | 0 | | | 20 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 25 | 0 | | | 25 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 17 | 0 | | | 17 |
| 2:45 | 1 | 5 | 0 | | 1 5 | 14:45 | 26 | 88 | 0 | | 26 88 |
| 3:00 | 1 | 0 | | | 1 | 15:00 | 19 | 0 | | | 19 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 34 | 0 | | | 34 |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 14 | 0 | | | 14 |
| 3:45 | 1 | 4 | 0 | | 1 4 | 15:45 | 29 | 96 | 0 | | 29 96 |
| 4:00 | 2 | 0 | | | 2 | 16:00 | 31 | 0 | | | 31 |
| 4:15 | 12 | 0 | | | 12 | 16:15 | 19 | 0 | | | 19 |
| 4:30 | 5 | 0 | | | 5 | 16:30 | 21 | 0 | | | 21 |
| 4:45 | 10 | 29 | 0 | | 10 29 | 16:45 | 15 | 86 | 0 | | 15 86 |
| 5:00 | 11 | 0 | | | 11 | 17:00 | 13 | 0 | | | 13 |
| 5:15 | 13 | 0 | | | 13 | 17:15 | 23 | 0 | | | 23 |
| 5:30 | 8 | 0 | | | 8 | 17:30 | 31 | 0 | | | 31 |
| 5:45 | 8 | 40 | 0 | | 8 40 | 17:45 | 21 | 88 | 0 | | 21 88 |
| 6:00 | 8 | 0 | | | 8 | 18:00 | 20 | 0 | | | 20 |
| 6:15 | 7 | 0 | | | 7 | 18:15 | 10 | 0 | | | 10 |
| 6:30 | 5 | 0 | | | 5 | 18:30 | 17 | 0 | | | 17 |
| 6:45 | 4 | 24 | 0 | | 4 24 | 18:45 | 10 | 57 | 0 | | 10 57 |
| 7:00 | 6 | 0 | | | 6 | 19:00 | 13 | 0 | | | 13 |
| 7:15 | 15 | 0 | | | 15 | 19:15 | 14 | 0 | | | 14 |
| 7:30 | 12 | 0 | | | 12 | 19:30 | 10 | 0 | | | 10 |
| 7:45 | 14 | 47 | 0 | | 14 47 | 19:45 | 9 | 46 | 0 | | 9 46 |
| 8:00 | 13 | 0 | | | 13 | 20:00 | 17 | 0 | | | 17 |
| 8:15 | 9 | 0 | | | 9 | 20:15 | 12 | 0 | | | 12 |
| 8:30 | 16 | 0 | | | 16 | 20:30 | 14 | 0 | | | 14 |
| 8:45 | 17 | 55 | 0 | | 17 55 | 20:45 | 11 | 54 | 0 | | 11 54 |
| 9:00 | 11 | 0 | | | 11 | 21:00 | 9 | 0 | | | 9 |
| 9:15 | 17 | 0 | | | 17 | 21:15 | 14 | 0 | | | 14 |
| 9:30 | 13 | 0 | | | 13 | 21:30 | 5 | 0 | | | 5 |
| 9:45 | 23 | 64 | 0 | | 23 64 | 21:45 | 9 | 37 | 0 | | 9 37 |
| 10:00 | 22 | 0 | | | 22 | 22:00 | 1 | 0 | | | 1 |
| 10:15 | 20 | 0 | | | 20 | 22:15 | 6 | 0 | | | 6 |
| 10:30 | 22 | 0 | | | 22 | 22:30 | 1 | 0 | | | 1 |
| 10:45 | 19 | 83 | 0 | | 19 83 | 22:45 | 1 | 9 | 0 | | 1 9 |
| 11:00 | 17 | 0 | | | 17 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 22 | 0 | | | 22 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 24 | 0 | | | 24 | 23:30 | 2 | 0 | | | 2 |
| 11:45 | 21 | 84 | 0 | | 21 84 | 23:45 | 1 | 6 | 0 | | 1 6 |
| TOTALS | 461 | | | | 461 | TOTALS | 790 | | | | 790 |
| SPLIT % | 100.0% | | | | 36.9% | SPLIT % | 100.0% | | | | 63.1% |
| DAILY TOTALS | | | | NB 1,251 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 11:45 | | | 11:45 | | | | PM Peak Hour | 12:00 | | 12:00 |
| AM Pk Volume | 112 | | | 112 | | | | PM Pk Volume | 126 | | 126 |
| Pk Hr Factor | 0.800 | | | 0.800 | | | | Pk Hr Factor | 0.900 | | 0.900 |
| 7 - 9 Volume | 102 | 0 | 0 | 102 | | | | 4 - 6 Volume | 174 | 0 | 174 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | | | | 4 - 6 Peak Hour | 17:00 | | 17:00 |
| 7 - 9 Pk Volume | 55 | 0 | 0 | 55 | | | | 4 - 6 Pk Volume | 88 | 0 | 88 |
| Pk Hr Factor | 0.809 | 0.000 | 0.000 | 0.809 | | | | Pk Hr Factor | 0.710 | 0.000 | 0.710 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|--------|-------|-------|-------|-----------------|----------------|--------|-------|-------|----|--------------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 26 | 0 | | | 26 | |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 32 | 0 | | | 32 | |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 30 | 0 | | | 30 | |
| 0:45 | 2 | 5 | 0 | | 2 | 12:45 | 27 | 115 | 0 | | 27 115 | |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 25 | 0 | | | 25 | |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 36 | 0 | | | 36 | |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 17 | 0 | | | 17 | |
| 1:45 | 1 | 3 | 0 | | 1 | 13:45 | 30 | 108 | 0 | | 30 108 | |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 22 | 0 | | | 22 | |
| 2:15 | 1 | 0 | | | 1 | 14:15 | 20 | 0 | | | 20 | |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 26 | 0 | | | 26 | |
| 2:45 | 2 | 3 | 0 | | 2 | 14:45 | 19 | 87 | 0 | | 19 87 | |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 26 | 0 | | | 26 | |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 27 | 0 | | | 27 | |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 25 | 0 | | | 25 | |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 22 | 100 | 0 | | 22 100 | |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 24 | 0 | | | 24 | |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 28 | 0 | | | 28 | |
| 4:30 | 1 | 0 | | | 1 | 16:30 | 15 | 0 | | | 15 | |
| 4:45 | 4 | 7 | 0 | | 4 | 16:45 | 17 | 84 | 0 | | 17 84 | |
| 5:00 | 3 | 0 | | | 3 | 17:00 | 24 | 0 | | | 24 | |
| 5:15 | 9 | 0 | | | 9 | 17:15 | 27 | 0 | | | 27 | |
| 5:30 | 16 | 0 | | | 16 | 17:30 | 26 | 0 | | | 26 | |
| 5:45 | 9 | 37 | 0 | | 9 | 17:45 | 13 | 90 | 0 | | 13 90 | |
| 6:00 | 5 | 0 | | | 5 | 18:00 | 16 | 0 | | | 16 | |
| 6:15 | 7 | 0 | | | 7 | 18:15 | 17 | 0 | | | 17 | |
| 6:30 | 11 | 0 | | | 11 | 18:30 | 15 | 0 | | | 15 | |
| 6:45 | 12 | 35 | 0 | | 12 | 18:45 | 11 | 59 | 0 | | 11 59 | |
| 7:00 | 20 | 0 | | | 20 | 19:00 | 13 | 0 | | | 13 | |
| 7:15 | 9 | 0 | | | 9 | 19:15 | 9 | 0 | | | 9 | |
| 7:30 | 8 | 0 | | | 8 | 19:30 | 9 | 0 | | | 9 | |
| 7:45 | 5 | 42 | 0 | | 5 | 19:45 | 11 | 42 | 0 | | 11 42 | |
| 8:00 | 9 | 0 | | | 9 | 20:00 | 10 | 0 | | | 10 | |
| 8:15 | 13 | 0 | | | 13 | 20:15 | 9 | 0 | | | 9 | |
| 8:30 | 13 | 0 | | | 13 | 20:30 | 9 | 0 | | | 9 | |
| 8:45 | 13 | 48 | 0 | | 13 | 20:45 | 8 | 36 | 0 | | 8 36 | |
| 9:00 | 14 | 0 | | | 14 | 21:00 | 6 | 0 | | | 6 | |
| 9:15 | 12 | 0 | | | 12 | 21:15 | 13 | 0 | | | 13 | |
| 9:30 | 23 | 0 | | | 23 | 21:30 | 8 | 0 | | | 8 | |
| 9:45 | 16 | 65 | 0 | | 16 | 21:45 | 5 | 32 | 0 | | 5 32 | |
| 10:00 | 15 | 0 | | | 15 | 22:00 | 4 | 0 | | | 4 | |
| 10:15 | 20 | 0 | | | 20 | 22:15 | 8 | 0 | | | 8 | |
| 10:30 | 16 | 0 | | | 16 | 22:30 | 4 | 0 | | | 4 | |
| 10:45 | 28 | 79 | 0 | | 28 | 22:45 | 4 | 20 | 0 | | 4 20 | |
| 11:00 | 13 | 0 | | | 13 | 23:00 | 2 | 0 | | | 2 | |
| 11:15 | 19 | 0 | | | 19 | 23:15 | 3 | 0 | | | 3 | |
| 11:30 | 25 | 0 | | | 25 | 23:30 | 8 | 0 | | | 8 | |
| 11:45 | 24 | 81 | 0 | | 24 | 23:45 | 1 | 14 | 0 | | 1 14 | |
| TOTALS | 405 | | | | 405 | TOTALS | 787 | | | | 787 | |
| SPLIT % | 100.0% | | | | 34.0% | SPLIT % | 100.0% | | | | 66.0% | |
| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
| | 1,192 | | | 1,192 | 0 | 0 | 0 | | | | | 1,192 |
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 12:30 | | | | | | 12:30 |
| AM Pk Volume | 112 | | | 112 | PM Pk Volume | 118 | | | | | | 118 |
| Pk Hr Factor | 0.875 | | | 0.875 | Pk Hr Factor | 0.819 | | | | | | 0.819 |
| 7 - 9 Volume | 90 | 0 | 0 | 90 | 4 - 6 Volume | 174 | 0 | 0 | 0 | | | 174 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:45 | | | | | | 16:45 |
| 7 - 9 Pk Volume | 48 | 0 | 0 | 48 | 4 - 6 Pk Volume | 94 | 0 | 0 | 0 | | | 94 |
| Pk Hr Factor | 0.923 | 0.000 | 0.000 | 0.923 | Pk Hr Factor | 0.870 | 0.000 | 0.000 | 0.000 | | | 0.870 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB 3,993 | SB 0 | EB 0 | WB 0 | | | Total 3,993 | |
|---------------------|-----------|-----------|-----------|--------------------|----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 0 | | | 0 | 12:00 | 41 | 0 | | | 41 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 51 | 0 | | | 51 |
| 0:30 | 4 | 0 | | | 4 | 12:30 | 40 | 0 | | | 40 |
| 0:45 | 0 | 4 | 0 | | 0 4 | 12:45 | 36 | 168 | 0 | | 36 168 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 33 | 0 | | | 33 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 41 | 0 | | | 41 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 35 | 0 | | | 35 |
| 1:45 | 0 | 1 | 0 | | 0 1 | 13:45 | 32 | 141 | 0 | | 32 141 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 38 | 0 | | | 38 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 50 | 0 | | | 50 |
| 2:30 | 3 | 0 | | | 3 | 14:30 | 41 | 0 | | | 41 |
| 2:45 | 0 | 4 | 0 | | 0 4 | 14:45 | 58 | 187 | 0 | | 58 187 |
| 3:00 | 4 | 0 | | | 4 | 15:00 | 49 | 0 | | | 49 |
| 3:15 | 2 | 0 | | | 2 | 15:15 | 48 | 0 | | | 48 |
| 3:30 | 7 | 0 | | | 7 | 15:30 | 83 | 0 | | | 83 |
| 3:45 | 10 | 23 | 0 | | 10 23 | 15:45 | 69 | 249 | 0 | | 69 249 |
| 4:00 | 15 | 0 | | | 15 | 16:00 | 78 | 0 | | | 78 |
| 4:15 | 14 | 0 | | | 14 | 16:15 | 71 | 0 | | | 71 |
| 4:30 | 16 | 0 | | | 16 | 16:30 | 84 | 0 | | | 84 |
| 4:45 | 31 | 76 | 0 | | 31 76 | 16:45 | 70 | 303 | 0 | | 70 303 |
| 5:00 | 35 | 0 | | | 35 | 17:00 | 80 | 0 | | | 80 |
| 5:15 | 32 | 0 | | | 32 | 17:15 | 90 | 0 | | | 90 |
| 5:30 | 61 | 0 | | | 61 | 17:30 | 71 | 0 | | | 71 |
| 5:45 | 49 | 177 | 0 | | 49 177 | 17:45 | 77 | 318 | 0 | | 77 318 |
| 6:00 | 61 | 0 | | | 61 | 18:00 | 51 | 0 | | | 51 |
| 6:15 | 81 | 0 | | | 81 | 18:15 | 53 | 0 | | | 53 |
| 6:30 | 55 | 0 | | | 55 | 18:30 | 52 | 0 | | | 52 |
| 6:45 | 68 | 265 | 0 | | 68 265 | 18:45 | 30 | 186 | 0 | | 30 186 |
| 7:00 | 94 | 0 | | | 94 | 19:00 | 36 | 0 | | | 36 |
| 7:15 | 106 | 0 | | | 106 | 19:15 | 31 | 0 | | | 31 |
| 7:30 | 80 | 0 | | | 80 | 19:30 | 19 | 0 | | | 19 |
| 7:45 | 89 | 369 | 0 | | 89 369 | 19:45 | 33 | 119 | 0 | | 33 119 |
| 8:00 | 78 | 0 | | | 78 | 20:00 | 16 | 0 | | | 16 |
| 8:15 | 80 | 0 | | | 80 | 20:15 | 21 | 0 | | | 21 |
| 8:30 | 195 | 0 | | | 195 | 20:30 | 18 | 0 | | | 18 |
| 8:45 | 178 | 531 | 0 | | 178 531 | 20:45 | 19 | 74 | 0 | | 19 74 |
| 9:00 | 128 | 0 | | | 128 | 21:00 | 12 | 0 | | | 12 |
| 9:15 | 133 | 0 | | | 133 | 21:15 | 17 | 0 | | | 17 |
| 9:30 | 109 | 0 | | | 109 | 21:30 | 11 | 0 | | | 11 |
| 9:45 | 62 | 432 | 0 | | 62 432 | 21:45 | 10 | 50 | 0 | | 10 50 |
| 10:00 | 28 | 0 | | | 28 | 22:00 | 7 | 0 | | | 7 |
| 10:15 | 33 | 0 | | | 33 | 22:15 | 8 | 0 | | | 8 |
| 10:30 | 27 | 0 | | | 27 | 22:30 | 9 | 0 | | | 9 |
| 10:45 | 31 | 119 | 0 | | 31 119 | 22:45 | 9 | 33 | 0 | | 9 33 |
| 11:00 | 25 | 0 | | | 25 | 23:00 | 5 | 0 | | | 5 |
| 11:15 | 40 | 0 | | | 40 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 45 | 0 | | | 45 | 23:30 | 8 | 0 | | | 8 |
| 11:45 | 35 | 145 | 0 | | 35 145 | 23:45 | 4 | 19 | 0 | | 4 19 |
| TOTALS | 2146 | | | | 2146 | TOTALS | 1847 | | | | 1847 |
| SPLIT % | 100.0% | | | | 53.7% | SPLIT % | 100.0% | | | | 46.3% |

| DAILY TOTALS | | | | NB 3,993 | SB 0 | EB 0 | WB 0 | | | Total 3,993 |
|---------------------|-------|-------|-------|--------------------|-----------------|----------------|----------------|-------|-------|-----------------------|
| AM Peak Hour | 8:30 | | | 8:30 | PM Peak Hour | 16:30 | | | | 16:30 |
| AM Pk Volume | 634 | | | 634 | PM Pk Volume | 324 | | | | 324 |
| Pk Hr Factor | 0.813 | | | 0.813 | Pk Hr Factor | 0.900 | | | | 0.900 |
| 7 - 9 Volume | 900 | 0 | 0 | 900 | 4 - 6 Volume | 621 | 0 | 0 | 0 | 621 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:30 | | | | 16:30 |
| 7 - 9 Pk Volume | 531 | 0 | 0 | 531 | 4 - 6 Pk Volume | 324 | 0 | 0 | 0 | 324 |
| Pk Hr Factor | 0.681 | 0.000 | 0.000 | 0.681 | Pk Hr Factor | 0.900 | 0.000 | 0.000 | 0.000 | 0.900 |

Ramp Count

NB Washington Blvd Onto EB S Rotary Rd

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-007

| DAILY TOTALS | | | | NB 4,579 | SB 0 | EB 0 | WB 0 | | | Total 4,579 | |
|---------------------|-----------|-----------|-----------|--------------------|----------------|------------------|----------------|-----------|-----------|-----------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 3 | 0 | | | 3 | 12:00 | 45 | 0 | | | 45 |
| 0:15 | 4 | 0 | | | 4 | 12:15 | 49 | 0 | | | 49 |
| 0:30 | 6 | 0 | | | 6 | 12:30 | 38 | 0 | | | 38 |
| 0:45 | 3 | 16 | 0 | | 3 16 | 12:45 | 55 | 187 | 0 | | 55 187 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 41 | 0 | | | 41 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 36 | 0 | | | 36 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 28 | 0 | | | 28 |
| 1:45 | 0 | 3 | 0 | | 0 3 | 13:45 | 43 | 148 | 0 | | 43 148 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 59 | 0 | | | 59 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 48 | 0 | | | 48 |
| 2:30 | 3 | 0 | | | 3 | 14:30 | 43 | 0 | | | 43 |
| 2:45 | 2 | 7 | 0 | | 2 7 | 14:45 | 61 | 211 | 0 | | 61 211 |
| 3:00 | 3 | 0 | | | 3 | 15:00 | 63 | 0 | | | 63 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 62 | 0 | | | 62 |
| 3:30 | 6 | 0 | | | 6 | 15:30 | 62 | 0 | | | 62 |
| 3:45 | 9 | 18 | 0 | | 9 18 | 15:45 | 75 | 262 | 0 | | 75 262 |
| 4:00 | 17 | 0 | | | 17 | 16:00 | 77 | 0 | | | 77 |
| 4:15 | 12 | 0 | | | 12 | 16:15 | 117 | 0 | | | 117 |
| 4:30 | 19 | 0 | | | 19 | 16:30 | 102 | 0 | | | 102 |
| 4:45 | 24 | 72 | 0 | | 24 72 | 16:45 | 46 | 342 | 0 | | 46 342 |
| 5:00 | 32 | 0 | | | 32 | 17:00 | 93 | 0 | | | 93 |
| 5:15 | 37 | 0 | | | 37 | 17:15 | 110 | 0 | | | 110 |
| 5:30 | 49 | 0 | | | 49 | 17:30 | 127 | 0 | | | 127 |
| 5:45 | 55 | 173 | 0 | | 55 173 | 17:45 | 131 | 461 | 0 | | 131 461 |
| 6:00 | 65 | 0 | | | 65 | 18:00 | 104 | 0 | | | 104 |
| 6:15 | 70 | 0 | | | 70 | 18:15 | 68 | 0 | | | 68 |
| 6:30 | 76 | 0 | | | 76 | 18:30 | 83 | 0 | | | 83 |
| 6:45 | 83 | 294 | 0 | | 83 294 | 18:45 | 55 | 310 | 0 | | 55 310 |
| 7:00 | 99 | 0 | | | 99 | 19:00 | 54 | 0 | | | 54 |
| 7:15 | 103 | 0 | | | 103 | 19:15 | 37 | 0 | | | 37 |
| 7:30 | 92 | 0 | | | 92 | 19:30 | 27 | 0 | | | 27 |
| 7:45 | 104 | 398 | 0 | | 104 398 | 19:45 | 29 | 147 | 0 | | 29 147 |
| 8:00 | 120 | 0 | | | 120 | 20:00 | 25 | 0 | | | 25 |
| 8:15 | 164 | 0 | | | 164 | 20:15 | 22 | 0 | | | 22 |
| 8:30 | 163 | 0 | | | 163 | 20:30 | 26 | 0 | | | 26 |
| 8:45 | 176 | 623 | 0 | | 176 623 | 20:45 | 17 | 90 | 0 | | 17 90 |
| 9:00 | 137 | 0 | | | 137 | 21:00 | 13 | 0 | | | 13 |
| 9:15 | 147 | 0 | | | 147 | 21:15 | 16 | 0 | | | 16 |
| 9:30 | 93 | 0 | | | 93 | 21:30 | 11 | 0 | | | 11 |
| 9:45 | 60 | 437 | 0 | | 60 437 | 21:45 | 3 | 43 | 0 | | 3 43 |
| 10:00 | 43 | 0 | | | 43 | 22:00 | 0 | 0 | | | 0 |
| 10:15 | 35 | 0 | | | 35 | 22:15 | 2 | 0 | | | 2 |
| 10:30 | 28 | 0 | | | 28 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 34 | 140 | 0 | | 34 140 | 22:45 | 2 | 4 | 0 | | 2 4 |
| 11:00 | 46 | 0 | | | 46 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 37 | 0 | | | 37 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 42 | 0 | | | 42 | 23:30 | 1 | 0 | | | 1 |
| 11:45 | 64 | 189 | 0 | | 64 189 | 23:45 | 1 | 4 | 0 | | 1 4 |
| TOTALS | 2370 | | | | 2370 | TOTALS | 2209 | | | | 2209 |
| SPLIT % | 100.0% | | | | 51.8% | SPLIT % | 100.0% | | | | 48.2% |
| DAILY TOTALS | | | | NB 4,579 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 8:15 | | | 8:15 | PM Peak Hour | 17:15 | | | | | 17:15 |
| AM Pk Volume | 640 | | | 640 | PM Pk Volume | 472 | | | | | 472 |
| Pk Hr Factor | 0.909 | | | 0.909 | Pk Hr Factor | 0.901 | | | | | 0.901 |
| 7 - 9 Volume | 1021 | 0 | 0 | 0 | 1021 | 4 - 6 Volume | 803 | 0 | 0 | 0 | 803 |
| 7 - 9 Peak Hour | 8:00 | | | | 8:00 | 4 - 6 Peak Hour | 17:00 | | | | 17:00 |
| 7 - 9 Pk Volume | 623 | 0 | 0 | 0 | 623 | 4 - 6 Pk Volume | 461 | 0 | 0 | 0 | 461 |
| Pk Hr Factor | 0.885 | 0.000 | 0.000 | 0.000 | 0.885 | Pk Hr Factor | 0.880 | 0.000 | 0.000 | 0.000 | 0.880 |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Wednesday
Date: 6/5/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 3,492 | SB 5,337 | EB 0 | WB 0 | Total 8,829 | | | |
|----------------|-------|------|----|-------------|--------------|----------------|---------|----------------|------|-----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 0 | | | 0 | 12:00 | 0 | 44 | | | 44 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 0 | 61 | | | 61 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 0 | 66 | | | 66 |
| 0:45 | 0 | 1 | 1 | 1 | 1 | 12:45 | 0 | 75 | 246 | 75 | 246 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 0 | 94 | | | 94 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 0 | 96 | | | 96 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 0 | 83 | | | 83 |
| 1:45 | 4 | 6 | 1 | 1 | 5 | 13:45 | 0 | 84 | 357 | 84 | 357 |
| 2:00 | 2 | 4 | | | 6 | 14:00 | 0 | 199 | | | 199 |
| 2:15 | 0 | 1 | | | 1 | 14:15 | 0 | 231 | | | 231 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 0 | 211 | | | 211 |
| 2:45 | 0 | 2 | 0 | 5 | 0 | 14:45 | 0 | 231 | 872 | 231 | 872 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 304 | | | 304 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 0 | 262 | | | 262 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 0 | 86 | | | 86 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 0 | 111 | 763 | 111 | 763 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 0 | 115 | | | 115 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 0 | 133 | | | 133 |
| 4:30 | 16 | 0 | | | 16 | 16:30 | 0 | 142 | | | 142 |
| 4:45 | 69 | 85 | 0 | | 69 | 16:45 | 0 | 173 | 563 | 173 | 563 |
| 5:00 | 64 | 0 | | | 64 | 17:00 | 0 | 143 | | | 143 |
| 5:15 | 114 | 0 | | | 114 | 17:15 | 0 | 149 | | | 149 |
| 5:30 | 154 | 0 | | | 154 | 17:30 | 0 | 148 | | | 148 |
| 5:45 | 190 | 522 | 0 | | 190 | 17:45 | 0 | 165 | 605 | 165 | 605 |
| 6:00 | 117 | 0 | | | 117 | 18:00 | 0 | 363 | | | 363 |
| 6:15 | 82 | 0 | | | 82 | 18:15 | 0 | 340 | | | 340 |
| 6:30 | 109 | 0 | | | 109 | 18:30 | 0 | 289 | | | 289 |
| 6:45 | 116 | 424 | 0 | | 116 | 18:45 | 0 | 240 | 1232 | 240 | 1232 |
| 7:00 | 78 | 0 | | | 78 | 19:00 | 0 | 191 | | | 191 |
| 7:15 | 47 | 0 | | | 47 | 19:15 | 0 | 172 | | | 172 |
| 7:30 | 181 | 0 | | | 181 | 19:30 | 0 | 134 | | | 134 |
| 7:45 | 170 | 476 | 0 | | 170 | 19:45 | 0 | 102 | 599 | 102 | 599 |
| 8:00 | 164 | 0 | | | 164 | 20:00 | 0 | 0 | | | 0 |
| 8:15 | 163 | 0 | | | 163 | 20:15 | 2 | 1 | | | 3 |
| 8:30 | 157 | 0 | | | 157 | 20:30 | 1 | 0 | | | 1 |
| 8:45 | 164 | 648 | 0 | | 164 | 20:45 | 1 | 4 | 1 | 2 | 6 |
| 9:00 | 250 | 0 | | | 250 | 21:00 | 3 | 2 | | | 5 |
| 9:15 | 233 | 0 | | | 233 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 191 | 0 | | | 191 | 21:30 | 0 | 0 | | | 0 |
| 9:45 | 152 | 826 | 0 | | 152 | 21:45 | 0 | 3 | 0 | 2 | 5 |
| 10:00 | 160 | 0 | | | 160 | 22:00 | 0 | 1 | | | 1 |
| 10:15 | 159 | 0 | | | 159 | 22:15 | 2 | 0 | | | 2 |
| 10:30 | 110 | 0 | | | 110 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 54 | 483 | 0 | | 54 | 22:45 | 2 | 4 | 0 | 1 | 5 |
| 11:00 | 0 | 0 | | | 0 | 23:00 | 3 | 3 | | | 6 |
| 11:15 | 1 | 11 | | | 12 | 23:15 | 3 | 1 | | | 4 |
| 11:30 | 0 | 37 | | | 37 | 23:30 | 1 | 1 | | | 2 |
| 11:45 | 0 | 1 | 34 | 82 | 34 | 23:45 | 0 | 7 | 1 | 6 | 13 |
| TOTALS | 3474 | 89 | | | 3563 | TOTALS | 18 | 5248 | | | 5266 |
| SPLIT % | 97.5% | 2.5% | | | 40.4% | SPLIT % | 0.3% | 99.7% | | | 59.6% |

| DAILY TOTALS | | | | NB 3,492 | SB 5,337 | EB 0 | WB 0 | Total 8,829 |
|-----------------|-------|-------|-------|-------------|-----------------|---------|---------|----------------|
| AM Peak Hour | 8:45 | 11:45 | | 8:45 | PM Peak Hour | 22:45 | 18:00 | 18:00 |
| AM Pk Volume | 838 | 205 | | 838 | PM Pk Volume | 9 | 1232 | 1232 |
| Pk Hr Factor | 0.838 | 0.777 | | 0.838 | Pk Hr Factor | 0.750 | 0.848 | 0.848 |
| 7 - 9 Volume | 1124 | 0 | 0 | 1124 | 4 - 6 Volume | 0 | 0 | 1168 |
| 7 - 9 Peak Hour | 7:30 | | | 7:30 | 4 - 6 Peak Hour | 16:45 | | 16:45 |
| 7 - 9 Pk Volume | 678 | 0 | 0 | 678 | 4 - 6 Pk Volume | 613 | 0 | 613 |
| Pk Hr Factor | 0.936 | 0.000 | 0.000 | 0.936 | Pk Hr Factor | 0.886 | 0.000 | 0.886 |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 3,750 | SB 5,440 | EB 0 | WB 0 | Total 9,190 | | | |
|-----------------|-------|-------|-------|-------------|-----------------|----------------|---------|----------------|-------|-------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 1 | 1 | | | 2 | 12:00 | 0 | 49 | | | 49 |
| 0:15 | 0 | 2 | | | 2 | 12:15 | 0 | 72 | | | 72 |
| 0:30 | 1 | 1 | | | 2 | 12:30 | 0 | 74 | | | 74 |
| 0:45 | 0 | 2 | 0 | 4 | 0 | 12:45 | 0 | 86 | 281 | | 86 281 |
| 1:00 | 2 | 1 | | | 3 | 13:00 | 0 | 101 | | | 101 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 0 | 99 | | | 99 |
| 1:30 | 0 | 1 | | | 1 | 13:30 | 0 | 97 | | | 97 |
| 1:45 | 2 | 5 | 0 | 2 | 2 | 13:45 | 0 | 113 | 410 | | 113 410 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 0 | 191 | | | 191 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 0 | 209 | | | 209 |
| 2:30 | 1 | 1 | | | 2 | 14:30 | 0 | 217 | | | 217 |
| 2:45 | 0 | 1 | 2 | 3 | 2 | 14:45 | 0 | 256 | 873 | | 256 873 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 272 | | | 272 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 0 | 174 | | | 174 |
| 3:30 | 1 | 2 | | | 3 | 15:30 | 0 | 92 | | | 92 |
| 3:45 | 0 | 2 | 0 | 2 | 0 | 15:45 | 0 | 95 | 633 | | 95 633 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 0 | 133 | | | 133 |
| 4:15 | 11 | 0 | | | 11 | 16:15 | 0 | 137 | | | 137 |
| 4:30 | 36 | 0 | | | 36 | 16:30 | 0 | 151 | | | 151 |
| 4:45 | 84 | 131 | 0 | | 84 | 16:45 | 0 | 150 | 571 | | 150 571 |
| 5:00 | 63 | 0 | | | 63 | 17:00 | 0 | 148 | | | 148 |
| 5:15 | 123 | 0 | | | 123 | 17:15 | 0 | 191 | | | 191 |
| 5:30 | 148 | 0 | | | 148 | 17:30 | 0 | 152 | | | 152 |
| 5:45 | 177 | 511 | 0 | | 177 | 17:45 | 0 | 188 | 679 | | 188 679 |
| 6:00 | 100 | 0 | | | 100 | 18:00 | 0 | 373 | | | 373 |
| 6:15 | 77 | 0 | | | 77 | 18:15 | 0 | 286 | | | 286 |
| 6:30 | 111 | 0 | | | 111 | 18:30 | 0 | 271 | | | 271 |
| 6:45 | 128 | 416 | 0 | | 128 | 18:45 | 0 | 226 | 1156 | | 226 1156 |
| 7:00 | 166 | 0 | | | 166 | 19:00 | 0 | 228 | | | 228 |
| 7:15 | 220 | 0 | | | 220 | 19:15 | 0 | 202 | | | 202 |
| 7:30 | 184 | 0 | | | 184 | 19:30 | 0 | 161 | | | 161 |
| 7:45 | 200 | 770 | 0 | | 200 | 19:45 | 0 | 128 | 719 | | 128 719 |
| 8:00 | 178 | 0 | | | 178 | 20:00 | 0 | 0 | | | 0 |
| 8:15 | 153 | 0 | | | 153 | 20:15 | 0 | 1 | | | 1 |
| 8:30 | 130 | 0 | | | 130 | 20:30 | 3 | 1 | | | 4 |
| 8:45 | 91 | 552 | 0 | | 91 | 20:45 | 2 | 5 | 1 | 3 | 3 8 |
| 9:00 | 244 | 0 | | | 244 | 21:00 | 0 | 1 | | | 1 |
| 9:15 | 255 | 0 | | | 255 | 21:15 | 5 | 0 | | | 5 |
| 9:30 | 164 | 0 | | | 164 | 21:30 | 3 | 3 | | | 6 |
| 9:45 | 134 | 797 | 0 | | 134 | 21:45 | 1 | 9 | 2 | 6 | 3 15 |
| 10:00 | 176 | 0 | | | 176 | 22:00 | 1 | 2 | | | 3 |
| 10:15 | 167 | 0 | | | 167 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 119 | 0 | | | 119 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 76 | 538 | 0 | | 76 | 22:45 | 0 | 1 | 0 | 2 | 0 3 |
| 11:00 | 4 | 0 | | | 4 | 23:00 | 3 | 1 | | | 4 |
| 11:15 | 0 | 14 | | | 14 | 23:15 | 1 | 3 | | | 4 |
| 11:30 | 0 | 37 | | | 37 | 23:30 | 2 | 0 | | | 2 |
| 11:45 | 0 | 4 | 40 | 91 | 40 | 23:45 | 0 | 6 | 1 | 5 | 1 11 |
| TOTALS | 3729 | 102 | | | 3831 | TOTALS | 21 | 5338 | | | 5359 |
| SPLIT % | 97.3% | 2.7% | | | 41.7% | SPLIT % | 0.4% | 99.6% | | | 58.3% |
| DAILY TOTALS | | | | NB 3,750 | SB 5,440 | EB 0 | WB 0 | Total 9,190 | | | |
| AM Peak Hour | 9:00 | 11:45 | | 9:00 | PM Peak Hour | 20:30 | 18:00 | | | 18:00 | |
| AM Pk Volume | 797 | 235 | | 797 | PM Pk Volume | 10 | 1156 | | | 1156 | |
| Pk Hr Factor | 0.781 | 0.794 | | 0.781 | Pk Hr Factor | 0.500 | 0.775 | | | 0.775 | |
| 7 - 9 Volume | 1322 | 0 | 0 | 1322 | 4 - 6 Volume | 0 | 1250 | 0 | 0 | 1250 | |
| 7 - 9 Peak Hour | 7:15 | | | 7:15 | 4 - 6 Peak Hour | | 17:00 | | | 17:00 | |
| 7 - 9 Pk Volume | 782 | 0 | 0 | 782 | 4 - 6 Pk Volume | 0 | 679 | 0 | 0 | 679 | |
| Pk Hr Factor | 0.889 | 0.000 | 0.000 | 0.889 | Pk Hr Factor | 0.000 | 0.889 | 0.000 | 0.000 | 0.889 | |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 3,131 | SB 5,518 | EB 0 | WB 0 | Total 8,649 | | | |
|-----------------|-------|-------|-------|-------------|-----------------|----------------|---------|----------------|-------|-------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 1 | | | 1 | 12:00 | 0 | 95 | | | 95 |
| 0:15 | 2 | 0 | | | 2 | 12:15 | 0 | 116 | | | 116 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 0 | 112 | | | 112 |
| 0:45 | 1 | 3 | 2 | 4 | 3 | 12:45 | 0 | 110 | 433 | | 110 433 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 0 | 114 | | | 114 |
| 1:15 | 0 | 1 | | | 1 | 13:15 | 0 | 161 | | | 161 |
| 1:30 | 1 | 2 | | | 3 | 13:30 | 0 | 148 | | | 148 |
| 1:45 | 3 | 6 | 1 | 4 | 4 | 13:45 | 0 | 168 | 591 | | 168 591 |
| 2:00 | 1 | 1 | | | 2 | 14:00 | 0 | 222 | | | 222 |
| 2:15 | 1 | 2 | | | 3 | 14:15 | 0 | 207 | | | 207 |
| 2:30 | 0 | 2 | | | 2 | 14:30 | 0 | 241 | | | 241 |
| 2:45 | 1 | 3 | 1 | 6 | 2 | 14:45 | 0 | 259 | 929 | | 259 929 |
| 3:00 | 0 | 2 | | | 2 | 15:00 | 0 | 278 | | | 278 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 0 | 232 | | | 232 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 0 | 108 | | | 108 |
| 3:45 | 1 | 1 | 0 | 2 | 1 | 15:45 | 0 | 104 | 722 | | 104 722 |
| 4:00 | 2 | 0 | | | 2 | 16:00 | 0 | 90 | | | 90 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 0 | 126 | | | 126 |
| 4:30 | 32 | 0 | | | 32 | 16:30 | 0 | 94 | | | 94 |
| 4:45 | 56 | 91 | 0 | | 56 | 16:45 | 0 | 109 | 419 | | 109 419 |
| 5:00 | 69 | 0 | | | 69 | 17:00 | 0 | 132 | | | 132 |
| 5:15 | 101 | 0 | | | 101 | 17:15 | 0 | 135 | | | 135 |
| 5:30 | 131 | 0 | | | 131 | 17:30 | 0 | 101 | | | 101 |
| 5:45 | 151 | 452 | 0 | | 151 | 17:45 | 0 | 139 | 507 | | 139 507 |
| 6:00 | 94 | 0 | | | 94 | 18:00 | 0 | 295 | | | 295 |
| 6:15 | 72 | 0 | | | 72 | 18:15 | 0 | 205 | | | 205 |
| 6:30 | 93 | 0 | | | 93 | 18:30 | 0 | 176 | | | 176 |
| 6:45 | 110 | 369 | 0 | | 110 | 18:45 | 0 | 155 | 831 | | 155 831 |
| 7:00 | 132 | 0 | | | 132 | 19:00 | 0 | 156 | | | 156 |
| 7:15 | 111 | 0 | | | 111 | 19:15 | 0 | 122 | | | 122 |
| 7:30 | 142 | 0 | | | 142 | 19:30 | 0 | 116 | | | 116 |
| 7:45 | 137 | 522 | 0 | | 137 | 19:45 | 0 | 95 | 489 | | 95 489 |
| 8:00 | 139 | 0 | | | 139 | 20:00 | 0 | 75 | | | 75 |
| 8:15 | 135 | 0 | | | 135 | 20:15 | 0 | 89 | | | 89 |
| 8:30 | 88 | 0 | | | 88 | 20:30 | 0 | 59 | | | 59 |
| 8:45 | 80 | 442 | 0 | | 80 | 20:45 | 0 | 60 | 283 | | 60 283 |
| 9:00 | 223 | 0 | | | 223 | 21:00 | 0 | 44 | | | 44 |
| 9:15 | 185 | 0 | | | 185 | 21:15 | 0 | 39 | | | 39 |
| 9:30 | 191 | 0 | | | 191 | 21:30 | 0 | 46 | | | 46 |
| 9:45 | 152 | 751 | 0 | | 152 | 21:45 | 0 | 45 | 174 | | 45 174 |
| 10:00 | 161 | 0 | | | 161 | 22:00 | 0 | 24 | | | 24 |
| 10:15 | 145 | 0 | | | 145 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 118 | 0 | | | 118 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 60 | 484 | 0 | | 60 | 22:45 | 1 | 1 | 25 | | 2 26 |
| 11:00 | 2 | 0 | | | 2 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 1 | 0 | | | 1 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 0 | 45 | | | 45 | 23:30 | 2 | 1 | | | 3 |
| 11:45 | 0 | 3 | 52 | 97 | 52 | 23:45 | 1 | 3 | 2 | | 2 5 |
| TOTALS | 3127 | 113 | | | 3240 | TOTALS | 4 | 5405 | | | 5409 |
| SPLIT % | 96.5% | 3.5% | | | 37.5% | SPLIT % | 0.1% | 99.9% | | | 62.5% |
| DAILY TOTALS | | | | NB 3,131 | SB 5,518 | EB 0 | WB 0 | Total 8,649 | | | |
| AM Peak Hour | 9:00 | 11:45 | | 9:00 | PM Peak Hour | 22:45 | 14:30 | | | 14:30 | |
| AM Pk Volume | 751 | 375 | | 751 | PM Pk Volume | 3 | 1010 | | | 1010 | |
| Pk Hr Factor | 0.842 | 0.808 | | 0.842 | Pk Hr Factor | 0.375 | 0.908 | | | 0.908 | |
| 7 - 9 Volume | 964 | 0 | 0 | 964 | 4 - 6 Volume | 0 | 926 | 0 | 0 | 926 | |
| 7 - 9 Peak Hour | 7:30 | | | 7:30 | 4 - 6 Peak Hour | | 17:00 | | | 17:00 | |
| 7 - 9 Pk Volume | 553 | 0 | 0 | 553 | 4 - 6 Pk Volume | 0 | 507 | 0 | 0 | 507 | |
| Pk Hr Factor | 0.974 | 0.000 | 0.000 | 0.974 | Pk Hr Factor | 0.912 | 0.000 | 0.000 | 0.000 | 0.912 | |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19 11096-008

| DAILY TOTALS | | | | NB 70 | SB 58 | EB 0 | WB 0 | Total 128 | | | |
|----------------|-------|----|----|----------|--------------|----------------|---------|--------------|----|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 6 | 1 | | | 7 | 12:00 | 0 | 0 | | | 0 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 1 | 0 | | | 1 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 2 | 0 | | | 2 |
| 0:45 | 0 | 6 | 1 | 4 | 11 | 12:45 | 0 | 3 | 1 | 1 | 4 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 0 | 0 | | | 0 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 0 | 1 | | | 1 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 0 | 0 | | | 0 |
| 1:45 | 1 | 3 | 1 | 1 | 2 | 13:45 | 1 | 1 | 0 | 1 | 2 |
| 2:00 | 0 | 1 | | | 1 | 14:00 | 1 | 1 | | | 2 |
| 2:15 | 0 | 2 | | | 2 | 14:15 | 1 | 1 | | | 2 |
| 2:30 | 1 | 0 | | | 1 | 14:30 | 0 | 1 | | | 1 |
| 2:45 | 2 | 3 | 1 | 4 | 3 | 14:45 | 3 | 5 | 0 | 3 | 8 |
| 3:00 | 0 | 1 | | | 1 | 15:00 | 1 | 0 | | | 1 |
| 3:15 | 1 | 1 | | | 2 | 15:15 | 0 | 0 | | | 0 |
| 3:30 | 2 | 1 | | | 3 | 15:30 | 0 | 2 | | | 2 |
| 3:45 | 1 | 4 | 1 | 4 | 2 | 15:45 | 0 | 1 | 0 | 2 | 3 |
| 4:00 | 2 | 1 | | | 3 | 16:00 | 1 | 0 | | | 1 |
| 4:15 | 0 | 2 | | | 2 | 16:15 | 0 | 1 | | | 1 |
| 4:30 | 0 | 1 | | | 1 | 16:30 | 0 | 0 | | | 0 |
| 4:45 | 0 | 2 | 0 | 4 | 0 | 16:45 | 0 | 1 | 0 | 1 | 0 |
| 5:00 | 1 | 1 | | | 2 | 17:00 | 0 | 0 | | | 0 |
| 5:15 | 0 | 2 | | | 2 | 17:15 | 1 | 1 | | | 2 |
| 5:30 | 0 | 0 | | | 0 | 17:30 | 0 | 1 | | | 1 |
| 5:45 | 0 | 1 | 0 | 3 | 0 | 17:45 | 0 | 1 | 0 | 2 | 3 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 1 | 0 | | | 1 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 0 | 0 | | | 0 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 1 | 1 | | | 2 |
| 6:45 | 0 | 0 | | | 0 | 18:45 | 0 | 2 | 2 | 3 | 5 |
| 7:00 | 2 | 0 | | | 2 | 19:00 | 0 | 0 | | | 0 |
| 7:15 | 1 | 1 | | | 2 | 19:15 | 1 | 0 | | | 1 |
| 7:30 | 0 | 1 | | | 1 | 19:30 | 1 | 1 | | | 2 |
| 7:45 | 0 | 3 | 0 | 2 | 0 | 19:45 | 1 | 3 | 1 | 2 | 5 |
| 8:00 | 2 | 1 | | | 3 | 20:00 | 2 | 1 | | | 3 |
| 8:15 | 3 | 0 | | | 3 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 0 | 1 | | | 1 | 20:30 | 3 | 0 | | | 3 |
| 8:45 | 2 | 7 | 0 | 2 | 2 | 20:45 | 0 | 5 | 0 | 1 | 6 |
| 9:00 | 0 | 1 | | | 1 | 21:00 | 5 | 0 | | | 5 |
| 9:15 | 0 | 0 | | | 0 | 21:15 | 0 | 2 | | | 2 |
| 9:30 | 0 | 0 | | | 0 | 21:30 | 2 | 1 | | | 3 |
| 9:45 | 1 | 1 | 1 | 2 | 2 | 21:45 | 0 | 7 | 1 | 4 | 11 |
| 10:00 | 0 | 1 | | | 1 | 22:00 | 0 | 0 | | | 0 |
| 10:15 | 2 | 2 | | | 4 | 22:15 | 1 | 0 | | | 1 |
| 10:30 | 0 | 1 | | | 1 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 0 | 2 | 1 | 5 | 1 | 22:45 | 3 | 6 | 1 | 2 | 8 |
| 11:00 | 0 | 1 | | | 1 | 23:00 | 0 | 3 | | | 3 |
| 11:15 | 1 | 0 | | | 1 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 0 | 1 | | | 1 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 0 | 1 | 0 | 2 | 0 | 23:45 | 1 | 2 | 0 | 3 | 5 |
| TOTALS | 33 | | | | 66 | TOTALS | 37 | | | | 62 |
| SPLIT % | 50.0% | | | | 51.6% | SPLIT % | 59.7% | | | | 48.4% |

| DAILY TOTALS | | NB 70 | SB 58 | EB 0 | WB 0 | Total 128 | | | | | |
|-----------------|-------|----------|----------|---------|---------|-----------------|-------|-------|-------|-------|-------|
| AM Peak Hour | 8:00 | 3:30 | | | | | | | | | |
| AM Pk Volume | 7 | 5 | | 10 | | 11 | | | | | |
| Pk Hr Factor | 0.583 | 0.625 | | 0.357 | | 0.550 | | | | | |
| 7 - 9 Volume | 10 | 4 | 0 | 0 | 14 | 4 - 6 Volume | 2 | 3 | 0 | 0 | 5 |
| 7 - 9 Peak Hour | 8:00 | 7:15 | | 8:00 | | 4 - 6 Peak Hour | 16:00 | 16:45 | | | 16:45 |
| 7 - 9 Pk Volume | 7 | 3 | 0 | 0 | 9 | 4 - 6 Pk Volume | 1 | 2 | 0 | 0 | 3 |
| Pk Hr Factor | 0.583 | 0.750 | 0.000 | 0.000 | 0.750 | Pk Hr Factor | 0.250 | 0.500 | 0.000 | 0.000 | 0.375 |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Sunday
Date: 6/9/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 367 | SB 33 | EB 0 | WB 0 | Total 400 | | | |
|----------------|-------|-------|----|-----------|--------------|----------------|---------|--------------|----|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 1 | 0 | | | 1 | 12:00 | 1 | 0 | | | 1 |
| 0:15 | 1 | 1 | | | 2 | 12:15 | 0 | 0 | | | 0 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 3 | 1 | | | 4 |
| 0:45 | 0 | 2 | 0 | 1 | 0 | 12:45 | 2 | 6 | 1 | 2 | 8 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 0 | 0 | | | 0 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 1 | 0 | | | 1 |
| 1:30 | 2 | 0 | | | 2 | 13:30 | 2 | 1 | | | 3 |
| 1:45 | 2 | 5 | 1 | 1 | 3 | 13:45 | 2 | 5 | 2 | 3 | 8 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 1 | 0 | | | 1 |
| 2:15 | 2 | 1 | | | 3 | 14:15 | 1 | 2 | | | 3 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 1 | 0 | | | 1 |
| 2:45 | 0 | 4 | 0 | 1 | 0 | 14:45 | 2 | 5 | 2 | 4 | 9 |
| 3:00 | 2 | 2 | | | 4 | 15:00 | 1 | 1 | | | 2 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 0 | 1 | | | 1 |
| 3:30 | 0 | 1 | | | 1 | 15:30 | 0 | 2 | | | 2 |
| 3:45 | 0 | 2 | 0 | 4 | 0 | 15:45 | 1 | 2 | 1 | 5 | 7 |
| 4:00 | 3 | 0 | | | 3 | 16:00 | 0 | 0 | | | 0 |
| 4:15 | 1 | 0 | | | 1 | 16:15 | 0 | 0 | | | 0 |
| 4:30 | 3 | 1 | | | 4 | 16:30 | 0 | 0 | | | 0 |
| 4:45 | 1 | 8 | 0 | 1 | 1 | 16:45 | 0 | 0 | | | 0 |
| 5:00 | 0 | 1 | | | 1 | 17:00 | 0 | 0 | | | 0 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 0 | 0 | | | 0 |
| 5:30 | 1 | 1 | | | 2 | 17:30 | 0 | 0 | | | 0 |
| 5:45 | 0 | 2 | 1 | 3 | 1 | 17:45 | 4 | 4 | 0 | | 4 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 20 | 0 | | | 20 |
| 6:15 | 0 | 0 | | | 0 | 18:15 | 23 | 0 | | | 23 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 40 | 0 | | | 40 |
| 6:45 | 2 | 2 | 0 | | 2 | 18:45 | 23 | 106 | 0 | | 23 106 |
| 7:00 | 0 | 2 | | | 2 | 19:00 | 12 | 0 | | | 12 |
| 7:15 | 1 | 2 | | | 3 | 19:15 | 11 | 0 | | | 11 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 13 | 0 | | | 13 |
| 7:45 | 4 | 5 | 0 | 4 | 4 | 19:45 | 10 | 46 | 0 | | 10 46 |
| 8:00 | 2 | 0 | | | 2 | 20:00 | 11 | 0 | | | 11 |
| 8:15 | 0 | 1 | | | 1 | 20:15 | 11 | 0 | | | 11 |
| 8:30 | 1 | 0 | | | 1 | 20:30 | 7 | 0 | | | 7 |
| 8:45 | 1 | 4 | 1 | 2 | 2 | 20:45 | 13 | 42 | 0 | | 13 42 |
| 9:00 | 1 | 0 | | | 1 | 21:00 | 10 | 0 | | | 10 |
| 9:15 | 2 | 0 | | | 2 | 21:15 | 12 | 0 | | | 12 |
| 9:30 | 4 | 0 | | | 4 | 21:30 | 9 | 0 | | | 9 |
| 9:45 | 4 | 11 | 0 | | 4 | 21:45 | 15 | 46 | 0 | | 15 46 |
| 10:00 | 2 | 0 | | | 2 | 22:00 | 8 | 0 | | | 8 |
| 10:15 | 1 | 0 | | | 1 | 22:15 | 11 | 0 | | | 11 |
| 10:30 | 1 | 0 | | | 1 | 22:30 | 8 | 0 | | | 8 |
| 10:45 | 0 | 4 | 0 | | 0 | 22:45 | 9 | 36 | 0 | | 9 36 |
| 11:00 | 1 | 1 | | | 2 | 23:00 | 6 | 0 | | | 6 |
| 11:15 | 2 | 1 | | | 3 | 23:15 | 2 | 0 | | | 2 |
| 11:30 | 2 | 0 | | | 2 | 23:30 | 4 | 0 | | | 4 |
| 11:45 | 0 | 5 | 0 | 2 | 0 | 23:45 | 3 | 15 | 0 | | 3 15 |
| TOTALS | 54 | 19 | | | 73 | TOTALS | 313 | 14 | | | 327 |
| SPLIT % | 74.0% | 26.0% | | | 18.3% | SPLIT % | 95.7% | 4.3% | | | 81.8% |

| DAILY TOTALS | | | | NB 367 | SB 33 | EB 0 | WB 0 | Total 400 | |
|-----------------|-------|-------|-------|-----------|-----------------|---------|---------|--------------|-------|
| AM Peak Hour | 9:15 | 2:45 | | 9:15 | PM Peak Hour | 18:00 | 14:45 | | 18:00 |
| AM Pk Volume | 12 | 4 | | 12 | PM Pk Volume | 106 | 6 | | 106 |
| Pk Hr Factor | 0.750 | 0.500 | | 0.750 | Pk Hr Factor | 0.663 | 0.750 | | 0.663 |
| 7 - 9 Volume | 9 | 6 | 0 | 15 | 4 - 6 Volume | 4 | 0 | 0 | 4 |
| 7 - 9 Peak Hour | 7:15 | 7:00 | | 7:00 | 4 - 6 Peak Hour | 17:00 | | | 17:00 |
| 7 - 9 Pk Volume | 7 | 4 | 0 | 9 | 4 - 6 Pk Volume | 4 | 0 | 0 | 4 |
| Pk Hr Factor | 0.438 | 0.500 | 0.000 | 0.563 | Pk Hr Factor | 0.250 | 0.000 | 0.000 | 0.250 |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 3,715 | SB 5,536 | EB 0 | WB 0 | Total 9,251 | | | |
|-----------------|-------|-------|-------|-------------|--------------|-----------------|---------|----------------|-------|-------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 2 | 0 | | | 2 | 12:00 | 0 | 50 | | | 50 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 0 | 71 | | | 71 |
| 0:30 | 3 | 0 | | | 3 | 12:30 | 0 | 51 | | | 51 |
| 0:45 | 0 | 5 | 0 | | 0 5 | 12:45 | 0 | 89 | 261 | | 89 261 |
| 1:00 | 2 | 0 | | | 2 | 13:00 | 0 | 80 | | | 80 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 0 | 107 | | | 107 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 0 | 97 | | | 97 |
| 1:45 | 0 | 4 | 0 | | 0 4 | 13:45 | 0 | 115 | 399 | | 115 399 |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 0 | 168 | | | 168 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 0 | 177 | | | 177 |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 0 | 209 | | | 209 |
| 2:45 | 2 | 6 | 0 | | 2 6 | 14:45 | 0 | 217 | 771 | | 217 771 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 276 | | | 276 |
| 3:15 | 4 | 0 | | | 4 | 15:15 | 0 | 266 | | | 266 |
| 3:30 | 9 | 0 | | | 9 | 15:30 | 0 | 89 | | | 89 |
| 3:45 | 9 | 22 | 0 | | 9 22 | 15:45 | 0 | 108 | 739 | | 108 739 |
| 4:00 | 12 | 0 | | | 12 | 16:00 | 0 | 117 | | | 117 |
| 4:15 | 28 | 0 | | | 28 | 16:15 | 0 | 128 | | | 128 |
| 4:30 | 45 | 0 | | | 45 | 16:30 | 0 | 143 | | | 143 |
| 4:45 | 61 | 146 | 0 | | 61 146 | 16:45 | 0 | 144 | 532 | | 144 532 |
| 5:00 | 72 | 0 | | | 72 | 17:00 | 0 | 165 | | | 165 |
| 5:15 | 116 | 0 | | | 116 | 17:15 | 0 | 158 | | | 158 |
| 5:30 | 159 | 0 | | | 159 | 17:30 | 0 | 142 | | | 142 |
| 5:45 | 165 | 512 | 0 | | 165 512 | 17:45 | 0 | 183 | 648 | | 183 648 |
| 6:00 | 105 | 0 | | | 105 | 18:00 | 0 | 384 | | | 384 |
| 6:15 | 75 | 0 | | | 75 | 18:15 | 0 | 310 | | | 310 |
| 6:30 | 98 | 0 | | | 98 | 18:30 | 0 | 261 | | | 261 |
| 6:45 | 117 | 395 | 0 | | 117 395 | 18:45 | 0 | 206 | 1161 | | 206 1161 |
| 7:00 | 158 | 0 | | | 158 | 19:00 | 0 | 180 | | | 180 |
| 7:15 | 179 | 0 | | | 179 | 19:15 | 0 | 144 | | | 144 |
| 7:30 | 181 | 0 | | | 181 | 19:30 | 0 | 133 | | | 133 |
| 7:45 | 157 | 675 | 0 | | 157 675 | 19:45 | 0 | 92 | 549 | | 92 549 |
| 8:00 | 197 | 0 | | | 197 | 20:00 | 0 | 64 | | | 64 |
| 8:15 | 166 | 0 | | | 166 | 20:15 | 0 | 66 | | | 66 |
| 8:30 | 115 | 0 | | | 115 | 20:30 | 0 | 54 | | | 54 |
| 8:45 | 87 | 565 | 0 | | 87 565 | 20:45 | 0 | 45 | 229 | | 45 229 |
| 9:00 | 217 | 0 | | | 217 | 21:00 | 0 | 37 | | | 37 |
| 9:15 | 309 | 0 | | | 309 | 21:15 | 0 | 44 | | | 44 |
| 9:30 | 281 | 0 | | | 281 | 21:30 | 0 | 24 | | | 24 |
| 9:45 | 145 | 952 | 0 | | 145 952 | 21:45 | 0 | 25 | 130 | | 25 130 |
| 10:00 | 148 | 0 | | | 148 | 22:00 | 0 | 14 | | | 14 |
| 10:15 | 124 | 0 | | | 124 | 22:15 | 0 | 3 | | | 3 |
| 10:30 | 106 | 0 | | | 106 | 22:30 | 0 | 2 | | | 2 |
| 10:45 | 54 | 432 | 0 | | 54 432 | 22:45 | 0 | 0 | 19 | | 0 19 |
| 11:00 | 0 | 0 | | | 0 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 1 | 14 | | | 15 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 0 | 35 | | | 35 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 0 | 1 | 48 | 97 | 48 98 | 23:45 | 0 | 0 | 1 | | 0 1 |
| TOTALS | 3715 | | | | 3812 | TOTALS | 5439 | | | | 5439 |
| SPLIT % | 97.5% | | | | 41.2% | SPLIT % | 100.0% | | | | 58.8% |
| DAILY TOTALS | | | | NB 3,715 | SB 5,536 | EB 0 | WB 0 | Total 9,251 | | | |
| AM Peak Hour | 9:00 | 11:45 | | | 9:00 | PM Peak Hour | | 18:00 | | | 18:00 |
| AM Pk Volume | 952 | 220 | | | 952 | PM Pk Volume | | 1161 | | | 1161 |
| Pk Hr Factor | 0.770 | 0.775 | | | 0.770 | Pk Hr Factor | | 0.756 | | | 0.756 |
| 7 - 9 Volume | 1240 | 0 | 0 | 0 | 1240 | 4 - 6 Volume | 0 | 1180 | 0 | 0 | 1180 |
| 7 - 9 Peak Hour | 7:15 | | | | 7:15 | 4 - 6 Peak Hour | | 17:00 | | | 17:00 |
| 7 - 9 Pk Volume | 714 | 0 | 0 | 0 | 714 | 4 - 6 Pk Volume | 0 | 648 | 0 | 0 | 648 |
| Pk Hr Factor | 0.906 | 0.000 | 0.000 | 0.000 | 0.906 | Pk Hr Factor | 0.885 | 0.000 | 0.000 | 0.000 | 0.885 |

Ramp Count

I-395 HOV Ramp from Washington Blvd

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-008

| DAILY TOTALS | | | | NB 3,803 | SB 5,654 | EB 0 | WB 0 | Total 9,457 | | | |
|-----------------|-------|-------|-------|-------------|-----------------|----------------|---------|----------------|-------|----|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 0 | 0 | | | 0 | 12:00 | 0 | 54 | | | 54 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 0 | 57 | | | 57 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 0 | 65 | | | 65 |
| 0:45 | 1 | 1 | 0 | | 1 | 12:45 | 0 | 76 | 252 | | 76 252 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 0 | 91 | | | 91 |
| 1:15 | 2 | 0 | | | 2 | 13:15 | 0 | 110 | | | 110 |
| 1:30 | 2 | 0 | | | 2 | 13:30 | 0 | 112 | | | 112 |
| 1:45 | 2 | 7 | 0 | | 2 | 13:45 | 0 | 125 | 438 | | 125 438 |
| 2:00 | 3 | 0 | | | 3 | 14:00 | 0 | 182 | | | 182 |
| 2:15 | 2 | 0 | | | 2 | 14:15 | 0 | 215 | | | 215 |
| 2:30 | 4 | 0 | | | 4 | 14:30 | 0 | 203 | | | 203 |
| 2:45 | 2 | 11 | 0 | | 2 | 14:45 | 0 | 246 | 846 | | 246 846 |
| 3:00 | 3 | 0 | | | 3 | 15:00 | 0 | 299 | | | 299 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 0 | 266 | | | 266 |
| 3:30 | 14 | 0 | | | 14 | 15:30 | 0 | 118 | | | 118 |
| 3:45 | 12 | 29 | 0 | | 12 | 15:45 | 0 | 105 | 788 | | 105 788 |
| 4:00 | 18 | 0 | | | 18 | 16:00 | 0 | 111 | | | 111 |
| 4:15 | 30 | 0 | | | 30 | 16:15 | 0 | 145 | | | 145 |
| 4:30 | 51 | 0 | | | 51 | 16:30 | 0 | 112 | | | 112 |
| 4:45 | 71 | 170 | 0 | | 71 | 16:45 | 0 | 161 | 529 | | 161 529 |
| 5:00 | 74 | 0 | | | 74 | 17:00 | 0 | 155 | | | 155 |
| 5:15 | 105 | 0 | | | 105 | 17:15 | 0 | 153 | | | 153 |
| 5:30 | 154 | 0 | | | 154 | 17:30 | 0 | 146 | | | 146 |
| 5:45 | 201 | 534 | 0 | | 201 | 17:45 | 0 | 162 | 616 | | 162 616 |
| 6:00 | 85 | 0 | | | 85 | 18:00 | 0 | 403 | | | 403 |
| 6:15 | 74 | 0 | | | 74 | 18:15 | 0 | 321 | | | 321 |
| 6:30 | 116 | 0 | | | 116 | 18:30 | 0 | 320 | | | 320 |
| 6:45 | 136 | 411 | 0 | | 136 | 18:45 | 0 | 283 | 1327 | | 283 1327 |
| 7:00 | 157 | 0 | | | 157 | 19:00 | 0 | 249 | | | 249 |
| 7:15 | 181 | 0 | | | 181 | 19:15 | 0 | 218 | | | 218 |
| 7:30 | 186 | 0 | | | 186 | 19:30 | 0 | 159 | | | 159 |
| 7:45 | 163 | 687 | 0 | | 163 | 19:45 | 0 | 133 | 759 | | 133 759 |
| 8:00 | 187 | 0 | | | 187 | 20:00 | 0 | 0 | | | 0 |
| 8:15 | 153 | 0 | | | 153 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 103 | 0 | | | 103 | 20:30 | 2 | 0 | | | 2 |
| 8:45 | 76 | 519 | 0 | | 76 | 20:45 | 1 | 3 | 0 | | 1 3 |
| 9:00 | 240 | 0 | | | 240 | 21:00 | 0 | 3 | | | 3 |
| 9:15 | 276 | 0 | | | 276 | 21:15 | 2 | 0 | | | 2 |
| 9:30 | 271 | 0 | | | 271 | 21:30 | 0 | 0 | | | 0 |
| 9:45 | 160 | 947 | 0 | | 160 | 21:45 | 0 | 2 | 0 | 3 | 0 5 |
| 10:00 | 159 | 0 | | | 159 | 22:00 | 0 | 0 | | | 0 |
| 10:15 | 149 | 0 | | | 149 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 123 | 0 | | | 123 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 46 | 477 | 0 | | 46 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 1 | 0 | | | 1 | 23:00 | 2 | 0 | | | 2 |
| 11:15 | 1 | 14 | | | 15 | 23:15 | 1 | 0 | | | 1 |
| 11:30 | 0 | 31 | | | 31 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 0 | 2 | 51 | 96 | 51 | 23:45 | 0 | 3 | 0 | | 0 3 |
| TOTALS | 3795 | 96 | | | 3891 | TOTALS | 8 | 5558 | | | 5566 |
| SPLIT % | 97.5% | 2.5% | | | 41.1% | SPLIT % | 0.1% | 99.9% | | | 58.9% |
| DAILY TOTALS | | | | NB 3,803 | SB 5,654 | EB 0 | WB 0 | Total 9,457 | | | |
| AM Peak Hour | 9:00 | 11:45 | | 9:00 | PM Peak Hour | 20:30 | 18:00 | | | | 18:00 |
| AM Pk Volume | 947 | 227 | | 947 | PM Pk Volume | 5 | 1327 | | | | 1327 |
| Pk Hr Factor | 0.858 | 0.873 | | 0.858 | Pk Hr Factor | 0.625 | 0.823 | | | | 0.823 |
| 7 - 9 Volume | 1206 | 0 | 0 | 1206 | 4 - 6 Volume | 0 | 1145 | 0 | 0 | | 1145 |
| 7 - 9 Peak Hour | 7:15 | | | 7:15 | 4 - 6 Peak Hour | | 17:00 | | | | 17:00 |
| 7 - 9 Pk Volume | 717 | 0 | 0 | 717 | 4 - 6 Pk Volume | 0 | 616 | 0 | 0 | | 616 |
| Pk Hr Factor | 0.959 | 0.000 | 0.000 | 0.959 | Pk Hr Factor | 0.951 | 0.000 | 0.000 | 0.000 | | 0.951 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Wednesday
Date: 6/5/2019City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|--------------|--------|------|----|----|----------|-----------|--------|------|----|----|----------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 3 | 0 | | | 3 | 12:00 | 287 | 0 | | | 287 | |
| 0:15 | 6 | 0 | | | 6 | 12:15 | 348 | 0 | | | 348 | |
| 0:30 | 7 | 0 | | | 7 | 12:30 | 327 | 0 | | | 327 | |
| 0:45 | 2 | 18 | 0 | | 2 18 | 12:45 | 250 | 1212 | 0 | | 250 1212 | |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 244 | 0 | | | 244 | |
| 1:15 | 3 | 0 | | | 3 | 13:15 | 277 | 0 | | | 277 | |
| 1:30 | 4 | 0 | | | 4 | 13:30 | 298 | 0 | | | 298 | |
| 1:45 | 6 | 13 | 0 | | 6 13 | 13:45 | 240 | 1059 | 0 | | 240 1059 | |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 293 | 0 | | | 293 | |
| 2:15 | 3 | 0 | | | 3 | 14:15 | 281 | 0 | | | 281 | |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 275 | 0 | | | 275 | |
| 2:45 | 2 | 8 | 0 | | 2 8 | 14:45 | 312 | 1161 | 0 | | 312 1161 | |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 314 | 0 | | | 314 | |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 251 | 0 | | | 251 | |
| 3:30 | 2 | 0 | | | 2 | 15:30 | 400 | 0 | | | 400 | |
| 3:45 | 3 | 8 | 0 | | 3 8 | 15:45 | 357 | 1322 | 0 | | 357 1322 | |
| 4:00 | 58 | 0 | | | 58 | 16:00 | 319 | 0 | | | 319 | |
| 4:15 | 104 | 0 | | | 104 | 16:15 | 377 | 0 | | | 377 | |
| 4:30 | 167 | 0 | | | 167 | 16:30 | 337 | 0 | | | 337 | |
| 4:45 | 157 | 486 | 0 | | 157 486 | 16:45 | 385 | 1418 | 0 | | 385 1418 | |
| 5:00 | 164 | 0 | | | 164 | 17:00 | 365 | 0 | | | 365 | |
| 5:15 | 250 | 0 | | | 250 | 17:15 | 454 | 0 | | | 454 | |
| 5:30 | 282 | 0 | | | 282 | 17:30 | 402 | 0 | | | 402 | |
| 5:45 | 313 | 1009 | 0 | | 313 1009 | 17:45 | 389 | 1610 | 0 | | 389 1610 | |
| 6:00 | 428 | 0 | | | 428 | 18:00 | 328 | 0 | | | 328 | |
| 6:15 | 496 | 0 | | | 496 | 18:15 | 341 | 0 | | | 341 | |
| 6:30 | 664 | 0 | | | 664 | 18:30 | 393 | 0 | | | 393 | |
| 6:45 | 686 | 2274 | 0 | | 686 2274 | 18:45 | 309 | 1371 | 0 | | 309 1371 | |
| 7:00 | 642 | 0 | | | 642 | 19:00 | 253 | 0 | | | 253 | |
| 7:15 | 615 | 0 | | | 615 | 19:15 | 211 | 0 | | | 211 | |
| 7:30 | 779 | 0 | | | 779 | 19:30 | 200 | 0 | | | 200 | |
| 7:45 | 711 | 2747 | 0 | | 711 2747 | 19:45 | 173 | 837 | 0 | | 173 837 | |
| 8:00 | 631 | 0 | | | 631 | 20:00 | 181 | 0 | | | 181 | |
| 8:15 | 671 | 0 | | | 671 | 20:15 | 171 | 0 | | | 171 | |
| 8:30 | 650 | 0 | | | 650 | 20:30 | 150 | 0 | | | 150 | |
| 8:45 | 547 | 2499 | 0 | | 547 2499 | 20:45 | 147 | 649 | 0 | | 147 649 | |
| 9:00 | 543 | 0 | | | 543 | 21:00 | 126 | 0 | | | 126 | |
| 9:15 | 474 | 0 | | | 474 | 21:15 | 128 | 0 | | | 128 | |
| 9:30 | 419 | 0 | | | 419 | 21:30 | 117 | 0 | | | 117 | |
| 9:45 | 349 | 1785 | 0 | | 349 1785 | 21:45 | 108 | 479 | 0 | | 108 479 | |
| 10:00 | 316 | 0 | | | 316 | 22:00 | 18 | 0 | | | 18 | |
| 10:15 | 292 | 0 | | | 292 | 22:15 | 13 | 0 | | | 13 | |
| 10:30 | 302 | 0 | | | 302 | 22:30 | 8 | 0 | | | 8 | |
| 10:45 | 325 | 1235 | 0 | | 325 1235 | 22:45 | 7 | 46 | 0 | | 7 46 | |
| 11:00 | 305 | 0 | | | 305 | 23:00 | 7 | 0 | | | 7 | |
| 11:15 | 321 | 0 | | | 321 | 23:15 | 7 | 0 | | | 7 | |
| 11:30 | 331 | 0 | | | 331 | 23:30 | 5 | 0 | | | 5 | |
| 11:45 | 292 | 1249 | 0 | | 292 1249 | 23:45 | 7 | 26 | 0 | | 7 26 | |
| TOTALS | 13331 | | | | 13331 | TOTALS | 11190 | | | | 11190 | |
| SPLIT % | 100.0% | | | | 54.4% | SPLIT % | 100.0% | | | | 45.6% | |

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|-------|-------|
| AM Peak Hour | 7:30 | | | 7:30 | PM Peak Hour | 17:00 | | | | | 17:00 | |
| AM Pk Volume | 2792 | | | 2792 | PM Pk Volume | 1610 | | | | | 1610 | |
| Pk Hr Factor | 0.896 | | | 0.896 | Pk Hr Factor | 0.887 | | | | | 0.887 | |
| 7 - 9 Volume | 5246 | 0 | 0 | 0 | 5246 | 4 - 6 Volume | 3028 | 0 | 0 | 0 | 3028 | |
| 7 - 9 Peak Hour | 7:30 | | | 7:30 | 4 - 6 Peak Hour | 17:00 | | | | | 17:00 | |
| 7 - 9 Pk Volume | 2792 | 0 | 0 | 0 | 2792 | 4 - 6 Pk Volume | 1610 | 0 | 0 | 0 | 1610 | |
| Pk Hr Factor | 0.896 | 0.000 | 0.000 | 0.000 | 0.896 | Pk Hr Factor | 0.887 | 0.000 | 0.000 | 0.000 | 0.887 | |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Thursday
Date: 6/6/2019

City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB 24,647 | SB 0 | EB 0 | WB 0 | | | Total 24,647 | |
|-----------------|--------|-------|-------|--------------|-----------------|-----------|---------|-------|-------|-----------------|----------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 3 | 0 | 0 | 0 | 3 | 12:00 | 261 | 0 | 0 | 0 | 261 |
| 0:15 | 1 | 0 | 0 | 0 | 1 | 12:15 | 313 | 0 | 0 | 0 | 313 |
| 0:30 | 5 | 0 | 0 | 0 | 5 | 12:30 | 306 | 0 | 0 | 0 | 306 |
| 0:45 | 5 | 14 | 0 | 0 | 5 14 | 12:45 | 223 | 1103 | 0 | 0 | 223 1103 |
| 1:00 | 4 | 0 | 0 | 0 | 4 | 13:00 | 262 | 0 | 0 | 0 | 262 |
| 1:15 | 7 | 0 | 0 | 0 | 7 | 13:15 | 287 | 0 | 0 | 0 | 287 |
| 1:30 | 3 | 0 | 0 | 0 | 3 | 13:30 | 229 | 0 | 0 | 0 | 229 |
| 1:45 | 3 | 17 | 0 | 0 | 3 17 | 13:45 | 237 | 1015 | 0 | 0 | 237 1015 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 14:00 | 261 | 0 | 0 | 0 | 261 |
| 2:15 | 0 | 0 | 0 | 0 | 0 | 14:15 | 244 | 0 | 0 | 0 | 244 |
| 2:30 | 2 | 0 | 0 | 0 | 2 | 14:30 | 292 | 0 | 0 | 0 | 292 |
| 2:45 | 2 | 4 | 0 | 0 | 2 4 | 14:45 | 309 | 1106 | 0 | 0 | 309 1106 |
| 3:00 | 2 | 0 | 0 | 0 | 2 | 15:00 | 370 | 0 | 0 | 0 | 370 |
| 3:15 | 6 | 0 | 0 | 0 | 6 | 15:15 | 262 | 0 | 0 | 0 | 262 |
| 3:30 | 2 | 0 | 0 | 0 | 2 | 15:30 | 339 | 0 | 0 | 0 | 339 |
| 3:45 | 4 | 14 | 0 | 0 | 4 14 | 15:45 | 394 | 1365 | 0 | 0 | 394 1365 |
| 4:00 | 56 | 0 | 0 | 0 | 56 | 16:00 | 319 | 0 | 0 | 0 | 319 |
| 4:15 | 96 | 0 | 0 | 0 | 96 | 16:15 | 358 | 0 | 0 | 0 | 358 |
| 4:30 | 135 | 0 | 0 | 0 | 135 | 16:30 | 399 | 0 | 0 | 0 | 399 |
| 4:45 | 157 | 444 | 0 | 0 | 157 444 | 16:45 | 426 | 1502 | 0 | 0 | 426 1502 |
| 5:00 | 157 | 0 | 0 | 0 | 157 | 17:00 | 353 | 0 | 0 | 0 | 353 |
| 5:15 | 226 | 0 | 0 | 0 | 226 | 17:15 | 414 | 0 | 0 | 0 | 414 |
| 5:30 | 291 | 0 | 0 | 0 | 291 | 17:30 | 479 | 0 | 0 | 0 | 479 |
| 5:45 | 349 | 1023 | 0 | 0 | 349 1023 | 17:45 | 432 | 1678 | 0 | 0 | 432 1678 |
| 6:00 | 450 | 0 | 0 | 0 | 450 | 18:00 | 391 | 0 | 0 | 0 | 391 |
| 6:15 | 512 | 0 | 0 | 0 | 512 | 18:15 | 420 | 0 | 0 | 0 | 420 |
| 6:30 | 610 | 0 | 0 | 0 | 610 | 18:30 | 525 | 0 | 0 | 0 | 525 |
| 6:45 | 670 | 2242 | 0 | 0 | 670 2242 | 18:45 | 244 | 1580 | 0 | 0 | 244 1580 |
| 7:00 | 698 | 0 | 0 | 0 | 698 | 19:00 | 193 | 0 | 0 | 0 | 193 |
| 7:15 | 772 | 0 | 0 | 0 | 772 | 19:15 | 210 | 0 | 0 | 0 | 210 |
| 7:30 | 721 | 0 | 0 | 0 | 721 | 19:30 | 208 | 0 | 0 | 0 | 208 |
| 7:45 | 663 | 2854 | 0 | 0 | 663 2854 | 19:45 | 217 | 828 | 0 | 0 | 217 828 |
| 8:00 | 660 | 0 | 0 | 0 | 660 | 20:00 | 218 | 0 | 0 | 0 | 218 |
| 8:15 | 611 | 0 | 0 | 0 | 611 | 20:15 | 175 | 0 | 0 | 0 | 175 |
| 8:30 | 597 | 0 | 0 | 0 | 597 | 20:30 | 204 | 0 | 0 | 0 | 204 |
| 8:45 | 569 | 2437 | 0 | 0 | 569 2437 | 20:45 | 165 | 762 | 0 | 0 | 165 762 |
| 9:00 | 517 | 0 | 0 | 0 | 517 | 21:00 | 132 | 0 | 0 | 0 | 132 |
| 9:15 | 441 | 0 | 0 | 0 | 441 | 21:15 | 126 | 0 | 0 | 0 | 126 |
| 9:30 | 329 | 0 | 0 | 0 | 329 | 21:30 | 130 | 0 | 0 | 0 | 130 |
| 9:45 | 338 | 1625 | 0 | 0 | 338 1625 | 21:45 | 96 | 484 | 0 | 0 | 96 484 |
| 10:00 | 285 | 0 | 0 | 0 | 285 | 22:00 | 17 | 0 | 0 | 0 | 17 |
| 10:15 | 320 | 0 | 0 | 0 | 320 | 22:15 | 9 | 0 | 0 | 0 | 9 |
| 10:30 | 299 | 0 | 0 | 0 | 299 | 22:30 | 14 | 0 | 0 | 0 | 14 |
| 10:45 | 295 | 1199 | 0 | 0 | 295 1199 | 22:45 | 8 | 48 | 0 | 0 | 8 48 |
| 11:00 | 320 | 0 | 0 | 0 | 320 | 23:00 | 6 | 0 | 0 | 0 | 6 |
| 11:15 | 327 | 0 | 0 | 0 | 327 | 23:15 | 4 | 0 | 0 | 0 | 4 |
| 11:30 | 326 | 0 | 0 | 0 | 326 | 23:30 | 7 | 0 | 0 | 0 | 7 |
| 11:45 | 312 | 1285 | 0 | 0 | 312 1285 | 23:45 | 1 | 18 | 0 | 0 | 1 18 |
| TOTALS | 13158 | | | 13158 | TOTALS | 11489 | | | 11489 | | |
| SPLIT % | 100.0% | | | 53.4% | SPLIT % | 100.0% | | | 46.6% | | |
| DAILY TOTALS | | | | NB 24,647 | SB 0 | EB 0 | WB 0 | | | | |
| AM Peak Hour | 6:45 | | | 6:45 | PM Peak Hour | 17:45 | | | | | 17:45 |
| AM Pk Volume | 2861 | | | 2861 | PM Pk Volume | 1768 | | | | | 1768 |
| Pk Hr Factor | 0.926 | | | 0.926 | Pk Hr Factor | 0.842 | | | | | 0.842 |
| 7 - 9 Volume | 5291 | 0 | 0 | 5291 | 4 - 6 Volume | 3180 | 0 | 0 | 0 | | 3180 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 17:00 | | | | | 17:00 |
| 7 - 9 Pk Volume | 2854 | 0 | 0 | 2854 | 4 - 6 Pk Volume | 1678 | 0 | 0 | 0 | | 1678 |
| Pk Hr Factor | 0.924 | 0.000 | 0.000 | 0.924 | Pk Hr Factor | 0.876 | 0.000 | 0.000 | 0.000 | | 0.876 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Friday
Date: 6/7/2019

City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|----------------|--------|------|----|----|----------|----------------|--------|------|----|----|----------|-------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 7 | 0 | | | 7 | 12:00 | 291 | 0 | | | 291 | |
| 0:15 | 4 | 0 | | | 4 | 12:15 | 261 | 0 | | | 261 | |
| 0:30 | 2 | 0 | | | 2 | 12:30 | 309 | 0 | | | 309 | |
| 0:45 | 1 | 14 | 0 | | 1 14 | 12:45 | 300 | 1161 | 0 | | 300 1161 | |
| 1:00 | 4 | 0 | | | 4 | 13:00 | 279 | 0 | | | 279 | |
| 1:15 | 4 | 0 | | | 4 | 13:15 | 300 | 0 | | | 300 | |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 289 | 0 | | | 289 | |
| 1:45 | 2 | 11 | 0 | | 2 11 | 13:45 | 277 | 1145 | 0 | | 277 1145 | |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 275 | 0 | | | 275 | |
| 2:15 | 3 | 0 | | | 3 | 14:15 | 280 | 0 | | | 280 | |
| 2:30 | 6 | 0 | | | 6 | 14:30 | 357 | 0 | | | 357 | |
| 2:45 | 4 | 15 | 0 | | 4 15 | 14:45 | 299 | 1211 | 0 | | 299 1211 | |
| 3:00 | 6 | 0 | | | 6 | 15:00 | 447 | 0 | | | 447 | |
| 3:15 | 5 | 0 | | | 5 | 15:15 | 495 | 0 | | | 495 | |
| 3:30 | 3 | 0 | | | 3 | 15:30 | 369 | 0 | | | 369 | |
| 3:45 | 2 | 16 | 0 | | 2 16 | 15:45 | 384 | 1695 | 0 | | 384 1695 | |
| 4:00 | 31 | 0 | | | 31 | 16:00 | 365 | 0 | | | 365 | |
| 4:15 | 123 | 0 | | | 123 | 16:15 | 365 | 0 | | | 365 | |
| 4:30 | 107 | 0 | | | 107 | 16:30 | 361 | 0 | | | 361 | |
| 4:45 | 161 | 422 | 0 | | 161 422 | 16:45 | 364 | 1455 | 0 | | 364 1455 | |
| 5:00 | 172 | 0 | | | 172 | 17:00 | 344 | 0 | | | 344 | |
| 5:15 | 194 | 0 | | | 194 | 17:15 | 348 | 0 | | | 348 | |
| 5:30 | 305 | 0 | | | 305 | 17:30 | 349 | 0 | | | 349 | |
| 5:45 | 352 | 1023 | 0 | | 352 1023 | 17:45 | 363 | 1404 | 0 | | 363 1404 | |
| 6:00 | 431 | 0 | | | 431 | 18:00 | 248 | 0 | | | 248 | |
| 6:15 | 518 | 0 | | | 518 | 18:15 | 410 | 0 | | | 410 | |
| 6:30 | 608 | 0 | | | 608 | 18:30 | 360 | 0 | | | 360 | |
| 6:45 | 669 | 2226 | 0 | | 669 2226 | 18:45 | 306 | 1324 | 0 | | 306 1324 | |
| 7:00 | 709 | 0 | | | 709 | 19:00 | 334 | 0 | | | 334 | |
| 7:15 | 705 | 0 | | | 705 | 19:15 | 317 | 0 | | | 317 | |
| 7:30 | 711 | 0 | | | 711 | 19:30 | 220 | 0 | | | 220 | |
| 7:45 | 694 | 2819 | 0 | | 694 2819 | 19:45 | 213 | 1084 | 0 | | 213 1084 | |
| 8:00 | 672 | 0 | | | 672 | 20:00 | 202 | 0 | | | 202 | |
| 8:15 | 656 | 0 | | | 656 | 20:15 | 214 | 0 | | | 214 | |
| 8:30 | 668 | 0 | | | 668 | 20:30 | 208 | 0 | | | 208 | |
| 8:45 | 538 | 2534 | 0 | | 538 2534 | 20:45 | 170 | 794 | 0 | | 170 794 | |
| 9:00 | 488 | 0 | | | 488 | 21:00 | 169 | 0 | | | 169 | |
| 9:15 | 469 | 0 | | | 469 | 21:15 | 157 | 0 | | | 157 | |
| 9:30 | 411 | 0 | | | 411 | 21:30 | 155 | 0 | | | 155 | |
| 9:45 | 382 | 1750 | 0 | | 382 1750 | 21:45 | 183 | 664 | 0 | | 183 664 | |
| 10:00 | 340 | 0 | | | 340 | 22:00 | 165 | 0 | | | 165 | |
| 10:15 | 323 | 0 | | | 323 | 22:15 | 149 | 0 | | | 149 | |
| 10:30 | 297 | 0 | | | 297 | 22:30 | 196 | 0 | | | 196 | |
| 10:45 | 354 | 1314 | 0 | | 354 1314 | 22:45 | 41 | 551 | 0 | | 41 551 | |
| 11:00 | 342 | 0 | | | 342 | 23:00 | 10 | 0 | | | 10 | |
| 11:15 | 416 | 0 | | | 416 | 23:15 | 7 | 0 | | | 7 | |
| 11:30 | 377 | 0 | | | 377 | 23:30 | 9 | 0 | | | 9 | |
| 11:45 | 359 | 1494 | 0 | | 359 1494 | 23:45 | 8 | 34 | 0 | | 8 34 | |
| TOTALS | 13638 | | | | 13638 | TOTALS | 12522 | | | | 12522 | |
| SPLIT % | 100.0% | | | | 52.1% | SPLIT % | 100.0% | | | | 47.9% | |

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|-------|-------|-------|--------|-----------------|-------|-------|-------|-------|--|--|--------|
| | | | | 26,160 | 0 | 0 | 0 | | | | | 26,160 |
| AM Peak Hour | 7:00 | | | 7:00 | PM Peak Hour | 15:00 | | | | | | 15:00 |
| AM Pk Volume | 2819 | | | 2819 | PM Pk Volume | 1695 | | | | | | 1695 |
| Pk Hr Factor | 0.991 | | | 0.991 | Pk Hr Factor | 0.856 | | | | | | 0.856 |
| 7 - 9 Volume | 5353 | 0 | 0 | 5353 | 4 - 6 Volume | 2859 | 0 | 0 | 0 | | | 2859 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 16:00 | | | | | | 16:00 |
| 7 - 9 Pk Volume | 2819 | 0 | 0 | 2819 | 4 - 6 Pk Volume | 1455 | 0 | 0 | 0 | | | 1455 |
| Pk Hr Factor | 0.991 | 0.000 | 0.000 | 0.991 | Pk Hr Factor | 0.997 | 0.000 | 0.000 | 0.000 | | | 0.997 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Saturday
Date: 6/8/2019

City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB 23,023 | SB 0 | EB 0 | WB 0 | | | | | Total 23,023 |
|-----------------|--------|-------|-------|--------------|-----------------|-----------------|---------|-------|-------|--------------|----------|-----------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 8 | 0 | 0 | 0 | 8 | 12:00 | 421 | 0 | 0 | 0 | 421 | |
| 0:15 | 7 | 0 | 0 | 0 | 7 | 12:15 | 364 | 0 | 0 | 0 | 364 | |
| 0:30 | 7 | 0 | 0 | 0 | 7 | 12:30 | 458 | 0 | 0 | 0 | 458 | |
| 0:45 | 5 | 27 | 0 | 0 | 5 27 | 12:45 | 525 | 1768 | 0 | 0 | 525 1768 | |
| 1:00 | 7 | 0 | 0 | 0 | 7 | 13:00 | 402 | 0 | 0 | 0 | 402 | |
| 1:15 | 5 | 0 | 0 | 0 | 5 | 13:15 | 495 | 0 | 0 | 0 | 495 | |
| 1:30 | 5 | 0 | 0 | 0 | 5 | 13:30 | 514 | 0 | 0 | 0 | 514 | |
| 1:45 | 4 | 21 | 0 | 0 | 4 21 | 13:45 | 388 | 1799 | 0 | 0 | 388 1799 | |
| 2:00 | 5 | 0 | 0 | 0 | 5 | 14:00 | 453 | 0 | 0 | 0 | 453 | |
| 2:15 | 4 | 0 | 0 | 0 | 4 | 14:15 | 534 | 0 | 0 | 0 | 534 | |
| 2:30 | 4 | 0 | 0 | 0 | 4 | 14:30 | 475 | 0 | 0 | 0 | 475 | |
| 2:45 | 1 | 14 | 0 | 0 | 1 14 | 14:45 | 550 | 2012 | 0 | 0 | 550 2012 | |
| 3:00 | 5 | 0 | 0 | 0 | 5 | 15:00 | 552 | 0 | 0 | 0 | 552 | |
| 3:15 | 2 | 0 | 0 | 0 | 2 | 15:15 | 387 | 0 | 0 | 0 | 387 | |
| 3:30 | 1 | 0 | 0 | 0 | 1 | 15:30 | 523 | 0 | 0 | 0 | 523 | |
| 3:45 | 2 | 10 | 0 | 0 | 2 10 | 15:45 | 569 | 2031 | 0 | 0 | 569 2031 | |
| 4:00 | 1 | 0 | 0 | 0 | 1 | 16:00 | 470 | 0 | 0 | 0 | 470 | |
| 4:15 | 18 | 0 | 0 | 0 | 18 | 16:15 | 424 | 0 | 0 | 0 | 424 | |
| 4:30 | 80 | 0 | 0 | 0 | 80 | 16:30 | 515 | 0 | 0 | 0 | 515 | |
| 4:45 | 93 | 192 | 0 | 0 | 93 192 | 16:45 | 512 | 1921 | 0 | 0 | 512 1921 | |
| 5:00 | 76 | 0 | 0 | 0 | 76 | 17:00 | 477 | 0 | 0 | 0 | 477 | |
| 5:15 | 99 | 0 | 0 | 0 | 99 | 17:15 | 393 | 0 | 0 | 0 | 393 | |
| 5:30 | 155 | 0 | 0 | 0 | 155 | 17:30 | 333 | 0 | 0 | 0 | 333 | |
| 5:45 | 170 | 500 | 0 | 0 | 170 500 | 17:45 | 368 | 1571 | 0 | 0 | 368 1571 | |
| 6:00 | 148 | 0 | 0 | 0 | 148 | 18:00 | 409 | 0 | 0 | 0 | 409 | |
| 6:15 | 224 | 0 | 0 | 0 | 224 | 18:15 | 332 | 0 | 0 | 0 | 332 | |
| 6:30 | 212 | 0 | 0 | 0 | 212 | 18:30 | 324 | 0 | 0 | 0 | 324 | |
| 6:45 | 190 | 774 | 0 | 0 | 190 774 | 18:45 | 321 | 1386 | 0 | 0 | 321 1386 | |
| 7:00 | 160 | 0 | 0 | 0 | 160 | 19:00 | 267 | 0 | 0 | 0 | 267 | |
| 7:15 | 192 | 0 | 0 | 0 | 192 | 19:15 | 273 | 0 | 0 | 0 | 273 | |
| 7:30 | 218 | 0 | 0 | 0 | 218 | 19:30 | 243 | 0 | 0 | 0 | 243 | |
| 7:45 | 183 | 753 | 0 | 0 | 183 753 | 19:45 | 245 | 1028 | 0 | 0 | 245 1028 | |
| 8:00 | 208 | 0 | 0 | 0 | 208 | 20:00 | 227 | 0 | 0 | 0 | 227 | |
| 8:15 | 244 | 0 | 0 | 0 | 244 | 20:15 | 193 | 0 | 0 | 0 | 193 | |
| 8:30 | 275 | 0 | 0 | 0 | 275 | 20:30 | 199 | 0 | 0 | 0 | 199 | |
| 8:45 | 322 | 1049 | 0 | 0 | 322 1049 | 20:45 | 215 | 834 | 0 | 0 | 215 834 | |
| 9:00 | 298 | 0 | 0 | 0 | 298 | 21:00 | 185 | 0 | 0 | 0 | 185 | |
| 9:15 | 322 | 0 | 0 | 0 | 322 | 21:15 | 176 | 0 | 0 | 0 | 176 | |
| 9:30 | 369 | 0 | 0 | 0 | 369 | 21:30 | 164 | 0 | 0 | 0 | 164 | |
| 9:45 | 401 | 1390 | 0 | 0 | 401 1390 | 21:45 | 132 | 657 | 0 | 0 | 132 657 | |
| 10:00 | 367 | 0 | 0 | 0 | 367 | 22:00 | 89 | 0 | 0 | 0 | 89 | |
| 10:15 | 344 | 0 | 0 | 0 | 344 | 22:15 | 46 | 0 | 0 | 0 | 46 | |
| 10:30 | 376 | 0 | 0 | 0 | 376 | 22:30 | 13 | 0 | 0 | 0 | 13 | |
| 10:45 | 387 | 1474 | 0 | 0 | 387 1474 | 22:45 | 12 | 160 | 0 | 0 | 12 160 | |
| 11:00 | 380 | 0 | 0 | 0 | 380 | 23:00 | 26 | 0 | 0 | 0 | 26 | |
| 11:15 | 335 | 0 | 0 | 0 | 335 | 23:15 | 19 | 0 | 0 | 0 | 19 | |
| 11:30 | 415 | 0 | 0 | 0 | 415 | 23:30 | 17 | 0 | 0 | 0 | 17 | |
| 11:45 | 440 | 1570 | 0 | 0 | 440 1570 | 23:45 | 20 | 82 | 0 | 0 | 20 82 | |
| TOTALS | 7774 | | | 7774 | TOTALS | 15249 | | | | 15249 | | |
| SPLIT % | 100.0% | | | 33.8% | SPLIT % | 100.0% | | | | 66.2% | | |
| DAILY TOTALS | | | | NB 23,023 | SB 0 | EB 0 | WB 0 | | | | | Total 23,023 |
| AM Peak Hour | 11:45 | | | 11:45 | PM Peak Hour | 14:15 | | | | | | 14:15 |
| AM Pk Volume | 1683 | | | 1683 | PM Pk Volume | 2111 | | | | | | 2111 |
| Pk Hr Factor | 0.919 | | | 0.919 | Pk Hr Factor | 0.956 | | | | | | 0.956 |
| 7 - 9 Volume | 1802 | 0 | 0 | 0 | 1802 | 4 - 6 Volume | 3492 | 0 | 0 | 0 | | 3492 |
| 7 - 9 Peak Hour | 8:00 | | | 8:00 | 4 - 6 Peak Hour | 16:15 | | | | | | 16:15 |
| 7 - 9 Pk Volume | 1049 | 0 | 0 | 0 | 1049 | 4 - 6 Pk Volume | 1928 | 0 | 0 | 0 | | 1928 |
| Pk Hr Factor | 0.814 | 0.000 | 0.000 | 0.000 | Pk Hr Factor | 0.936 | 0.000 | 0.000 | 0.000 | 0.000 | | 0.936 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Sunday
Date: 6/9/2019City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|--------|-------|-------|--------|-------|-----------------|--------|-------|-------|-------|----------|--------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 16 | 0 | | | 16 | 12:00 | 322 | 0 | | | 322 | |
| 0:15 | 17 | 0 | | | 17 | 12:15 | 396 | 0 | | | 396 | |
| 0:30 | 20 | 0 | | | 20 | 12:30 | 400 | 0 | | | 400 | |
| 0:45 | 7 | 60 | 0 | | 7 | 12:45 | 439 | 1557 | 0 | | 439 1557 | |
| 1:00 | 9 | 0 | | | 9 | 13:00 | 456 | 0 | | | 456 | |
| 1:15 | 10 | 0 | | | 10 | 13:15 | 475 | 0 | | | 475 | |
| 1:30 | 6 | 0 | | | 6 | 13:30 | 477 | 0 | | | 477 | |
| 1:45 | 5 | 30 | 0 | | 5 | 13:45 | 458 | 1866 | 0 | | 458 1866 | |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 457 | 0 | | | 457 | |
| 2:15 | 6 | 0 | | | 6 | 14:15 | 398 | 0 | | | 398 | |
| 2:30 | 2 | 0 | | | 2 | 14:30 | 303 | 0 | | | 303 | |
| 2:45 | 5 | 14 | 0 | | 5 | 14:45 | 331 | 1489 | 0 | | 331 1489 | |
| 3:00 | 2 | 0 | | | 2 | 15:00 | 420 | 0 | | | 420 | |
| 3:15 | 3 | 0 | | | 3 | 15:15 | 430 | 0 | | | 430 | |
| 3:30 | 3 | 0 | | | 3 | 15:30 | 342 | 0 | | | 342 | |
| 3:45 | 4 | 12 | 0 | | 4 | 15:45 | 325 | 1517 | 0 | | 325 1517 | |
| 4:00 | 8 | 0 | | | 8 | 16:00 | 284 | 0 | | | 284 | |
| 4:15 | 5 | 0 | | | 5 | 16:15 | 284 | 0 | | | 284 | |
| 4:30 | 6 | 0 | | | 6 | 16:30 | 298 | 0 | | | 298 | |
| 4:45 | 6 | 25 | 0 | | 6 | 16:45 | 204 | 1070 | 0 | | 204 1070 | |
| 5:00 | 22 | 0 | | | 22 | 17:00 | 253 | 0 | | | 253 | |
| 5:15 | 70 | 0 | | | 70 | 17:15 | 259 | 0 | | | 259 | |
| 5:30 | 82 | 0 | | | 82 | 17:30 | 288 | 0 | | | 288 | |
| 5:45 | 90 | 264 | 0 | | 90 | 17:45 | 247 | 1047 | 0 | | 247 1047 | |
| 6:00 | 76 | 0 | | | 76 | 18:00 | 226 | 0 | | | 226 | |
| 6:15 | 110 | 0 | | | 110 | 18:15 | 228 | 0 | | | 228 | |
| 6:30 | 126 | 0 | | | 126 | 18:30 | 230 | 0 | | | 230 | |
| 6:45 | 91 | 403 | 0 | | 91 | 18:45 | 233 | 917 | 0 | | 233 917 | |
| 7:00 | 112 | 0 | | | 112 | 19:00 | 202 | 0 | | | 202 | |
| 7:15 | 106 | 0 | | | 106 | 19:15 | 185 | 0 | | | 185 | |
| 7:30 | 140 | 0 | | | 140 | 19:30 | 148 | 0 | | | 148 | |
| 7:45 | 108 | 466 | 0 | | 108 | 19:45 | 121 | 656 | 0 | | 121 656 | |
| 8:00 | 133 | 0 | | | 133 | 20:00 | 128 | 0 | | | 128 | |
| 8:15 | 168 | 0 | | | 168 | 20:15 | 98 | 0 | | | 98 | |
| 8:30 | 206 | 0 | | | 206 | 20:30 | 124 | 0 | | | 124 | |
| 8:45 | 200 | 707 | 0 | | 200 | 20:45 | 119 | 469 | 0 | | 119 469 | |
| 9:00 | 238 | 0 | | | 238 | 21:00 | 122 | 0 | | | 122 | |
| 9:15 | 196 | 0 | | | 196 | 21:15 | 136 | 0 | | | 136 | |
| 9:30 | 273 | 0 | | | 273 | 21:30 | 108 | 0 | | | 108 | |
| 9:45 | 286 | 993 | 0 | | 286 | 21:45 | 104 | 470 | 0 | | 104 470 | |
| 10:00 | 252 | 0 | | | 252 | 22:00 | 86 | 0 | | | 86 | |
| 10:15 | 265 | 0 | | | 265 | 22:15 | 97 | 0 | | | 97 | |
| 10:30 | 280 | 0 | | | 280 | 22:30 | 74 | 0 | | | 74 | |
| 10:45 | 326 | 1123 | 0 | | 326 | 22:45 | 71 | 328 | 0 | | 71 328 | |
| 11:00 | 274 | 0 | | | 274 | 23:00 | 40 | 0 | | | 40 | |
| 11:15 | 296 | 0 | | | 296 | 23:15 | 44 | 0 | | | 44 | |
| 11:30 | 315 | 0 | | | 315 | 23:30 | 33 | 0 | | | 33 | |
| 11:45 | 399 | 1284 | 0 | | 399 | 23:45 | 34 | 151 | 0 | | 34 151 | |
| TOTALS | 5381 | | | | 5381 | TOTALS | 11537 | | | | 11537 | |
| SPLIT % | 100.0% | | | | 31.8% | SPLIT % | 100.0% | | | | 68.2% | |
| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
| | | | | 16,918 | 0 | 0 | 0 | | | | | 16,918 |
| AM Peak Hour | 11:45 | | | | 11:45 | PM Peak Hour | 13:15 | | | | | 13:15 |
| AM Pk Volume | 1517 | | | | 1517 | PM Pk Volume | 1867 | | | | | 1867 |
| Pk Hr Factor | 0.948 | | | | 0.948 | Pk Hr Factor | 0.979 | | | | | 0.979 |
| 7 - 9 Volume | 1173 | 0 | 0 | 0 | 1173 | 4 - 6 Volume | 2117 | 0 | 0 | 0 | | 2117 |
| 7 - 9 Peak Hour | 8:00 | | | | 8:00 | 4 - 6 Peak Hour | 16:00 | | | | | 16:00 |
| 7 - 9 Pk Volume | 707 | 0 | 0 | 0 | 707 | 4 - 6 Pk Volume | 1070 | 0 | 0 | 0 | | 1070 |
| Pk Hr Factor | 0.858 | 0.000 | 0.000 | 0.000 | 0.858 | Pk Hr Factor | 0.898 | 0.000 | 0.000 | 0.000 | | 0.898 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Monday
Date: 6/10/2019

City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB 23,733 | SB 0 | EB 0 | WB 0 | | | Total 23,733 | |
|---------------------|-----------|-----------|-----------|---------------------|-----------------|------------------|----------------|-----------|-----------|-------------------------------|--------------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL |
| 0:00 | 24 | 0 | | | 24 | 12:00 | 313 | 0 | | | 313 |
| 0:15 | 10 | 0 | | | 10 | 12:15 | 296 | 0 | | | 296 |
| 0:30 | 19 | 0 | | | 19 | 12:30 | 301 | 0 | | | 301 |
| 0:45 | 10 | 63 | 0 | | 10 63 | 12:45 | 282 | 1192 | 0 | | 282 1192 |
| 1:00 | 8 | 0 | | | 8 | 13:00 | 256 | 0 | | | 256 |
| 1:15 | 11 | 0 | | | 11 | 13:15 | 265 | 0 | | | 265 |
| 1:30 | 9 | 0 | | | 9 | 13:30 | 274 | 0 | | | 274 |
| 1:45 | 6 | 34 | 0 | | 6 34 | 13:45 | 286 | 1081 | 0 | | 286 1081 |
| 2:00 | 8 | 0 | | | 8 | 14:00 | 266 | 0 | | | 266 |
| 2:15 | 7 | 0 | | | 7 | 14:15 | 275 | 0 | | | 275 |
| 2:30 | 18 | 0 | | | 18 | 14:30 | 280 | 0 | | | 280 |
| 2:45 | 12 | 45 | 0 | | 12 45 | 14:45 | 233 | 1054 | 0 | | 233 1054 |
| 3:00 | 13 | 0 | | | 13 | 15:00 | 292 | 0 | | | 292 |
| 3:15 | 25 | 0 | | | 25 | 15:15 | 323 | 0 | | | 323 |
| 3:30 | 34 | 0 | | | 34 | 15:30 | 298 | 0 | | | 298 |
| 3:45 | 38 | 110 | 0 | | 38 110 | 15:45 | 288 | 1201 | 0 | | 288 1201 |
| 4:00 | 57 | 0 | | | 57 | 16:00 | 254 | 0 | | | 254 |
| 4:15 | 80 | 0 | | | 80 | 16:15 | 334 | 0 | | | 334 |
| 4:30 | 137 | 0 | | | 137 | 16:30 | 274 | 0 | | | 274 |
| 4:45 | 164 | 438 | 0 | | 164 438 | 16:45 | 288 | 1150 | 0 | | 288 1150 |
| 5:00 | 172 | 0 | | | 172 | 17:00 | 304 | 0 | | | 304 |
| 5:15 | 213 | 0 | | | 213 | 17:15 | 316 | 0 | | | 316 |
| 5:30 | 284 | 0 | | | 284 | 17:30 | 312 | 0 | | | 312 |
| 5:45 | 317 | 986 | 0 | | 317 986 | 17:45 | 402 | 1334 | 0 | | 402 1334 |
| 6:00 | 425 | 0 | | | 425 | 18:00 | 287 | 0 | | | 287 |
| 6:15 | 514 | 0 | | | 514 | 18:15 | 267 | 0 | | | 267 |
| 6:30 | 492 | 0 | | | 492 | 18:30 | 271 | 0 | | | 271 |
| 6:45 | 601 | 2032 | 0 | | 601 2032 | 18:45 | 238 | 1063 | 0 | | 238 1063 |
| 7:00 | 679 | 0 | | | 679 | 19:00 | 211 | 0 | | | 211 |
| 7:15 | 721 | 0 | | | 721 | 19:15 | 203 | 0 | | | 203 |
| 7:30 | 702 | 0 | | | 702 | 19:30 | 166 | 0 | | | 166 |
| 7:45 | 670 | 2772 | 0 | | 670 2772 | 19:45 | 149 | 729 | 0 | | 149 729 |
| 8:00 | 676 | 0 | | | 676 | 20:00 | 129 | 0 | | | 129 |
| 8:15 | 693 | 0 | | | 693 | 20:15 | 145 | 0 | | | 145 |
| 8:30 | 689 | 0 | | | 689 | 20:30 | 124 | 0 | | | 124 |
| 8:45 | 618 | 2676 | 0 | | 618 2676 | 20:45 | 132 | 530 | 0 | | 132 530 |
| 9:00 | 524 | 0 | | | 524 | 21:00 | 119 | 0 | | | 119 |
| 9:15 | 527 | 0 | | | 527 | 21:15 | 116 | 0 | | | 116 |
| 9:30 | 413 | 0 | | | 413 | 21:30 | 100 | 0 | | | 100 |
| 9:45 | 349 | 1813 | 0 | | 349 1813 | 21:45 | 117 | 452 | 0 | | 117 452 |
| 10:00 | 302 | 0 | | | 302 | 22:00 | 79 | 0 | | | 79 |
| 10:15 | 336 | 0 | | | 336 | 22:15 | 73 | 0 | | | 73 |
| 10:30 | 316 | 0 | | | 316 | 22:30 | 93 | 0 | | | 93 |
| 10:45 | 293 | 1247 | 0 | | 293 1247 | 22:45 | 85 | 330 | 0 | | 85 330 |
| 11:00 | 286 | 0 | | | 286 | 23:00 | 53 | 0 | | | 53 |
| 11:15 | 316 | 0 | | | 316 | 23:15 | 34 | 0 | | | 34 |
| 11:30 | 357 | 0 | | | 357 | 23:30 | 55 | 0 | | | 55 |
| 11:45 | 270 | 1229 | 0 | | 270 1229 | 23:45 | 30 | 172 | 0 | | 30 172 |
| TOTALS | 13445 | | | | 13445 | TOTALS | 10288 | | | | 10288 |
| SPLIT % | 100.0% | | | | 56.7% | SPLIT % | 100.0% | | | | 43.3% |
| DAILY TOTALS | | | | NB 23,733 | SB 0 | EB 0 | WB 0 | | | | |
| | | | | | | | | | | | |
| AM Peak Hour | 7:00 | | | 7:00 | | PM Peak Hour | 17:00 | | | | 17:00 |
| AM Pk Volume | 2772 | | | 2772 | | PM Pk Volume | 1334 | | | | 1334 |
| Pk Hr Factor | 0.961 | | | 0.961 | | Pk Hr Factor | 0.830 | | | | 0.830 |
| 7 - 9 Volume | 5448 | 0 | 0 | 5448 | 4 - 6 Volume | 2484 | 0 | 0 | 0 | 0 | 2484 |
| 7 - 9 Peak Hour | 7:00 | | | 7:00 | 4 - 6 Peak Hour | 17:00 | | | | | 17:00 |
| 7 - 9 Pk Volume | 2772 | 0 | 0 | 2772 | 4 - 6 Pk Volume | 1334 | 0 | 0 | 0 | 0 | 1334 |
| Pk Hr Factor | 0.961 | 0.000 | 0.000 | 0.961 | Pk Hr Factor | 0.830 | 0.000 | 0.000 | 0.000 | 0.000 | 0.830 |

Ramp Count

NB Washington Blvd I-395 off-Ramp/to off-ramp to Columbia pike/Pentagon

Day: Tuesday
Date: 6/11/2019

City: Arlington
Project #: DC19_11096-009

| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
|-----------------|--------|-------|-------|--------|--------------|-----------------|--------|-------|-------|-------|----------|--------|
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | |
| 0:00 | 18 | 0 | | | 18 | 12:00 | 382 | 0 | | | 382 | |
| 0:15 | 24 | 0 | | | 24 | 12:15 | 376 | 0 | | | 376 | |
| 0:30 | 24 | 0 | | | 24 | 12:30 | 341 | 0 | | | 341 | |
| 0:45 | 13 | 79 | 0 | | 13 79 | 12:45 | 332 | 1431 | 0 | | 332 1431 | |
| 1:00 | 13 | 0 | | | 13 | 13:00 | 258 | 0 | | | 258 | |
| 1:15 | 9 | 0 | | | 9 | 13:15 | 343 | 0 | | | 343 | |
| 1:30 | 6 | 0 | | | 6 | 13:30 | 344 | 0 | | | 344 | |
| 1:45 | 9 | 37 | 0 | | 9 37 | 13:45 | 351 | 1296 | 0 | | 351 1296 | |
| 2:00 | 2 | 0 | | | 2 | 14:00 | 333 | 0 | | | 333 | |
| 2:15 | 8 | 0 | | | 8 | 14:15 | 258 | 0 | | | 258 | |
| 2:30 | 14 | 0 | | | 14 | 14:30 | 259 | 0 | | | 259 | |
| 2:45 | 14 | 38 | 0 | | 14 38 | 14:45 | 279 | 1129 | 0 | | 279 1129 | |
| 3:00 | 16 | 0 | | | 16 | 15:00 | 267 | 0 | | | 267 | |
| 3:15 | 19 | 0 | | | 19 | 15:15 | 316 | 0 | | | 316 | |
| 3:30 | 43 | 0 | | | 43 | 15:30 | 360 | 0 | | | 360 | |
| 3:45 | 46 | 124 | 0 | | 46 124 | 15:45 | 318 | 1261 | 0 | | 318 1261 | |
| 4:00 | 52 | 0 | | | 52 | 16:00 | 296 | 0 | | | 296 | |
| 4:15 | 84 | 0 | | | 84 | 16:15 | 423 | 0 | | | 423 | |
| 4:30 | 152 | 0 | | | 152 | 16:30 | 351 | 0 | | | 351 | |
| 4:45 | 161 | 449 | 0 | | 161 449 | 16:45 | 348 | 1418 | 0 | | 348 1418 | |
| 5:00 | 167 | 0 | | | 167 | 17:00 | 405 | 0 | | | 405 | |
| 5:15 | 259 | 0 | | | 259 | 17:15 | 414 | 0 | | | 414 | |
| 5:30 | 307 | 0 | | | 307 | 17:30 | 367 | 0 | | | 367 | |
| 5:45 | 395 | 1128 | 0 | | 395 1128 | 17:45 | 364 | 1550 | 0 | | 364 1550 | |
| 6:00 | 483 | 0 | | | 483 | 18:00 | 428 | 0 | | | 428 | |
| 6:15 | 564 | 0 | | | 564 | 18:15 | 361 | 0 | | | 361 | |
| 6:30 | 606 | 0 | | | 606 | 18:30 | 312 | 0 | | | 312 | |
| 6:45 | 660 | 2313 | 0 | | 660 2313 | 18:45 | 266 | 1367 | 0 | | 266 1367 | |
| 7:00 | 739 | 0 | | | 739 | 19:00 | 233 | 0 | | | 233 | |
| 7:15 | 753 | 0 | | | 753 | 19:15 | 166 | 0 | | | 166 | |
| 7:30 | 701 | 0 | | | 701 | 19:30 | 180 | 0 | | | 180 | |
| 7:45 | 642 | 2835 | 0 | | 642 2835 | 19:45 | 174 | 753 | 0 | | 174 753 | |
| 8:00 | 645 | 0 | | | 645 | 20:00 | 167 | 0 | | | 167 | |
| 8:15 | 571 | 0 | | | 571 | 20:15 | 144 | 0 | | | 144 | |
| 8:30 | 603 | 0 | | | 603 | 20:30 | 132 | 0 | | | 132 | |
| 8:45 | 629 | 2448 | 0 | | 629 2448 | 20:45 | 132 | 575 | 0 | | 132 575 | |
| 9:00 | 566 | 0 | | | 566 | 21:00 | 115 | 0 | | | 115 | |
| 9:15 | 549 | 0 | | | 549 | 21:15 | 161 | 0 | | | 161 | |
| 9:30 | 380 | 0 | | | 380 | 21:30 | 74 | 0 | | | 74 | |
| 9:45 | 304 | 1799 | 0 | | 304 1799 | 21:45 | 11 | 361 | 0 | | 11 361 | |
| 10:00 | 346 | 0 | | | 346 | 22:00 | 12 | 0 | | | 12 | |
| 10:15 | 290 | 0 | | | 290 | 22:15 | 11 | 0 | | | 11 | |
| 10:30 | 341 | 0 | | | 341 | 22:30 | 6 | 0 | | | 6 | |
| 10:45 | 337 | 1314 | 0 | | 337 1314 | 22:45 | 6 | 35 | 0 | | 6 35 | |
| 11:00 | 353 | 0 | | | 353 | 23:00 | 4 | 0 | | | 4 | |
| 11:15 | 362 | 0 | | | 362 | 23:15 | 4 | 0 | | | 4 | |
| 11:30 | 384 | 0 | | | 384 | 23:30 | 3 | 0 | | | 3 | |
| 11:45 | 373 | 1472 | 0 | | 373 1472 | 23:45 | 6 | 17 | 0 | | 6 17 | |
| TOTALS | 14036 | | | | 14036 | TOTALS | 11193 | | | | 11193 | |
| SPLIT % | 100.0% | | | | 55.6% | SPLIT % | 100.0% | | | | 44.4% | |
| DAILY TOTALS | | | | NB | SB | EB | WB | | | | | Total |
| | | | | 25,229 | 0 | 0 | 0 | | | | | 25,229 |
| AM Peak Hour | 6:45 | | | 6:45 | PM Peak Hour | 17:15 | | | | | | 17:15 |
| AM Pk Volume | 2853 | | | 2853 | PM Pk Volume | 1573 | | | | | | 1573 |
| Pk Hr Factor | 0.947 | | | 0.947 | Pk Hr Factor | 0.919 | | | | | | 0.919 |
| 7 - 9 Volume | 5283 | 0 | 0 | 0 | 5283 | 4 - 6 Volume | 2968 | 0 | 0 | 0 | | 2968 |
| 7 - 9 Peak Hour | 7:00 | | | | 7:00 | 4 - 6 Peak Hour | 17:00 | | | | | 17:00 |
| 7 - 9 Pk Volume | 2835 | 0 | 0 | 0 | 2835 | 4 - 6 Pk Volume | 1550 | 0 | 0 | 0 | | 1550 |
| Pk Hr Factor | 0.941 | 0.000 | 0.000 | 0.000 | 0.941 | Pk Hr Factor | 0.936 | 0.000 | 0.000 | 0.000 | | 0.936 |

Queue Study

Location: Army Navy Dr (EW) and S Joyce St (NS)
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | WB | | NB | | | EB | | | SB | |
|---------|-----------|---------------------|-----------|---------------------|------------|------------|----------|-----------|-----------|---------------------------|
| | Left Turn | Straight (Combined) | Left Turn | Straight (Combined) | Right Turn | Right Turn | Straight | Left Turn | Left Turn | Straight & Right Combined |
| 5:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:35 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| 5:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:55 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 6:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 6:05 AM | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 6:10 AM | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 |
| 6:20 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 |
| 6:25 AM | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 |
| 6:30 AM | 0 | 1 | 0 | 3 | 4 | 1 | 3 | 0 | 0 | 0 |
| 6:35 AM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 |
| 6:50 AM | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 1 |
| 7:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 3 | 0 | 0 |
| 7:05 AM | 0 | 1 | 0 | 3 | 0 | 3 | 3 | 3 | 0 | 0 |
| 7:10 AM | 2 | 0 | 1 | 0 | 3 | 0 | 5 | 6 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 0 | 0 |
| 7:20 AM | 2 | 0 | 1 | 5 | 1 | 4 | 11 | 3 | 0 | 0 |
| 7:25 AM | 0 | 0 | 1 | 8 | 0 | 2 | 3 | 1 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 1 | 0 | 0 |
| 7:35 AM | 2 | 0 | 1 | 2 | 1 | 2 | 4 | 4 | 0 | 0 |
| 7:40 AM | 0 | 0 | 3 | 5 | 0 | 2 | 3 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 3 | 6 | 1 | 2 | 9 | 3 | 0 | 0 |
| 7:50 AM | 0 | 0 | 0 | 3 | 0 | 1 | 9 | 7 | 0 | 0 |
| 7:55 AM | 0 | 1 | 0 | 4 | 2 | 0 | 8 | 1 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 7 | 1 | 1 | 2 | 4 | 0 | 0 |
| 8:05 AM | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 |
| 8:10 AM | 0 | 0 | 0 | 4 | 1 | 2 | 10 | 5 | 0 | 0 |
| 8:15 AM | 2 | 0 | 0 | 4 | 1 | 0 | 6 | 0 | 0 | 0 |
| 8:20 AM | 0 | 0 | 0 | 4 | 0 | 2 | 9 | 0 | 2 | 1 |
| 8:25 AM | 0 | 0 | 1 | 4 | 1 | 4 | 12 | 3 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 0 | 0 |
| 8:35 AM | 0 | 1 | 1 | 4 | 0 | 2 | 8 | 4 | 0 | 0 |
| 8:40 AM | 0 | 0 | 0 | 3 | 1 | 4 | 13 | 2 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 2 | 1 | 2 | 5 | 3 | 0 | 0 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 2 | 0 | 0 |
| 8:55 AM | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 0 | 0 |
| 9:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 |
| 9:10 AM | 0 | 1 | 2 | 3 | 0 | 0 | 9 | 3 | 0 | 0 |
| 9:15 AM | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 0 |
| 9:20 AM | 2 | 0 | 3 | 1 | 1 | 1 | 4 | 2 | 0 | 0 |
| 9:25 AM | 0 | 1 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 0 |
| 9:30 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 |
| 3:05 PM | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |

Queue Study

Location: NB Washington Blvd Ramp onto Columbia Pike
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | NB | |
|---------|-----------|----------|
| | Left Turn | Straight |
| 5:30 AM | 0 | 0 |
| 5:35 AM | 1 | 0 |
| 5:40 AM | 0 | 0 |
| 5:45 AM | 0 | 0 |
| 5:50 AM | 0 | 0 |
| 5:55 AM | 0 | 0 |
| 6:00 AM | 1 | 0 |
| 6:05 AM | 0 | 0 |
| 6:10 AM | 0 | 0 |
| 6:15 AM | 0 | 1 |
| 6:20 AM | 0 | 0 |
| 6:25 AM | 0 | 0 |
| 6:30 AM | 0 | 0 |
| 6:35 AM | 0 | 0 |
| 6:40 AM | 1 | 0 |
| 6:45 AM | 0 | 0 |
| 6:50 AM | 0 | 0 |
| 6:55 AM | 0 | 0 |
| 7:00 AM | 2 | 1 |
| 7:05 AM | 0 | 0 |
| 7:10 AM | 0 | 0 |
| 7:15 AM | 0 | 1 |
| 7:20 AM | 1 | 0 |
| 7:25 AM | 0 | 0 |
| 7:30 AM | 0 | 0 |
| 7:35 AM | 0 | 0 |
| 7:40 AM | 0 | 1 |
| 7:45 AM | 1 | 0 |
| 7:50 AM | 1 | 0 |
| 7:55 AM | 3 | 0 |
| 8:00 AM | 1 | 0 |
| 8:05 AM | 0 | 0 |
| 8:10 AM | 2 | 0 |
| 8:15 AM | 0 | 0 |
| 8:20 AM | 0 | 1 |
| 8:25 AM | 0 | 0 |
| 8:30 AM | 1 | 0 |
| 8:35 AM | 1 | 0 |
| 8:40 AM | 2 | 0 |
| 8:45 AM | 1 | 1 |
| 8:50 AM | 1 | 0 |
| 8:55 AM | 1 | 0 |
| 9:00 AM | 0 | 0 |
| 9:05 AM | 1 | 0 |

| | | |
|---------|---|---|
| 9:10 AM | 0 | 0 |
| 9:15 AM | 1 | 0 |
| 9:20 AM | 1 | 0 |
| 9:25 AM | 0 | 0 |
| 9:30 AM | 1 | 0 |
| 3:00 PM | 0 | 0 |
| 3:05 PM | 0 | 0 |
| 3:10 PM | 0 | 0 |
| 3:15 PM | 0 | 0 |
| 3:20 PM | 1 | 0 |
| 3:25 PM | 0 | 0 |
| 3:30 PM | 1 | 0 |
| 3:35 PM | 3 | 0 |
| 3:40 PM | 0 | 0 |
| 3:45 PM | 0 | 0 |
| 3:50 PM | 0 | 0 |
| 3:55 PM | 0 | 0 |
| 4:00 PM | 0 | 0 |
| 4:05 PM | 0 | 0 |
| 4:10 PM | 0 | 0 |
| 4:15 PM | 2 | 0 |
| 4:20 PM | 0 | 0 |
| 4:25 PM | 0 | 0 |
| 4:30 PM | 0 | 0 |
| 4:35 PM | 1 | 0 |
| 4:40 PM | 0 | 0 |
| 4:45 PM | 0 | 0 |
| 4:50 PM | 0 | 1 |
| 4:55 PM | 0 | 0 |
| 5:00 PM | 0 | 0 |
| 5:05 PM | 2 | 0 |
| 5:10 PM | 0 | 0 |
| 5:15 PM | 0 | 0 |
| 5:20 PM | 1 | 0 |
| 5:25 PM | 1 | 0 |
| 5:30 PM | 1 | 0 |
| 5:35 PM | 0 | 0 |
| 5:40 PM | 1 | 0 |
| 5:45 PM | 1 | 0 |
| 5:50 PM | 1 | 0 |
| 5:55 PM | 1 | 0 |
| 6:00 PM | 1 | 0 |
| 6:05 PM | 1 | 0 |
| 6:10 PM | 0 | 0 |
| 6:15 PM | 1 | 0 |
| 6:20 PM | 1 | 0 |
| 6:25 PM | 0 | 1 |
| 6:30 PM | 1 | 0 |
| 6:35 PM | 2 | 0 |
| 6:40 PM | 1 | 0 |
| 6:45 PM | 1 | 0 |
| 6:50 PM | 2 | 0 |

| | | |
|---------|---|---|
| 6:55 PM | 1 | 0 |
| 7:00 PM | 0 | 0 |

Queue Study

Location: Columbia Pike (EW) and S Orme St (NS)
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | WB | | NB | | | EB | | SB | |
|---------|-----------|------------|-----------|---------------|------------|-----------|---------------------|-----------|------------|
| | Left Turn | Right Turn | Left Turn | Straight-Left | Right Turn | Left Turn | Straight (Combined) | Left Turn | Right Turn |
| 5:30 AM | 3 | 0 | 3 | 8 | 2 | 10+ | 17+ | 0 | 0 |
| 5:35 AM | 0 | 0 | 10 | 6 | 10 | 0 | 0 | 0 | 1 |
| 5:40 AM | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 |
| 5:45 AM | 0 | 0 | 5 | 7 | 7 | 0 | 10+ | 1 | 0 |
| 5:50 AM | 4 | 0 | 4 | 5 | 6 | 10+ | 10+ | 0 | 0 |
| 5:55 AM | 5 | 5 | 3 | 10 | 8 | 0 | 10+ | 1 | 4 |
| 6:00 AM | 2 | 4 | 5 | 8 | 3 | 7 | 10+ | 0 | 5 |
| 6:05 AM | 2 | 2 | 8 | 7 | 5 | 0 | 10+ | 0 | 4 |
| 6:10 AM | 2 | 5 | 5 | 6 | 8 | 0 | 10+ | 0 | 3 |
| 6:15 AM | 2 | 7 | 4 | 3 | 5 | 0 | 10+ | 0 | 2 |
| 6:20 AM | 4 | 3 | 7 | 7 | 6 | 0 | 0 | 0 | 1 |
| 6:25 AM | 0 | 0 | 2 | 4 | 0 | 10+ | 10+ | 0 | 1 |
| 6:30 AM | 2 | 1 | 6 | 3 | 5 | 0 | 10+ | 1 | 3 |
| 6:35 AM | 0 | 1 | 8 | 4 | 4 | 2 | 10+ | 1 | 2 |
| 6:40 AM | 2 | 1 | 5 | 7 | 3 | 10+ | 4 | 0 | 1 |
| 6:45 AM | 1 | 3 | 4 | 5 | 7 | 0 | 10+ | 1 | 7 |
| 6:50 AM | 1 | 5 | 4 | 6 | 4 | 5 | 10+ | 1 | 4 |
| 6:55 AM | 2 | 5 | 7 | 3 | 5 | 8 | 10+ | 1 | 6 |
| 7:00 AM | 4 | 6 | 9 | 5 | 3 | 5 | 10+ | 0 | 7 |
| 7:05 AM | 3 | 1 | 6 | 4 | 4 | 5 | 10+ | 0 | 1 |
| 7:10 AM | 1 | 7 | 6 | 5 | 3 | 0 | 0 | 1 | 9 |
| 7:15 AM | 3 | 5 | 4 | 5 | 4 | 5 | 7 | 0 | 5 |
| 7:20 AM | 1 | 3 | 5 | 7 | 3 | 5 | 4 | 1 | 3 |
| 7:25 AM | 4 | 9 | 8 | 5 | 2 | 2 | 7 | 2 | 4 |
| 7:30 AM | 1 | 4 | 7 | 6 | 3 | 5 | 6 | 0 | 4 |
| 7:35 AM | 1 | 4 | 7 | 5 | 2 | 2 | 10+ | 1 | 1 |
| 7:40 AM | 4 | 3 | 3 | 2 | 4 | 2 | 9 | 0 | 5 |
| 7:45 AM | 2 | 4 | 4 | 5 | 3 | 3 | 10+ | 1 | 5 |
| 7:50 AM | 4 | 4 | 6 | 4 | 3 | 5 | 9 | 1 | 7 |
| 7:55 AM | 7 | 7 | 8 | 9 | 2 | 3 | 4 | 1 | 8 |
| 8:00 AM | 2 | 6 | 18 | 6 | 1 | 10 | 8 | 0 | 14 |
| 8:05 AM | 4 | 3 | 8 | 7 | 3 | 7 | 6 | 1 | 2 |
| 8:10 AM | 1 | 5 | 8 | 6 | 2 | 10 | 2 | 0 | 6 |
| 8:15 AM | 9 | 3 | 10 | 7 | 2 | 2 | 5 | 0 | 2 |
| 8:20 AM | 2 | 1 | 9 | 6 | 3 | 3 | 7 | 3 | 1 |
| 8:25 AM | 1 | 1 | 11 | 7 | 2 | 6 | 12 | 2 | 6 |
| 8:30 AM | 1 | 3 | 12 | 9 | 3 | 7 | 4 | 2 | 1 |
| 8:35 AM | 1 | 4 | 13 | 5 | 1 | 7 | 13 | 5 | 11 |
| 8:40 AM | 2 | 3 | 12 | 6 | 0 | 2 | 6 | 2 | 4 |
| 8:45 AM | 2 | 4 | 8 | 4 | 1 | 3 | 9 | 2 | 7 |
| 8:50 AM | 0 | 0 | 12 | 7 | 2 | 4 | 8 | 0 | 3 |
| 8:55 AM | 0 | 3 | 9 | 10 | 2 | 2 | 11 | 0 | 4 |
| 9:00 AM | 0 | 0 | 10 | 7 | 6 | 1 | 9 | 1 | 5 |
| 9:05 AM | 1 | 1 | 8 | 6 | 1 | 1 | 4 | 0 | 1 |
| 9:10 AM | 2 | 1 | 10 | 8 | 2 | 3 | 8 | 2 | 9 |
| 9:15 AM | 1 | 1 | 6 | 6 | 1 | 4 | 10+ | 3 | 10 |
| 9:20 AM | 2 | 3 | 9 | 9 | 1 | 6 | 15 | 0 | 11 |
| 9:25 AM | 2 | 1 | 12 | 7 | 2 | 1 | 2 | 1 | 1 |
| 9:30 AM | 4 | 0 | 8 | 8 | 1 | 3 | 2 | 2 | 10 |
| 3:00 PM | 2 | 2 | 6 | 4 | 1 | 4 | 1 | 5 | 5 |
| 3:05 PM | 3 | 3 | 5 | 3 | 1 | 1 | 6 | 0 | 6 |

| | | | | | | | | | |
|---------|----|----|----|----|----|-----|---|---|----|
| 3:10 PM | 5 | 5 | 7 | 5 | 2 | 2 | 3 | 1 | 14 |
| 3:15 PM | 4 | 3 | 8 | 4 | 3 | 0 | 2 | 4 | 6 |
| 3:20 PM | 3 | 2 | 5 | 6 | 1 | 4 | 6 | 2 | 3 |
| 3:25 PM | 4 | 3 | 13 | 4 | 2 | 9 | 7 | 6 | 8 |
| 3:30 PM | 1 | 3 | 9 | 6 | 0 | 10+ | 3 | 1 | 4 |
| 3:35 PM | 3 | 4 | 7 | 5 | 2 | 0 | 8 | 3 | 12 |
| 3:40 PM | 4 | 3 | 10 | 8 | 3 | 4 | 4 | 5 | 3 |
| 3:45 PM | 6 | 6 | 10 | 4 | 0 | 1 | 2 | 2 | 4 |
| 3:50 PM | 1 | 2 | 8 | 7 | 0 | 1 | 0 | 0 | 14 |
| 3:55 PM | 4 | 3 | 9 | 5 | 2 | 0 | 0 | 1 | 12 |
| 4:00 PM | 6 | 6 | 11 | 6 | 1 | 0 | 2 | 1 | 14 |
| 4:05 PM | 3 | 3 | 9 | 5 | 2 | 0 | 2 | 1 | 9 |
| 4:10 PM | 3 | 5 | 12 | 6 | 1 | 0 | 0 | 1 | 10 |
| 4:15 PM | 2 | 5 | 8 | 5 | 0 | 0 | 1 | 3 | 20 |
| 4:20 PM | 3 | 4 | 10 | 7 | 1 | 0 | 4 | 2 | 16 |
| 4:25 PM | 3 | 4 | 9 | 4 | 2 | 0 | 0 | 2 | 14 |
| 4:30 PM | 5 | 3 | 7 | 6 | 2 | 0 | 4 | 4 | 10 |
| 4:35 PM | 3 | 3 | 14 | 7 | 1 | 1 | 1 | 1 | 16 |
| 4:40 PM | 8 | 8 | 11 | 6 | 0 | 2 | 1 | 0 | 16 |
| 4:45 PM | 5 | 5 | 24 | 6 | 2 | 0 | 3 | 0 | 8 |
| 4:50 PM | 8 | 6 | 26 | 7 | 0 | 0 | 3 | 5 | 14 |
| 4:55 PM | 3 | 4 | 22 | 19 | 2 | 1 | 2 | 0 | 13 |
| 5:00 PM | 9 | 6 | 27 | 7 | 3 | 5 | 7 | 1 | 9 |
| 5:05 PM | 5 | 1 | 19 | 5 | 0 | 0 | 4 | 1 | 15 |
| 5:10 PM | 13 | 14 | 17 | 7 | 1 | 3 | 2 | 1 | 18 |
| 5:15 PM | 5 | 8 | 20 | 8 | 2 | 2 | 6 | 4 | 6 |
| 5:20 PM | 5 | 3 | 30 | 14 | 2 | 8 | 4 | 2 | 17 |
| 5:25 PM | 8 | 8 | 22 | 7 | 11 | 0 | 2 | 2 | 15 |
| 5:30 PM | 3 | 6 | 25 | 6 | 1 | 0 | 1 | 1 | 8 |
| 5:35 PM | 4 | 9 | 24 | 8 | 2 | 0 | 2 | 1 | 15 |
| 5:40 PM | 6 | 6 | 12 | 5 | 1 | 3 | 0 | 1 | 13 |
| 5:45 PM | 1 | 5 | 26 | 7 | 3 | 0 | 0 | 1 | 14 |
| 5:50 PM | 3 | 4 | 22 | 6 | 2 | 1 | 1 | 2 | 8 |
| 5:55 PM | 10 | 6 | 21 | 5 | 0 | 2 | 1 | 0 | 6 |
| 6:00 PM | 6 | 5 | 12 | 4 | 2 | 1 | 0 | 3 | 10 |
| 6:05 PM | 3 | 3 | 15 | 5 | 3 | 0 | 0 | 1 | 15 |
| 6:10 PM | 6 | 9 | 11 | 7 | 2 | 0 | 1 | 1 | 8 |
| 6:15 PM | 1 | 1 | 14 | 5 | 3 | 0 | 0 | 2 | 6 |
| 6:20 PM | 1 | 1 | 18 | 6 | 1 | 1 | 3 | 0 | 3 |
| 6:25 PM | 2 | 1 | 9 | 4 | 2 | 0 | 0 | 0 | 6 |
| 6:30 PM | 6 | 5 | 12 | 6 | 3 | 0 | 0 | 1 | 9 |
| 6:35 PM | 6 | 3 | 15 | 4 | 0 | 0 | 0 | 1 | 1 |
| 6:40 PM | 3 | 4 | 4 | 3 | 2 | 1 | 0 | 0 | 5 |
| 6:45 PM | 2 | 2 | 12 | 4 | 3 | 0 | 0 | 1 | 7 |
| 6:50 PM | 3 | 6 | 11 | 3 | 2 | 0 | 0 | 0 | 3 |
| 6:55 PM | 3 | 1 | 7 | 3 | 6 | 0 | 0 | 0 | 6 |
| 7:00 PM | 3 | 4 | 8 | 3 | 5 | 0 | 0 | 0 | 6 |

Queue Study

Location: Arlington National Cemetery Service complex
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | SB |
|---------|----------|
| | All Cars |
| 5:30 AM | 0 |
| 5:35 AM | 0 |
| 5:40 AM | 0 |
| 5:45 AM | 0 |
| 5:50 AM | 0 |
| 5:55 AM | 0 |
| 6:00 AM | 1 |
| 6:05 AM | 0 |
| 6:10 AM | 1 |
| 6:15 AM | 1 |
| 6:20 AM | 1 |
| 6:25 AM | 1 |
| 6:30 AM | 1 |
| 6:35 AM | 2 |
| 6:40 AM | 1 |
| 6:45 AM | 1 |
| 6:50 AM | 2 |
| 6:55 AM | 1 |
| 7:00 AM | 2 |
| 7:05 AM | 1 |
| 7:10 AM | 1 |
| 7:15 AM | 3 |
| 7:20 AM | 2 |
| 7:25 AM | 1 |
| 7:30 AM | 2 |
| 7:35 AM | 1 |
| 7:40 AM | 1 |
| 7:45 AM | 1 |
| 7:50 AM | 0 |
| 7:55 AM | 0 |
| 8:00 AM | 4 |
| 8:05 AM | 0 |
| 8:10 AM | 0 |
| 8:15 AM | 3 |
| 8:20 AM | 0 |
| 8:25 AM | 0 |
| 8:30 AM | 2 |
| 8:35 AM | 0 |

| | |
|---------|---|
| 8:40 AM | 0 |
| 8:45 AM | 1 |
| 8:50 AM | 2 |
| 8:55 AM | 1 |
| 9:00 AM | 2 |
| 9:05 AM | 0 |
| 9:10 AM | 2 |
| 9:15 AM | 1 |
| 9:20 AM | 5 |
| 9:25 AM | 0 |
| 9:30 AM | 0 |
| 3:00 PM | 1 |
| 3:05 PM | 1 |
| 3:10 PM | 0 |
| 3:15 PM | 1 |
| 3:20 PM | 1 |
| 3:25 PM | 0 |
| 3:30 PM | 2 |
| 3:35 PM | 1 |
| 3:40 PM | 0 |
| 3:45 PM | 2 |
| 3:50 PM | 4 |
| 3:55 PM | 2 |
| 4:00 PM | 1 |
| 4:05 PM | 2 |
| 4:10 PM | 2 |
| 4:15 PM | 0 |
| 4:20 PM | 1 |
| 4:25 PM | 0 |
| 4:30 PM | 0 |
| 4:35 PM | 0 |
| 4:40 PM | 1 |
| 4:45 PM | 2 |
| 4:50 PM | 0 |
| 4:55 PM | 0 |
| 5:00 PM | 2 |
| 5:05 PM | 0 |
| 5:10 PM | 0 |
| 5:15 PM | 0 |
| 5:20 PM | 0 |
| 5:25 PM | 0 |
| 5:30 PM | 0 |
| 5:35 PM | 0 |
| 5:40 PM | 0 |
| 5:45 PM | 0 |
| 5:50 PM | 0 |

| | |
|---------|----|
| 5:55 PM | 5 |
| 6:00 PM | 17 |
| 6:05 PM | 14 |
| 6:10 PM | 6 |
| 6:15 PM | 3 |
| 6:20 PM | 0 |
| 6:25 PM | 0 |
| 6:30 PM | 0 |
| 6:35 PM | 0 |
| 6:40 PM | 0 |
| 6:45 PM | 0 |
| 6:50 PM | 0 |
| 6:55 PM | 0 |
| 7:00 PM | 0 |

Queue Study

Location: Army Navy Dr (EW) and Pentagon Reservation Parking (NS)
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | WB | | NB | | EB | SB |
|---------|-----------|------------------------|--------------------------|---------------------------|-----------------------|-----------------------|
| | Left Turn | Straight (Combined) | Left Side Garage Exit | Right Side Garage Exit | All Lanes Combined | All Lanes Combined |
| 5:30 AM | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:35 AM | 0 | 1 | 0 | 1 | 0 | 0 |
| 5:40 AM | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:45 AM | 0 | 1 | 0 | 0 | 1 | 0 |
| 5:50 AM | 0 | 1 | 0 | 0 | 6 | 0 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 1 | 1 | 0 | 1 | 1 | 0 |
| 6:05 AM | 0 | 2 | 0 | 0 | 0 | 1 |
| 6:10 AM | 2 | 1 | 0 | 1 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 2 | 0 |
| 6:20 AM | 2 | 6 | 0 | 0 | 1 | 0 |
| 6:25 AM | 0 | 2 | 0 | 0 | 2 | 0 |
| 6:30 AM | 5 | 7 | 0 | 0 | 0 | 0 |
| 6:35 AM | 8 | 9 | 0 | 0 | 1 | 0 |
| 6:40 AM | 2 | 5 | 0 | 0 | 4 | 0 |
| 6:45 AM | 4 | 2 | 0 | 0 | 3 | 0 |
| 6:50 AM | 4 | 1 | 0 | 0 | 0 | 0 |
| 6:55 AM | 3 | 3 | 0 | 0 | 5 | 0 |
| 7:00 AM | 4 | 10+ | 0 | 0 | 2 | 0 |
| 7:05 AM | 1 | 2 | 0 | 0 | 2 | 0 |
| 7:10 AM | 2 | 4 | 0 | 0 | 4 | 0 |
| 7:15 AM | 8 | 10+ | 0 | 0 | 5 | 0 |
| 7:20 AM | 5 | 5 | 0 | 0 | 7 | 2 |
| 7:25 AM | 1 | 0 | 1 | 0 | 2 | 1 |
| 7:30 AM | 4 | 2 | 0 | 0 | 6 | 2 |
| 7:35 AM | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:40 AM | 0 | 7 | 0 | 0 | 7 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:50 AM | 1 | 2 | 0 | 0 | 5 | 0 |
| 7:55 AM | 3 | 5 | 0 | 0 | 10+ | 0 |
| 8:00 AM | 2 | 4 | 1 | 0 | 11 | 0 |
| 8:05 AM | 9 | 10+ | 0 | 1 | 0 | 0 |
| 8:10 AM | 6 | 7 | 1 | 1 | 9 | 0 |
| 8:15 AM | 3 | 10+ | 0 | 0 | 6 | 0 |
| 8:20 AM | 2 | 8 | 0 | 0 | 4 | 0 |
| 8:25 AM | 3 | 10+ | 0 | 0 | 0 | 0 |
| 8:30 AM | 6 | 10+ | 1 | 0 | 5 | 0 |

| | | | | | | |
|---------|---|-----|----|-----|-----|---|
| 8:35 AM | 6 | 10+ | 0 | 0 | 0 | 0 |
| 8:40 AM | 2 | 3 | 0 | 0 | 9 | 1 |
| 8:45 AM | 8 | 5 | 1 | 0 | 10+ | 0 |
| 8:50 AM | 5 | 3 | 2 | 0 | 9 | 0 |
| 8:55 AM | 6 | 3 | 1 | 2 | 2 | 1 |
| 9:00 AM | 5 | 4 | 0 | 0 | 3 | 0 |
| 9:05 AM | 6 | 4 | 0 | 0 | 9 | 0 |
| 9:10 AM | 4 | 5 | 2 | 0 | 6 | 0 |
| 9:15 AM | 0 | 3 | 1 | 2 | 1 | 0 |
| 9:20 AM | 9 | 1 | 3 | 3 | 2 | 0 |
| 9:25 AM | 7 | 5 | 1 | 0 | 10+ | 0 |
| 9:30 AM | 0 | 0 | 0 | 1 | 0 | 0 |
| 3:00 PM | 0 | 0 | 2 | 2 | 10+ | 1 |
| 3:05 PM | 0 | 0 | 8 | 7 | 6 | 1 |
| 3:10 PM | 0 | 0 | 11 | 7 | 0 | 2 |
| 3:15 PM | 0 | 0 | 4 | 6 | 3 | 0 |
| 3:20 PM | 4 | 5 | 14 | 6 | 6 | 0 |
| 3:25 PM | 2 | 4 | 4 | 4 | 0 | 1 |
| 3:30 PM | 2 | 3 | 7 | 10+ | 9 | 0 |
| 3:35 PM | 1 | 3 | 3 | 4 | 10+ | 1 |
| 3:40 PM | 2 | 1 | 7 | 4 | 3 | 4 |
| 3:45 PM | 0 | 0 | 6 | 6 | 4 | 0 |
| 3:50 PM | 1 | 2 | 5 | 4 | 5 | 0 |
| 3:55 PM | 3 | 5 | 6 | 5 | 10+ | 0 |
| 4:00 PM | 0 | 5 | 5 | 9 | 5 | 0 |
| 4:05 PM | 8 | 3 | 4 | 5 | 10+ | 0 |
| 4:10 PM | 3 | 3 | 4 | 6 | 5 | 0 |
| 4:15 PM | 4 | 4 | 2 | 5 | 4 | 2 |
| 4:20 PM | 0 | 0 | 8 | 9 | 5 | 0 |
| 4:25 PM | 1 | 3 | 9 | 8 | 1 | 0 |
| 4:30 PM | 2 | 4 | 4 | 7 | 10+ | 0 |
| 4:35 PM | 2 | 6 | 6 | 7 | 6 | 0 |
| 4:40 PM | 2 | 6 | 3 | 1 | 0 | 2 |
| 4:45 PM | 1 | 3 | 3 | 8 | 8 | 0 |
| 4:50 PM | 2 | 4 | 5 | 8 | 4 | 0 |
| 4:55 PM | 0 | 0 | 1 | 5 | 5 | 1 |
| 5:00 PM | 2 | 5 | 6 | 9 | 4 | 0 |
| 5:05 PM | 3 | 0 | 4 | 8 | 4 | 1 |
| 5:10 PM | 4 | 3 | 6 | 10+ | 7 | 0 |
| 5:15 PM | 0 | 2 | 6 | 9 | 6 | 0 |
| 5:20 PM | 0 | 0 | 6 | 8 | 9 | 1 |
| 5:25 PM | 3 | 5 | 5 | 9 | 8 | 2 |
| 5:30 PM | 0 | 0 | 8 | 8 | 5 | 1 |
| 5:35 PM | 2 | 3 | 6 | 7 | 1 | 0 |
| 5:40 PM | 1 | 1 | 4 | 5 | 3 | 0 |
| 5:45 PM | 2 | 4 | 4 | 6 | 5 | 3 |

| | | | | | | |
|---------|---|---|-----|---|-----|---|
| 5:50 PM | 1 | 0 | 8 | 9 | 4 | 2 |
| 5:55 PM | 3 | 3 | 9 | 6 | 4 | 2 |
| 6:00 PM | 0 | 1 | 8 | 7 | 2 | 0 |
| 6:05 PM | 5 | 7 | 4 | 3 | 10+ | 1 |
| 6:10 PM | 1 | 1 | 10+ | 8 | 5 | 0 |
| 6:15 PM | 0 | 1 | 3 | 2 | 6 | 1 |
| 6:20 PM | 1 | 1 | 6 | 4 | 5 | 0 |
| 6:25 PM | 2 | 1 | 7 | 6 | 6 | 2 |
| 6:30 PM | 3 | 2 | 6 | 7 | 3 | 0 |
| 6:35 PM | 4 | 1 | 6 | 3 | 4 | 0 |
| 6:40 PM | 2 | 2 | 4 | 7 | 1 | 0 |
| 6:45 PM | 2 | 0 | 0 | 4 | 8 | 1 |
| 6:50 PM | 3 | 0 | 3 | 8 | 6 | 0 |
| 6:55 PM | 0 | 0 | 5 | 5 | 0 | 0 |
| 7:00 PM | 1 | 0 | 1 | 2 | 7 | 1 |

Queue Study

Location: Columbia Pike (NS) and S Joyce St (EW)

Date: 6/5/2019

City: Arlington, VA

Day: Wednesday

| Time | SB | | WB | | | NB | | EB |
|---------|-----------|------------------------|-----------|----------|------------|-----------|------------------------|----------------------|
| | Left Turn | Straight (Combined) | Left Turn | Straight | Right Turn | Left Turn | Straight (Combined) | All Cars Combined |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:35 AM | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| 5:40 AM | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 |
| 5:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:50 AM | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 |
| 5:55 AM | 1 | 0 | 1 | 2 | 3 | 0 | 3 | 0 |
| 6:00 AM | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 6:05 AM | 3 | 1 | 0 | 1 | 5 | 0 | 0 | 0 |
| 6:10 AM | 5 | 2 | 2 | 0 | 0 | 0 | 3 | 0 |
| 6:15 AM | 4 | 2 | 2 | 1 | 0 | 1 | 1 | 4 |
| 6:20 AM | 4 | 2 | 1 | 1 | 5 | 0 | 0 | 0 |
| 6:25 AM | 4 | 1 | 1 | 0 | 3 | 1 | 3 | 0 |
| 6:30 AM | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 6:35 AM | 6 | 1 | 0 | 0 | 2 | 0 | 2 | 1 |
| 6:40 AM | 10+ | 1 | 1 | 1 | 4 | 1 | 4 | 0 |
| 6:45 AM | 8 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 6:50 AM | 8 | 3 | 1 | 1 | 3 | 0 | 3 | 0 |
| 6:55 AM | 6 | 3 | 1 | 2 | 0 | 0 | 1 | 1 |
| 7:00 AM | 10+ | 5 | 0 | 2 | 3 | 0 | 0 | 0 |
| 7:05 AM | 10+ | 4 | 4 | 1 | 2 | 1 | 3 | 3 |
| 7:10 AM | 6 | 4 | 2 | 0 | 3 | 0 | 0 | 0 |
| 7:15 AM | 7 | 2 | 0 | 4 | 8 | 0 | 10+ | 0 |
| 7:20 AM | 3 | 3 | 3 | 2 | 7 | 0 | 3 | 0 |
| 7:25 AM | 6 | 5 | 3 | 3 | 2 | 0 | 1 | 0 |
| 7:30 AM | 9 | 2 | 1 | 1 | 2 | 0 | 8 | 1 |
| 7:35 AM | 6 | 3 | 2 | 0 | 9 | 0 | 2 | 0 |
| 7:40 AM | 5 | 2 | 3 | 4 | 8 | 1 | 5 | 2 |
| 7:45 AM | 8 | 1 | 3 | 2 | 8 | 0 | 3 | 4 |
| 7:50 AM | 6 | 2 | 2 | 5 | 3 | 0 | 0 | 3 |
| 7:55 AM | 10+ | 1 | 8 | 5 | 15 | 0 | 5 | 5 |
| 8:00 AM | 9 | 1 | 1 | 0 | 5 | 0 | 3 | 4 |
| 8:05 AM | 5 | 3 | 5 | 3 | 4 | 0 | 4 | 2 |
| 8:10 AM | 10+ | 2 | 8 | 1 | 7 | 0 | 4 | 1 |
| 8:15 AM | 10+ | 0 | 0 | 1 | 5 | 0 | 5 | 10+ |
| 8:20 AM | 10+ | 3 | 3 | 2 | 3 | 1 | 4 | 1 |
| 8:25 AM | 8 | 1 | 10+ | 0 | 3 | 0 | 1 | 3 |
| 8:30 AM | 10+ | 2 | 0 | 1 | 7 | 0 | 5 | 3 |
| 8:35 AM | 10+ | 2 | 1 | 7 | 2 | 0 | 0 | 6 |
| 8:40 AM | 8 | 6 | 5 | 2 | 2 | 0 | 1 | 3 |
| 8:45 AM | 6 | 6 | 1 | 1 | 3 | 0 | 2 | 0 |
| 8:50 AM | 10+ | 7 | 0 | 0 | 0 | 1 | 1 | 4 |
| 8:55 AM | 6 | 4 | 2 | 3 | 1 | 0 | 1 | 0 |
| 9:00 AM | 9 | 2 | 2 | 0 | 0 | 0 | 2 | 0 |
| 9:05 AM | 10+ | 3 | 1 | 3 | 2 | 2 | 4 | 2 |
| 9:10 AM | 6 | 4 | 1 | 1 | 3 | 1 | 2 | 0 |
| 9:15 AM | 9 | 4 | 4 | 3 | 0 | 0 | 3 | 0 |

| | | | | | | | | |
|---------|-----|-----|-----|-----|-----|---|---|-----|
| 9:20 AM | 10+ | 6 | 5 | 7 | 3 | 0 | 6 | 0 |
| 9:25 AM | 10+ | 4 | 1 | 3 | 1 | 1 | 5 | 3 |
| 9:30 AM | 10+ | 6 | 3 | 0 | 0 | 0 | 3 | 2 |
| 3:00 PM | 7 | 3 | 2 | 6 | 3 | 0 | 0 | 0 |
| 3:05 PM | 5 | 4 | 3 | 2 | 2 | 1 | 0 | 1 |
| 3:10 PM | 6 | 3 | 2 | 2 | 6 | 0 | 0 | 4 |
| 3:15 PM | 5 | 4 | 1 | 3 | 2 | 0 | 1 | 6 |
| 3:20 PM | 10+ | 3 | 3 | 4 | 1 | 1 | 0 | 0 |
| 3:25 PM | 10+ | 4 | 3 | 1 | 6 | 0 | 0 | 0 |
| 3:30 PM | 5 | 4 | 2 | 0 | 4 | 0 | 2 | 3 |
| 3:35 PM | 6 | 5 | 2 | 0 | 5 | 0 | 0 | 1 |
| 3:40 PM | 10+ | 3 | 0 | 0 | 0 | 0 | 2 | 10+ |
| 3:45 PM | 7 | 4 | 3 | 8 | 2 | 0 | 0 | 6 |
| 3:50 PM | 7 | 3 | 4 | 4 | 3 | 0 | 0 | 2 |
| 3:55 PM | 10+ | 4 | 6 | 0 | 5 | 0 | 3 | 9 |
| 4:00 PM | 10+ | 5 | 8 | 4 | 5 | 0 | 0 | 7 |
| 4:05 PM | 9 | 4 | 8 | 2 | 4 | 0 | 2 | 7 |
| 4:10 PM | 6 | 2 | 6 | 1 | 2 | 0 | 0 | 5 |
| 4:15 PM | 10+ | 6 | 8 | 7 | 9 | 0 | 2 | 3 |
| 4:20 PM | 9 | 5 | 15 | 1 | 3 | 1 | 0 | 0 |
| 4:25 PM | 10+ | 6 | 6 | 1 | 0 | 0 | 0 | 3 |
| 4:30 PM | 8 | 4 | 1 | 2 | 3 | 0 | 2 | 5 |
| 4:35 PM | 10+ | 8 | 9 | 3 | 14 | 2 | 0 | 4 |
| 4:40 PM | 10+ | 10+ | 14 | 1 | 11 | 0 | 0 | 0 |
| 4:45 PM | 10+ | 10+ | 4 | 9 | 2 | 0 | 0 | 6 |
| 4:50 PM | 10+ | 5 | 6 | 5 | 2 | 0 | 0 | 5 |
| 4:55 PM | 10+ | 8 | 8 | 10+ | 5 | 0 | 0 | 11 |
| 5:00 PM | 9 | 3 | 9 | 0 | 0 | 0 | 0 | 6 |
| 5:05 PM | 9 | 6 | 10+ | 3 | 3 | 0 | 0 | 8 |
| 5:10 PM | 10+ | 10+ | 4 | 3 | 0 | 0 | 5 | 9 |
| 5:15 PM | 10+ | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| 5:20 PM | 10+ | 6 | 10+ | 2 | 6 | 0 | 0 | 6 |
| 5:25 PM | 10+ | 6 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 10+ | 5 | 13 | 14 | 0 | 1 | 3 | 14 |
| 5:35 PM | 10+ | 10+ | 8 | 4 | 0 | 0 | 0 | 6 |
| 5:40 PM | 10+ | 8 | 6 | 2 | 2 | 0 | 1 | 8 |
| 5:45 PM | 10+ | 7 | 6 | 9 | 2 | 0 | 0 | 0 |
| 5:50 PM | 10+ | 10+ | 14 | 2 | 5 | 1 | 2 | 9 |
| 5:55 PM | 8 | 6 | 2 | 1 | 9 | 0 | 0 | 5 |
| 6:00 PM | 10+ | 7 | 4 | 0 | 2 | 0 | 0 | 8 |
| 6:05 PM | 10+ | 10+ | 0 | 1 | 1 | 0 | 0 | 0 |
| 6:10 PM | 10+ | 6 | 9 | 1 | 10+ | 0 | 0 | 5 |
| 6:15 PM | 10+ | 3 | 1 | 1 | 5 | 0 | 3 | 4 |
| 6:20 PM | 7 | 4 | 6 | 5 | 3 | 0 | 0 | 2 |
| 6:25 PM | 5 | 3 | 10+ | 1 | 1 | 0 | 0 | 1 |
| 6:30 PM | 6 | 4 | 8 | 0 | 14 | 0 | 0 | 0 |
| 6:35 PM | 5 | 2 | 6 | 5 | 4 | 0 | 0 | 2 |
| 6:40 PM | 8 | 5 | 4 | 0 | 3 | 0 | 3 | 3 |
| 6:45 PM | 7 | 4 | 13 | 3 | 3 | 0 | 2 | 0 |
| 6:50 PM | 6 | 4 | 6 | 2 | 4 | 0 | 0 | 0 |
| 6:55 PM | 7 | 4 | 3 | 1 | 1 | 0 | 1 | 3 |
| 7:00 PM | 5 | 3 | 7 | 1 | 6 | 0 | 0 | 5 |

Queue Study

Location: SB Washington Blvd
 City: Arlington, VA

Date: 6/5/2019
 Day: Wednesday

| Time | SB |
|---------|-------------------|
| | All Cars Combined |
| 5:30 AM | 0 |
| 5:35 AM | 0 |
| 5:40 AM | 0 |
| 5:45 AM | 0 |
| 5:50 AM | 0 |
| 5:55 AM | 0 |
| 6:00 AM | 0 |
| 6:05 AM | 0 |
| 6:10 AM | 0 |
| 6:15 AM | 0 |
| 6:20 AM | 0 |
| 6:25 AM | 0 |
| 6:30 AM | 0 |
| 6:35 AM | 0 |
| 6:40 AM | 0 |
| 6:45 AM | 0 |
| 6:50 AM | 0 |
| 6:55 AM | 0 |
| 7:00 AM | 0 |
| 7:05 AM | 0 |
| 7:10 AM | 0 |
| 7:15 AM | 0 |
| 7:20 AM | 0 |
| 7:25 AM | 0 |
| 7:30 AM | 0 |
| 7:35 AM | 0 |
| 7:40 AM | 0 |
| 7:45 AM | 0 |
| 7:50 AM | 0 |
| 7:55 AM | 0 |
| 8:00 AM | 0 |
| 8:05 AM | 0 |
| 8:10 AM | 0 |
| 8:15 AM | 0 |
| 8:20 AM | 0 |
| 8:25 AM | 0 |
| 8:30 AM | 0 |
| 8:35 AM | 0 |

| | |
|---------|---|
| 8:40 AM | 0 |
| 8:45 AM | 0 |
| 8:50 AM | 0 |
| 8:55 AM | 0 |
| 9:00 AM | 0 |
| 9:05 AM | 0 |
| 9:10 AM | 0 |
| 9:15 AM | 0 |
| 9:20 AM | 0 |
| 9:25 AM | 0 |
| 9:30 AM | 0 |
| 3:00 PM | 0 |
| 3:05 PM | 0 |
| 3:10 PM | 0 |
| 3:15 PM | 0 |
| 3:20 PM | 0 |
| 3:25 PM | 0 |
| 3:30 PM | 0 |
| 3:35 PM | 0 |
| 3:40 PM | 0 |
| 3:45 PM | 0 |
| 3:50 PM | 0 |
| 3:55 PM | 0 |
| 4:00 PM | 0 |
| 4:05 PM | 0 |
| 4:10 PM | 0 |
| 4:15 PM | 0 |
| 4:20 PM | 0 |
| 4:25 PM | 0 |
| 4:30 PM | 0 |
| 4:35 PM | 0 |
| 4:40 PM | 0 |
| 4:45 PM | 0 |
| 4:50 PM | 0 |
| 4:55 PM | 0 |
| 5:00 PM | 0 |
| 5:05 PM | 0 |
| 5:10 PM | 0 |
| 5:15 PM | 0 |
| 5:20 PM | 0 |
| 5:25 PM | 0 |
| 5:30 PM | 0 |
| 5:35 PM | 0 |
| 5:40 PM | 0 |
| 5:45 PM | 0 |
| 5:50 PM | 0 |
| 5:55 PM | 0 |

| | |
|---------|---|
| 6:00 PM | 0 |
| 6:05 PM | 0 |
| 6:10 PM | 0 |
| 6:15 PM | 0 |
| 6:20 PM | 0 |
| 6:25 PM | 0 |
| 6:30 PM | 0 |
| 6:35 PM | 0 |
| 6:40 PM | 0 |
| 6:45 PM | 0 |
| 6:50 PM | 0 |
| 6:55 PM | 0 |
| 7:00 PM | 0 |

QUEUE STUDY

City : Arlington, VA
 Project: 19-11099

Date: 06/05/2019
 Day: Wednesday

| Time | Queue 008: Washington Blvd | Queue 009 NB Exit: Washington Blvd |
|------------|-----------------------------|------------------------------------|
| | Queue Length by Demarcation | |
| 5:30:00 AM | 0 | 0 |
| 5:35:00 AM | 0 | 0 |
| 5:40:00 AM | 0 | 0 |
| 5:45:00 AM | 0 | 0 |
| 5:50:00 AM | 0 | 0 |
| 5:55:00 AM | 0 | 0 |
| 6:00:00 AM | 0 | 0 |
| 6:05:00 AM | 0 | 0 |
| 6:10:00 AM | 0 | 0 |
| 6:15:00 AM | 0 | 0 |
| 6:20:00 AM | 0 | 0 |
| 6:25:00 AM | 0 | 0 |
| 6:30:00 AM | 0 | 0 |
| 6:35:00 AM | 0 | 0 |
| 6:40:00 AM | 0 | 0 |
| 6:45:00 AM | 0 | 0 |
| 6:50:00 AM | 0 | 0 |
| 6:55:00 AM | 0 | 0 |
| 7:00:00 AM | 0 | 0 |
| 7:05:00 AM | 0 | 0 |
| 7:10:00 AM | 0 | 0 |
| 7:15:00 AM | 0 | 0 |
| 7:20:00 AM | 0 | 0 |
| 7:25:00 AM | 0 | 0 |
| 7:30:00 AM | 0 | 0 |
| 7:35:00 AM | 0 | 0 |
| 7:40:00 AM | 0 | 0 |
| 7:45:00 AM | 0 | 0 |
| 7:50:00 AM | 0 | 0 |
| 7:55:00 AM | 0 | 0 |
| 8:00:00 AM | 0 | 0 |
| 8:05:00 AM | 0 | 0 |
| 8:10:00 AM | 0 | 0 |
| 8:15:00 AM | 0 | 0 |

| | | |
|------------|-------|---|
| 8:20:00 AM | 0 | 0 |
| 8:25:00 AM | Cam 6 | 0 |
| 8:30:00 AM | Cam 6 | 0 |
| 8:35:00 AM | Cam 6 | 0 |
| 8:40:00 AM | Cam 6 | 0 |
| 8:45:00 AM | Cam 6 | 0 |
| 8:50:00 AM | Cam 6 | 0 |
| 8:55:00 AM | 0 | 0 |
| 9:00:00 AM | 0 | 0 |
| 9:05:00 AM | 0 | 0 |
| 9:10:00 AM | 0 | 0 |
| 9:15:00 AM | 0 | 0 |
| 9:20:00 AM | 0 | 0 |
| 9:25:00 AM | 0 | 0 |
| 9:30:00 AM | 0 | 0 |

QUEUE STUDY

City : Arlington, VA
 Project: 19-11099

Date: 06/05/2019
 Day: Wednesday

| Time | Queue 008: Washington Blvd | Queue 009 SB Entrance: Washington Blvd |
|------------|-----------------------------|--|
| | Queue Length by Demarcation | |
| 3:00:00 PM | 0 | 0 |
| 3:05:00 PM | 0 | 0 |
| 3:10:00 PM | 0 | 0 |
| 3:15:00 PM | 0 | 0 |
| 3:20:00 PM | 0 | 0 |
| 3:25:00 PM | 0 | 0 |
| 3:30:00 PM | 0 | 0 |
| 3:35:00 PM | 0 | 0 |
| 3:40:00 PM | 0 | 0 |
| 3:45:00 PM | 0 | 0 |
| 3:50:00 PM | 0 | 0 |
| 3:55:00 PM | 0 | 0 |
| 4:00:00 PM | 0 | 0 |
| 4:05:00 PM | 0 | 0 |
| 4:10:00 PM | 0 | 0 |
| 4:15:00 PM | 0 | 0 |
| 4:20:00 PM | 0 | 0 |
| 4:25:00 PM | 0 | 0 |
| 4:30:00 PM | 0 | 0 |
| 4:35:00 PM | 0 | 0 |
| 4:40:00 PM | 0 | 0 |
| 4:45:00 PM | 0 | 0 |
| 4:50:00 PM | 0 | 0 |
| 4:55:00 PM | 0 | 0 |
| 5:00:00 PM | 0 | 0 |
| 5:05:00 PM | 0 | 0 |
| 5:10:00 PM | 0 | 0 |
| 5:15:00 PM | 0 | 0 |
| 5:20:00 PM | 0 | 0 |
| 5:25:00 PM | 0 | 0 |
| 5:30:00 PM | 0 | 0 |
| 5:35:00 PM | 0 | 0 |
| 5:40:00 PM | 0 | 0 |
| 5:45:00 PM | 0 | 0 |

| | | |
|------------|---|--------|
| 5:50:00 PM | 0 | 0 |
| 5:55:00 PM | 0 | 0 |
| 6:00:00 PM | 0 | 0 |
| 6:05:00 PM | 0 | 0 |
| 6:10:00 PM | 0 | 0 |
| 6:15:00 PM | 0 | 0 |
| 6:20:00 PM | 0 | 0 |
| 6:25:00 PM | 0 | 0 |
| 6:30:00 PM | 0 | 0 |
| 6:35:00 PM | 0 | 0 |
| 6:40:00 PM | 0 | 0 |
| 6:45:00 PM | 0 | Cam 13 |
| 6:50:00 PM | 0 | Cam 13 |
| 6:55:00 PM | 0 | 0 |
| 7:00:00 PM | 0 | 0 |

NDS
19-11097-Oak Street
AM

PC-Travel Reports for study: 19-11097-Oak Street-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-001-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-001-AM-10 | 39 |

NDS
19-11097-Oak Street
AM

Study Name : **19-11097-Oak Street-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-001-AM-01 | 06/05/19 | 07:34 | 5103 | Before | Primary |
| 19-11097-001-AM-02 | 06/05/19 | 08:23 | 5098 | Before | Primary |
| 19-11097-001-AM-03 | 06/05/19 | 08:36 | 5156 | Before | Primary |
| 19-11097-001-AM-04 | 06/05/19 | 08:49 | 5163 | Before | Primary |
| 19-11097-001-AM-05 | 06/05/19 | 08:59 | 5162 | Before | Primary |
| 19-11097-001-AM-06 | 06/05/19 | 09:05 | 5168 | Before | Primary |
| 19-11097-001-AM-07 | 06/05/19 | 09:10 | 5136 | Before | Primary |
| 19-11097-001-AM-08 | 06/05/19 | 09:16 | 5086 | Before | Primary |
| 19-11097-001-AM-09 | 06/05/19 | 09:20 | 5121 | Before | Primary |
| 19-11097-001-AM-10 | 06/05/19 | 09:25 | 5137 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | Oak Street |
| 2 | 2439 | S.Joyce St/Columbia |
| 3 | 1653 | Army-Navy Drive |
| 4 | 556 | Pentagon Hayes Street |
| 5 | 485 | S. Hayes Street |

Length of Study Route = 5,133 feet

Notes:

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|---------------|---------------|-----------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Oak Street | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 67.0 | 0.2 | 24.8 | 25.0 | 13.5 | 53.6 | 67.0 |
| 3 | 1653 | Army-Navy Drive | 48.9 | 0.3 | 23.0 | 20.6 | 15.7 | 37.3 | 48.9 |
| 4 | 556 | Pentagon Hayes Street | 40.4 | 0.7 | 9.4 | 30.4 | 35.6 | 40.4 | 40.4 |
| 5 | 485 | S. Hayes Street | 27.7 | 0.9 | 11.9 | 19.5 | 20.7 | 27.3 | 27.3 |
| Total | 5,133 | | 184.0 | 2.1 | 19.0 | 95.5 | 85.5 | 158.6 | 183.6 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 66 | 65 | 57 | 69 | 89 | 65 | 68 | 66 |
| 3 | 1653 | Army-Navy Drive | 42 | 60 | 43 | 42 | 73 | 58 | 42 | 43 |
| 4 | 556 | Pentagon Hayes Street | 60 | 70 | 44 | 26 | 35 | 53 | 15 | 46 |
| 5 | 485 | S. Hayes Street | 34 | 27 | 33 | 27 | 22 | 23 | 39 | 18 |
| Totals | 5133 | | 202 | 222 | 177 | 164 | 219 | 199 | 164 | 173 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 5

Detailed Statistics By Run**Travel Time (sec) by Section***19-11097-001-AM-09
19-11097-001-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 60 | 65 |
| 3 | 1653 | Army-Navy Drive | 45 | 41 |
| 4 | 556 | Pentagon Hayes Street | 39 | 16 |
| 5 | 485 | S. Hayes Street | 28 | 26 |
| Totals | 5133 | | 172 | 148 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 3 | 1653 | Army-Navy Drive | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 4 | 556 | Pentagon Hayes Street | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| 5 | 485 | S. Hayes Street | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| Totals | 5133 | | 2 | 3 | 2 | 1 | 5 | 2 | 2 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-001-AM-09
19-11097-001-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 0 | 0 |
| 3 | 1653 | Army-Navy Drive | 0 | 0 |
| 4 | 556 | Pentagon Hayes Street | 1 | 0 |
| 5 | 485 | S. Hayes Street | 1 | 1 |
| Totals | 5133 | | 2 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 25.3 | 25.9 | 29.4 | 24.2 | 18.7 | 25.6 | 24.5 | 25.2 |
| 3 | 1653 | Army-Navy Drive | 26.9 | 18.6 | 26.2 | 26.7 | 15.6 | 19.4 | 26.7 | 26.3 |
| 4 | 556 | Pentagon Hayes Street | 6.5 | 5.4 | 8.6 | 15.1 | 10.7 | 7.3 | 25.9 | 8.1 |
| 5 | 485 | S. Hayes Street | 9.1 | 11.6 | 9.6 | 11.8 | 15.1 | 14.0 | 8.3 | 17.4 |
| Totals | 5133 | | 17.4 | 15.7 | 19.8 | 21.4 | 16.0 | 17.6 | 21.3 | 20.1 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 9

Detailed Statistics By Run**Average Speed (MPH) by Section***19-11097-001-AM-09
19-11097-001-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 27.8 | 25.7 |
| 3 | 1653 | Army-Navy Drive | 25.1 | 27.8 |
| 4 | 556 | Pentagon Hayes Street | 9.6 | 23.4 |
| 5 | 485 | S. Hayes Street | 11.7 | 12.3 |
| Totals | 5133 | | 20.4 | 23.7 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 24 | 23 | 15 | 27 | 47 | 23 | 26 | 24 |
| 3 | 1653 | Army-Navy Drive | 14 | 32 | 14 | 14 | 45 | 30 | 14 | 15 |
| 4 | 556 | Pentagon Hayes Street | 50 | 60 | 34 | 16 | 25 | 43 | 5 | 36 |
| 5 | 485 | S. Hayes Street | 26 | 19 | 25 | 19 | 14 | 14 | 31 | 10 |
| Totals | 5133 | | 114 | 134 | 88 | 76 | 131 | 110 | 76 | 85 |

Total Delay based on a Normal Speed of 40 MPH.

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-001-AM-09
19-11097-001-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 18 | 23 |
| 3 | 1653 | Army-Navy Drive | 16 | 12 |
| 4 | 556 | Pentagon Hayes Street | 29 | 6 |
| 5 | 485 | S. Hayes Street | 19 | 18 |
| Totals | 5133 | | 82 | 59 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 5 | 7 | 8 | 16 | 43 | 10 | 22 | 7 |
| 3 | 1653 | Army-Navy Drive | 7 | 30 | 12 | 9 | 42 | 29 | 8 | 8 |
| 4 | 556 | Pentagon Hayes Street | 60 | 65 | 40 | 24 | 35 | 53 | 0 | 45 |
| 5 | 485 | S. Hayes Street | 30 | 22 | 25 | 19 | 14 | 14 | 30 | 17 |
| Totals | 5133 | | 102 | 124 | 85 | 68 | 134 | 106 | 60 | 77 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 20 MPH by Section**19-11097-001-AM-09
19-11097-001-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 6 | 11 |
| 3 | 1653 | Army-Navy Drive | 12 | 0 |
| 4 | 556 | Pentagon Hayes Street | 34 | 0 |
| 5 | 485 | S. Hayes Street | 18 | 18 |
| Totals | 5133 | | 70 | 29 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 66 | 59 | 30 | 69 | 48 | 58 | 37 | 65 |
| 3 | 1653 | Army-Navy Drive | 34 | 60 | 21 | 20 | 72 | 47 | 28 | 35 |
| 4 | 556 | Pentagon Hayes Street | 60 | 70 | 44 | 26 | 35 | 53 | 15 | 46 |
| 5 | 485 | S. Hayes Street | 33 | 26 | 33 | 27 | 22 | 23 | 39 | 17 |
| Totals | 5133 | | 193 | 215 | 128 | 142 | 177 | 181 | 119 | 163 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 15

Detailed Statistics By Run**Time <= 30 MPH by Section**19-11097-001-AM-09
19-11097-001-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 48 | 56 |
| 3 | 1653 | Army-Navy Drive | 28 | 28 |
| 4 | 556 | Pentagon Hayes Street | 39 | 16 |
| 5 | 485 | S. Hayes Street | 27 | 26 |
| Totals | 5133 | | 142 | 126 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-001-AM-01 19-11097-001-AM-02 19-11097-001-AM-03 19-11097-001-AM-04
 19-11097-001-AM-05 19-11097-001-AM-06 19-11097-001-AM-07 19-11097-001-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2439 | S.Joyce St/Columbia | 66 | 65 | 57 | 69 | 89 | 65 | 68 | 66 |
| 3 | 1653 | Army-Navy Drive | 42 | 60 | 43 | 42 | 73 | 58 | 42 | 43 |
| 4 | 556 | Pentagon Hayes Street | 60 | 70 | 44 | 26 | 35 | 53 | 15 | 46 |
| 5 | 485 | S. Hayes Street | 33 | 26 | 33 | 27 | 22 | 23 | 39 | 17 |
| Totals | 5133 | | 201 | 221 | 177 | 164 | 219 | 199 | 164 | 172 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 17

Detailed Statistics By Run**Time <= 40 MPH by Section**19-11097-001-AM-09
19-11097-001-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2439 | S.Joyce St/Columbia | 60 | 65 |
| 3 | 1653 | Army-Navy Drive | 45 | 41 |
| 4 | 556 | Pentagon Hayes Street | 39 | 16 |
| 5 | 485 | S. Hayes Street | 27 | 26 |
| Totals | 5133 | | 171 | 148 |

NDS
19-11097-Oak Street
PM

PC-Travel Reports for study: 19-11097-Oak Street-PM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-001-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-001-PM-10 | 39 |

NDS
19-11097-Oak Street
PM

Study Name : **19-11097-Oak Street-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-001-PM-01 | 06/05/19 | 16:30 | 5169 | Before | Primary |
| 19-11097-001-PM-02 | 06/05/19 | 16:36 | 5127 | Before | Primary |
| 19-11097-001-PM-03 | 06/05/19 | 16:51 | 5124 | Before | Primary |
| 19-11097-001-PM-04 | 06/05/19 | 17:09 | 5138 | Before | Primary |
| 19-11097-001-PM-05 | 06/05/19 | 17:20 | 5115 | Before | Primary |
| 19-11097-001-PM-06 | 06/05/19 | 17:30 | 5043 | Before | Primary |
| 19-11097-001-PM-07 | 06/05/19 | 17:40 | 5030 | Before | Primary |
| 19-11097-001-PM-08 | 06/05/19 | 17:50 | 5011 | Before | Primary |
| 19-11097-001-PM-09 | 06/05/19 | 18:06 | 5146 | Before | Primary |
| 19-11097-001-PM-10 | 06/05/19 | 18:12 | 5127 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | Oak Street |
| 2 | 2555 | S.Joyce St/Columbia |
| 3 | 1598 | Army-Navy Drive |
| 4 | 570 | Pentagon Hayes Street |
| 5 | 408 | S. Hayes Street |

Length of Study Route = 5,131 feet

Notes:

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|---------------|---------------|-----------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Oak Street | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 68.9 | 0.3 | 25.3 | 24.9 | 11.6 | 55.0 | 68.9 |
| 3 | 1598 | Army-Navy Drive | 57.3 | 0.6 | 19.0 | 29.8 | 24.9 | 53.9 | 57.3 |
| 4 | 570 | Pentagon Hayes Street | 46.9 | 0.8 | 8.3 | 36.9 | 39.2 | 46.9 | 46.9 |
| 5 | 408 | S. Hayes Street | 43.9 | 1.0 | 6.3 | 37.5 | 38.2 | 43.2 | 43.2 |
| Total | 5,131 | | 217.0 | 2.7 | 16.1 | 129.1 | 113.9 | 199.0 | 216.3 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 62 | 83 | 65 | 69 | 64 | 68 | 78 | 69 |
| 3 | 1598 | Army-Navy Drive | 46 | 43 | 59 | 41 | 54 | 49 | 61 | 115 |
| 4 | 570 | Pentagon Hayes Street | 29 | 36 | 41 | 35 | 51 | 85 | 79 | 66 |
| 5 | 408 | S. Hayes Street | 14 | 62 | 60 | 16 | 23 | 32 | 33 | 55 |
| Totals | 5131 | | 151 | 224 | 225 | 161 | 192 | 234 | 251 | 305 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 5

Detailed Statistics By Run**Travel Time (sec) by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 63 | 68 |
| 3 | 1598 | Army-Navy Drive | 58 | 47 |
| 4 | 570 | Pentagon Hayes Street | 18 | 29 |
| 5 | 408 | S. Hayes Street | 61 | 83 |
| Totals | 5131 | | 200 | 227 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 3 | 1598 | Army-Navy Drive | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 |
| 4 | 570 | Pentagon Hayes Street | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 | 408 | S. Hayes Street | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Totals | 5131 | | 1 | 3 | 3 | 2 | 3 | 3 | 4 | 3 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 7

Detailed Statistics By Run**Number of Stops by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 0 | 1 |
| 3 | 1598 | Army-Navy Drive | 1 | 0 |
| 4 | 570 | Pentagon Hayes Street | 0 | 0 |
| 5 | 408 | S. Hayes Street | 1 | 2 |
| Totals | 5131 | | 2 | 3 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 28.3 | 21.1 | 27.2 | 25.7 | 27.3 | 26.0 | 22.4 | 25.7 |
| 3 | 1598 | Army-Navy Drive | 23.7 | 25.5 | 18.3 | 26.1 | 20.1 | 22.0 | 18.0 | 9.2 |
| 4 | 570 | Pentagon Hayes Street | 13.2 | 10.6 | 9.6 | 11.3 | 7.6 | 4.5 | 4.9 | 6.2 |
| 5 | 408 | S. Hayes Street | 19.9 | 4.4 | 4.4 | 16.6 | 11.9 | 7.0 | 6.3 | 3.3 |
| Totals | 5131 | | 23.2 | 15.7 | 15.6 | 21.8 | 18.2 | 14.8 | 13.7 | 11.2 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 9

Detailed Statistics By Run**Average Speed (MPH) by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 28.1 | 25.9 |
| 3 | 1598 | Army-Navy Drive | 18.7 | 23.1 |
| 4 | 570 | Pentagon Hayes Street | 20.6 | 13.2 |
| 5 | 408 | S. Hayes Street | 4.5 | 3.2 |
| Totals | 5131 | | 17.5 | 15.5 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 18 | 39 | 21 | 25 | 20 | 24 | 34 | 25 |
| 3 | 1598 | Army-Navy Drive | 19 | 15 | 32 | 14 | 27 | 21 | 33 | 88 |
| 4 | 570 | Pentagon Hayes Street | 19 | 26 | 31 | 25 | 41 | 75 | 69 | 56 |
| 5 | 408 | S. Hayes Street | 7 | 55 | 53 | 9 | 16 | 27 | 28 | 50 |
| Totals | 5131 | | 63 | 135 | 137 | 73 | 104 | 147 | 164 | 219 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 11

Detailed Statistics By Run**Total Delay (sec) by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 19 | 24 |
| 3 | 1598 | Army-Navy Drive | 30 | 19 |
| 4 | 570 | Pentagon Hayes Street | 8 | 19 |
| 5 | 408 | S. Hayes Street | 54 | 76 |
| Totals | 5131 | | 111 | 138 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 1 | 24 | 11 | 10 | 8 | 8 | 24 | 10 |
| 3 | 1598 | Army-Navy Drive | 13 | 7 | 27 | 11 | 21 | 17 | 26 | 82 |
| 4 | 570 | Pentagon Hayes Street | 20 | 28 | 37 | 28 | 49 | 74 | 68 | 55 |
| 5 | 408 | S. Hayes Street | 6 | 55 | 53 | 8 | 22 | 26 | 29 | 52 |
| Totals | 5131 | | 40 | 114 | 128 | 57 | 100 | 125 | 147 | 199 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 13

Detailed Statistics By Run**Time <= 20 MPH by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 5 | 15 |
| 3 | 1598 | Army-Navy Drive | 29 | 16 |
| 4 | 570 | Pentagon Hayes Street | 8 | 25 |
| 5 | 408 | S. Hayes Street | 54 | 77 |
| Totals | 5131 | | 96 | 133 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 43 | 70 | 41 | 67 | 53 | 58 | 65 | 69 |
| 3 | 1598 | Army-Navy Drive | 46 | 43 | 59 | 32 | 54 | 49 | 53 | 110 |
| 4 | 570 | Pentagon Hayes Street | 29 | 36 | 41 | 35 | 51 | 85 | 79 | 66 |
| 5 | 408 | S. Hayes Street | 14 | 61 | 59 | 16 | 22 | 31 | 32 | 54 |
| Totals | 5131 | | 132 | 210 | 200 | 150 | 180 | 223 | 229 | 299 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 15

Detailed Statistics By Run**Time <= 30 MPH by Section***19-11097-001-PM-09
19-11097-001-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 43 | 41 |
| 3 | 1598 | Army-Navy Drive | 49 | 44 |
| 4 | 570 | Pentagon Hayes Street | 18 | 29 |
| 5 | 408 | S. Hayes Street | 61 | 82 |
| Totals | 5131 | | 171 | 196 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-001-PM-01 19-11097-001-PM-02 19-11097-001-PM-03 19-11097-001-PM-04
 19-11097-001-PM-05 19-11097-001-PM-06 19-11097-001-PM-07 19-11097-001-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak Street | | | | | | | | |
| 2 | 2555 | S.Joyce St/Columbia | 62 | 83 | 65 | 69 | 64 | 68 | 78 | 69 |
| 3 | 1598 | Army-Navy Drive | 46 | 43 | 59 | 41 | 54 | 49 | 61 | 115 |
| 4 | 570 | Pentagon Hayes Street | 29 | 36 | 41 | 35 | 51 | 85 | 79 | 66 |
| 5 | 408 | S. Hayes Street | 14 | 61 | 59 | 16 | 22 | 31 | 32 | 54 |
| Totals | 5131 | | 151 | 223 | 224 | 161 | 191 | 233 | 250 | 304 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 17

Detailed Statistics By Run**Time <= 40 MPH by Section**19-11097-001-PM-09
19-11097-001-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak Street | | |
| 2 | 2555 | S.Joyce St/Columbia | 63 | 68 |
| 3 | 1598 | Army-Navy Drive | 58 | 47 |
| 4 | 570 | Pentagon Hayes Street | 18 | 29 |
| 5 | 408 | S. Hayes Street | 61 | 82 |
| Totals | 5131 | | 200 | 226 |

NDS
19-11097-S.Hayes Street
AM

PC-Travel Reports for study: 19-11097-S.Hayes Street-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-002-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-002-AM-10 | 39 |

NDS
19-11097-S.Hayes Street
AM

Study Name : **19-11097-S.Hayes Street-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-002-AM-01 | 06/05/19 | 07:38 | 4979 | Before | Primary |
| 19-11097-002-AM-02 | 06/05/19 | 07:46 | 4895 | Before | Primary |
| 19-11097-002-AM-03 | 06/05/19 | 08:27 | 4934 | Before | Primary |
| 19-11097-002-AM-04 | 06/05/19 | 08:41 | 5090 | Before | Primary |
| 19-11097-002-AM-05 | 06/05/19 | 08:53 | 5098 | Before | Primary |
| 19-11097-002-AM-06 | 06/05/19 | 08:55 | 5105 | Before | Primary |
| 19-11097-002-AM-07 | 06/05/19 | 09:04 | 4808 | Before | Primary |
| 19-11097-002-AM-08 | 06/05/19 | 09:09 | 5096 | Before | Primary |
| 19-11097-002-AM-09 | 06/05/19 | 09:13 | 4806 | Before | Primary |
| 19-11097-002-AM-10 | 06/05/19 | 09:20 | 5146 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S. Hayes Street |
| 2 | 690 | Pentagon Hayes Street |
| 3 | 565 | Army-Navy Drive |
| 4 | 1785 | S.Joyce St/Columbia |
| 5 | 1955 | Oak Street |

Length of Study Route = 4,995 feet

Notes:

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|---------------|---------------|-----------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | S. Hayes Street | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 51.7 | 0.8 | 9.1 | 39.7 | 38.8 | 50.1 | 51.7 |
| 3 | 565 | Army-Navy Drive | 18.1 | 0.1 | 21.3 | 8.1 | 6.9 | 17.4 | 18.1 |
| 4 | 1785 | S.Joyce St/Columbia | 81.4 | 0.7 | 15.0 | 50.7 | 46.2 | 68.0 | 81.4 |
| 5 | 1955 | Oak Street | 48.9 | 0.0 | 27.3 | 15.9 | 1.7 | 41.5 | 48.4 |
| Total | 4,995 | | 200.1 | 1.6 | 17.0 | 114.4 | 93.6 | 177.0 | 199.6 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 18 | 51 | 65 | 66 | 51 | 92 | 68 | 18 |
| 3 | 565 | Army-Navy Drive | 26 | 16 | 17 | 17 | 16 | 18 | 18 | 18 |
| 4 | 1785 | S.Joyce St/Columbia | 108 | 128 | 78 | 63 | 119 | 47 | 83 | 47 |
| 5 | 1955 | Oak Street | 53 | 46 | 46 | 55 | 49 | 44 | 41 | 54 |
| Totals | 4995 | | 205 | 241 | 206 | 201 | 235 | 201 | 210 | 137 |

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 5

Detailed Statistics By Run**Travel Time (sec) by Section***19-11097-002-AM-09
19-11097-002-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 70 | 18 |
| 3 | 565 | Army-Navy Drive | 20 | 15 |
| 4 | 1785 | S.Joyce St/Columbia | 47 | 94 |
| 5 | 1955 | Oak Street | 42 | 59 |
| Totals | 4995 | | 179 | 186 |

NDS

19-11097-S.Hayes Street
AM

Study Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 |
| 3 | 565 | Army-Navy Drive | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1785 | S.Joyce St/Columbia | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 |
| 5 | 1955 | Oak Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4995 | | 2 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 1 | 0 |
| 3 | 565 | Army-Navy Drive | 0 | 0 |
| 4 | 1785 | S.Joyce St/Columbia | 0 | 1 |
| 5 | 1955 | Oak Street | 0 | 0 |
| Totals | 4995 | | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 27.1 | 9.5 | 7.5 | 7.2 | 9.6 | 5.3 | 7.1 | 26.2 |
| 3 | 565 | Army-Navy Drive | 14.5 | 23.5 | 22.1 | 23.1 | 23.6 | 21.0 | 21.3 | 22.2 |
| 4 | 1785 | S.Joyce St/Columbia | 11.3 | 9.7 | 15.6 | 19.2 | 10.2 | 26.0 | 14.5 | 25.5 |
| 5 | 1955 | Oak Street | 25.2 | 27.6 | 28.5 | 24.3 | 27.5 | 30.4 | 30.2 | 24.9 |
| Totals | 4995 | | 16.6 | 13.9 | 16.4 | 17.0 | 14.6 | 17.0 | 15.7 | 24.9 |

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 6.9 | 27.1 |
| 3 | 565 | Army-Navy Drive | 19.3 | 25.0 |
| 4 | 1785 | S.Joyce St/Columbia | 26.2 | 12.9 |
| 5 | 1955 | Oak Street | 28.7 | 22.6 |
| Totals | 4995 | | 18.4 | 18.3 |

NDS

19-11097-S.Hayes Street
AM

Study Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 6 | 39 | 53 | 54 | 39 | 80 | 56 | 6 |
| 3 | 565 | Army-Navy Drive | 16 | 6 | 7 | 7 | 6 | 8 | 8 | 8 |
| 4 | 1785 | S.Joyce St/Columbia | 77 | 97 | 47 | 33 | 88 | 16 | 53 | 17 |
| 5 | 1955 | Oak Street | 19 | 14 | 13 | 21 | 15 | 10 | 10 | 20 |
| Totals | 4995 | | 118 | 156 | 120 | 115 | 148 | 114 | 127 | 51 |

Total Delay based on a Normal Speed of 40 MPH.

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 58 | 6 |
| 3 | 565 | Army-Navy Drive | 10 | 5 |
| 4 | 1785 | S.Joyce St/Columbia | 16 | 63 |
| 5 | 1955 | Oak Street | 11 | 26 |
| Totals | 4995 | | 95 | 100 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Hayes Street
AM

Study Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 2 | 42 | 52 | 54 | 38 | 85 | 52 | 3 |
| 3 | 565 | Army-Navy Drive | 16 | 3 | 6 | 4 | 4 | 6 | 7 | 8 |
| 4 | 1785 | S.Joyce St/Columbia | 72 | 91 | 44 | 32 | 85 | 9 | 45 | 13 |
| 5 | 1955 | Oak Street | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 |
| Totals | 4995 | | 90 | 136 | 102 | 93 | 129 | 100 | 104 | 24 |

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 20 MPH by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 57 | 3 |
| 3 | 565 | Army-Navy Drive | 11 | 4 |
| 4 | 1785 | S.Joyce St/Columbia | 9 | 62 |
| 5 | 1955 | Oak Street | 0 | 12 |
| Totals | 4995 | | 77 | 81 |

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 13 | 51 | 65 | 66 | 51 | 92 | 68 | 17 |
| 3 | 565 | Army-Navy Drive | 23 | 16 | 17 | 17 | 16 | 18 | 18 | 18 |
| 4 | 1785 | S.Joyce St/Columbia | 90 | 113 | 65 | 48 | 101 | 43 | 79 | 29 |
| 5 | 1955 | Oak Street | 52 | 45 | 35 | 55 | 40 | 18 | 26 | 54 |
| Totals | 4995 | | 178 | 225 | 182 | 186 | 208 | 171 | 191 | 118 |

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 30 MPH by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 70 | 8 |
| 3 | 565 | Army-Navy Drive | 20 | 11 |
| 4 | 1785 | S.Joyce St/Columbia | 33 | 79 |
| 5 | 1955 | Oak Street | 31 | 59 |
| Totals | 4995 | | 154 | 157 |

NDS

19-11097-S.Hayes Street

AM

Study Name : 19-11097-S.Hayes Street-AM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-002-AM-01 19-11097-002-AM-02 19-11097-002-AM-03 19-11097-002-AM-04 19-11097-002-AM-05 19-11097-002-AM-06 19-11097-002-AM-07 19-11097-002-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 690 | Pentagon Hayes Street | 18 | 51 | 65 | 66 | 51 | 92 | 68 | 18 |
| 3 | 565 | Army-Navy Drive | 26 | 16 | 17 | 17 | 16 | 18 | 18 | 18 |
| 4 | 1785 | S.Joyce St/Columbia | 108 | 128 | 78 | 63 | 119 | 47 | 83 | 47 |
| 5 | 1955 | Oak Street | 52 | 45 | 45 | 55 | 49 | 44 | 40 | 54 |
| Totals | 4995 | | 204 | 240 | 205 | 201 | 235 | 201 | 209 | 137 |

NDS19-11097-S.Hayes Street
AMStudy Name : 19-11097-S.Hayes Street-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 40 MPH by Section**19-11097-002-AM-09
19-11097-002-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 690 | Pentagon Hayes Street | 70 | 18 |
| 3 | 565 | Army-Navy Drive | 20 | 15 |
| 4 | 1785 | S.Joyce St/Columbia | 47 | 94 |
| 5 | 1955 | Oak Street | 41 | 59 |
| Totals | 4995 | | 178 | 186 |

NDS
19-11097-S.Hayes Street
PM

PC-Travel Reports for study: 19-11097-S.Hayes Street-PM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-002-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-002-PM-10 | 39 |

NDS
19-11097-S.Hayes Street
PM

Study Name : **19-11097-S.Hayes Street-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-002-PM-01 | 06/05/19 | 16:35 | 5162 | Before | Primary |
| 19-11097-002-PM-02 | 06/05/19 | 16:42 | 5153 | Before | Primary |
| 19-11097-002-PM-03 | 06/05/19 | 17:10 | 4959 | Before | Primary |
| 19-11097-002-PM-04 | 06/05/19 | 17:14 | 5130 | Before | Primary |
| 19-11097-002-PM-05 | 06/05/19 | 17:22 | 4952 | Before | Primary |
| 19-11097-002-PM-06 | 06/05/19 | 17:30 | 5049 | Before | Primary |
| 19-11097-002-PM-07 | 06/05/19 | 17:59 | 5003 | Before | Primary |
| 19-11097-002-PM-08 | 06/05/19 | 18:09 | 5109 | Before | Primary |
| 19-11097-002-PM-09 | 06/05/19 | 18:12 | 5062 | Before | Primary |
| 19-11097-002-PM-10 | 06/05/19 | 18:24 | 5142 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S. Hayes Street |
| 2 | 769 | Pentagon Hayes Street |
| 3 | 563 | Army-Navy Drive |
| 4 | 1639 | S.Joyce St/Columbia |
| 5 | 2101 | Oak Street |

Length of Study Route = 5,072 feet

Notes:

NDS

19-11097-S.Hayes Street

PM

Study Name : 19-11097-S.Hayes Street-PM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|--------------|--------------|-----------------------|--------------|------------|-------------|--------------|----------------|----------------|----------------|
| 1 | 0 | S. Hayes Street | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 25.2 | 0.1 | 20.8 | 11.5 | 6.6 | 25.0 | 25.2 |
| 3 | 563 | Army-Navy Drive | 16.7 | 0.0 | 23.0 | 6.7 | 6.0 | 15.9 | 16.7 |
| 4 | 1639 | S.Joyce St/Columbia | 134.1 | 1.1 | 8.3 | 106.1 | 105.0 | 126.9 | 134.1 |
| 5 | 2101 | Oak Street | 56.8 | 0.0 | 25.2 | 21.3 | 3.3 | 55.7 | 56.3 |
| Total | 5,072 | | 232.8 | 1.2 | 14.9 | 145.6 | 120.9 | 223.5 | 232.3 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 23 | 23 | 35 | 23 | 29 | 22 | 24 | 23 |
| 3 | 563 | Army-Navy Drive | 18 | 18 | 17 | 17 | 15 | 15 | 17 | 17 |
| 4 | 1639 | S.Joyce St/Columbia | 43 | 157 | 160 | 118 | 113 | 249 | 133 | 48 |
| 5 | 2101 | Oak Street | 57 | 60 | 51 | 58 | 51 | 62 | 58 | 53 |
| Totals | 5072 | | 141 | 258 | 263 | 216 | 208 | 348 | 232 | 141 |

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 27 | 23 |
| 3 | 563 | Army-Navy Drive | 17 | 16 |
| 4 | 1639 | S.Joyce St/Columbia | 161 | 159 |
| 5 | 2101 | Oak Street | 57 | 61 |
| Totals | 5072 | | 262 | 259 |

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3 | 563 | Army-Navy Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1639 | S.Joyce St/Columbia | 0 | 2 | 1 | 2 | 1 | 2 | 1 | 0 |
| 5 | 2101 | Oak Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 5072 | | 0 | 2 | 2 | 2 | 1 | 2 | 1 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 0 | 0 |
| 3 | 563 | Army-Navy Drive | 0 | 0 |
| 4 | 1639 | S.Joyce St/Columbia | 1 | 1 |
| 5 | 2101 | Oak Street | 0 | 0 |
| Totals | 5072 | | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 22.8 | 23.9 | 15.1 | 23.9 | 19.0 | 25.0 | 22.3 | 23.8 |
| 3 | 563 | Army-Navy Drive | 22.1 | 21.2 | 22.6 | 21.8 | 24.9 | 24.2 | 22.2 | 21.8 |
| 4 | 1639 | S.Joyce St/Columbia | 25.7 | 7.1 | 7.1 | 9.5 | 9.9 | 4.5 | 8.4 | 23.2 |
| 5 | 2101 | Oak Street | 25.5 | 24.0 | 26.8 | 24.9 | 26.9 | 23.3 | 24.1 | 27.3 |
| Totals | 5072 | | 24.7 | 13.5 | 12.9 | 16.1 | 16.3 | 9.9 | 14.8 | 24.7 |

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 20.4 | 23.6 |
| 3 | 563 | Army-Navy Drive | 20.9 | 23.1 |
| 4 | 1639 | S.Joyce St/Columbia | 7.0 | 7.1 |
| 5 | 2101 | Oak Street | 25.4 | 23.4 |
| Totals | 5072 | | 13.2 | 13.4 |

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 10 | 9 | 22 | 9 | 15 | 8 | 11 | 9 |
| 3 | 563 | Army-Navy Drive | 8 | 8 | 7 | 7 | 5 | 5 | 7 | 7 |
| 4 | 1639 | S.Joyce St/Columbia | 15 | 129 | 132 | 90 | 85 | 221 | 105 | 20 |
| 5 | 2101 | Oak Street | 21 | 24 | 17 | 22 | 17 | 26 | 23 | 17 |
| Totals | 5072 | | 54 | 170 | 178 | 128 | 122 | 260 | 146 | 53 |

Total Delay based on a Normal Speed of 40 MPH.

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 13 | 9 |
| 3 | 563 | Army-Navy Drive | 7 | 6 |
| 4 | 1639 | S.Joyce St/Columbia | 133 | 131 |
| 5 | 2101 | Oak Street | 21 | 25 |
| Totals | 5072 | | 174 | 171 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 4 | 2 | 27 | 4 | 14 | 0 | 2 | 0 |
| 3 | 563 | Army-Navy Drive | 6 | 9 | 3 | 8 | 3 | 5 | 6 | 5 |
| 4 | 1639 | S.Joyce St/Columbia | 6 | 132 | 135 | 91 | 84 | 223 | 103 | 18 |
| 5 | 2101 | Oak Street | 3 | 5 | 0 | 5 | 0 | 9 | 0 | 3 |
| Totals | 5072 | | 19 | 148 | 165 | 108 | 101 | 237 | 111 | 26 |

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 20 MPH by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 8 | 5 |
| 3 | 563 | Army-Navy Drive | 9 | 6 |
| 4 | 1639 | S.Joyce St/Columbia | 128 | 130 |
| 5 | 2101 | Oak Street | 0 | 8 |
| Totals | 5072 | | 145 | 149 |

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 23 | 23 | 35 | 23 | 29 | 21 | 24 | 23 |
| 3 | 563 | Army-Navy Drive | 18 | 18 | 17 | 17 | 15 | 10 | 17 | 17 |
| 4 | 1639 | S.Joyce St/Columbia | 32 | 149 | 153 | 118 | 113 | 243 | 121 | 44 |
| 5 | 2101 | Oak Street | 57 | 60 | 50 | 58 | 50 | 61 | 57 | 47 |
| Totals | 5072 | | 130 | 250 | 255 | 216 | 207 | 335 | 219 | 131 |

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 30 MPH by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 27 | 22 |
| 3 | 563 | Army-Navy Drive | 17 | 13 |
| 4 | 1639 | S.Joyce St/Columbia | 146 | 150 |
| 5 | 2101 | Oak Street | 56 | 61 |
| Totals | 5072 | | 246 | 246 |

NDS

19-11097-S.Hayes Street
PM

Study Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-002-PM-01 19-11097-002-PM-02 19-11097-002-PM-03 19-11097-002-PM-04 19-11097-002-PM-05 19-11097-002-PM-06 19-11097-002-PM-07 19-11097-002-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S. Hayes Street | | | | | | | | |
| 2 | 769 | Pentagon Hayes Street | 23 | 23 | 35 | 23 | 29 | 22 | 24 | 23 |
| 3 | 563 | Army-Navy Drive | 18 | 18 | 17 | 17 | 15 | 15 | 17 | 17 |
| 4 | 1639 | S.Joyce St/Columbia | 43 | 157 | 160 | 118 | 113 | 249 | 133 | 48 |
| 5 | 2101 | Oak Street | 57 | 60 | 50 | 58 | 50 | 61 | 57 | 53 |
| Totals | 5072 | | 141 | 258 | 262 | 216 | 207 | 347 | 231 | 141 |

NDS19-11097-S.Hayes Street
PMStudy Name : 19-11097-S.Hayes Street-PM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 40 MPH by Section**19-11097-002-PM-09
19-11097-002-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S. Hayes Street | | |
| 2 | 769 | Pentagon Hayes Street | 27 | 23 |
| 3 | 563 | Army-Navy Drive | 17 | 16 |
| 4 | 1639 | S.Joyce St/Columbia | 161 | 159 |
| 5 | 2101 | Oak Street | 56 | 61 |
| Totals | 5072 | | 261 | 259 |

NDS
19-11097-S.Joyce Street
AM

PC-Travel Reports for study: 19-11097-S.Joyce Street-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 55 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-003-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-003-AM-10 | 39 |

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 2

Study Summary***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-003-AM-01 | 06/05/19 | 07:30 | 3765 | Before | Primary |
| 19-11097-003-AM-02 | 06/05/19 | 07:47 | 3633 | Before | Primary |
| 19-11097-003-AM-03 | 06/05/19 | 08:02 | 3802 | Before | Primary |
| 19-11097-003-AM-04 | 06/05/19 | 08:15 | 3646 | Before | Primary |
| 19-11097-003-AM-05 | 06/05/19 | 08:26 | 3760 | Before | Primary |
| 19-11097-003-AM-06 | 06/05/19 | 08:36 | 3726 | Before | Primary |
| 19-11097-003-AM-07 | 06/05/19 | 08:47 | 3803 | Before | Primary |
| 19-11097-003-AM-08 | 06/05/19 | 08:55 | 3649 | Before | Primary |
| 19-11097-003-AM-09 | 06/05/19 | 09:05 | 3831 | Before | Primary |
| 19-11097-003-AM-10 | 06/05/19 | 09:23 | 3725 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S.Joyce St. |
| 2 | 675 | Army Navy Dr. |
| 3 | 1801 | S.Joyce St/Columbia |
| 4 | 182 | Off Ramp/S.Washington |
| 5 | 682 | On Ramp/S.Washington |
| 6 | 394 | S.Rotary Rd |

Length of Study Route = 3,734 feet

Notes:

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 55 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | S.Joyce St. | | | | | | | |
| 2 | 675 | Army Navy Dr. | 37.0 | 0.3 | 12.4 | 28.1 | 32.5 | 37.0 | 37.0 |
| 3 | 1801 | S.Joyce St/Columbia | 54.0 | 0.4 | 22.7 | 31.6 | 23.6 | 53.1 | 54.0 |
| 4 | 182 | Off Ramp/S.Washington Blvd | 4.9 | 0.0 | 25.3 | 2.2 | 1.2 | 4.9 | 4.9 |
| 5 | 682 | On Ramp/S.Washington Blvd | 15.8 | 0.0 | 29.4 | 6.8 | 0.0 | 14.7 | 15.8 |
| 6 | 394 | S.Rotary Rd | 9.7 | 0.0 | 27.7 | 5.0 | 3.0 | 9.1 | 9.2 |
| Total | 3,734 | | 121.4 | 0.7 | 21.0 | 73.7 | 60.3 | 118.8 | 120.9 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 78 | 56 | 54 | 36 | 23 | 18 | 28 | 28 |
| 3 | 1801 | S.Joyce St/Columbia | 40 | 63 | 51 | 55 | 66 | 78 | 44 | 55 |
| 4 | 182 | Off Ramp/S.Washington | 6 | 4 | 6 | 5 | 5 | 4 | 5 | 4 |
| 5 | 682 | On Ramp/S.Washington | 15 | 15 | 16 | 16 | 16 | 12 | 17 | 18 |
| 6 | 394 | S.Rotary Rd | 11 | 8 | 10 | 9 | 10 | 9 | 10 | 9 |
| Totals | 3734 | | 150 | 146 | 137 | 121 | 120 | 121 | 104 | 114 |

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 18 | 31 |
| 3 | 1801 | S.Joyce St/Columbia | 39 | 49 |
| 4 | 182 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 682 | On Ramp/S.Washington | 16 | 17 |
| 6 | 394 | S.Rotary Rd | 10 | 11 |
| Totals | 3734 | | 88 | 113 |

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 3 | 1801 | S.Joyce St/Columbia | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 |
| 4 | 182 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 682 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 394 | S.Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3734 | | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 0 | 0 |
| 3 | 1801 | S.Joyce St/Columbia | 0 | 0 |
| 4 | 182 | Off Ramp/S.Washington | 0 | 0 |
| 5 | 682 | On Ramp/S.Washington | 0 | 0 |
| 6 | 394 | S.Rotary Rd | 0 | 0 |
| Totals | 3734 | | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 6.1 | 8.4 | 8.8 | 13.1 | 21.0 | 25.5 | 16.8 | 17.0 |
| 3 | 1801 | S.Joyce St/Columbia | 30.5 | 19.6 | 23.8 | 22.1 | 18.3 | 16.1 | 27.9 | 22.4 |
| 4 | 182 | Off Ramp/S.Washington | 22.7 | 27.3 | 23.2 | 30.0 | 27.4 | 31.3 | 27.4 | 27.0 |
| 5 | 682 | On Ramp/S.Washington | 29.9 | 32.1 | 29.4 | 28.4 | 29.4 | 37.1 | 27.4 | 26.9 |
| 6 | 394 | S.Rotary Rd | 25.7 | 26.0 | 25.3 | 23.8 | 26.6 | 32.1 | 24.9 | 24.3 |
| Totals | 3734 | | 17.1 | 17.1 | 18.6 | 20.7 | 21.4 | 21.2 | 24.5 | 22.1 |

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 26.4 | 15.5 |
| 3 | 1801 | S.Joyce St/Columbia | 31.2 | 25.0 |
| 4 | 182 | Off Ramp/S.Washington | 24.8 | 27.0 |
| 5 | 682 | On Ramp/S.Washington | 28.9 | 27.2 |
| 6 | 394 | S.Rotary Rd | 27.8 | 24.2 |
| Totals | 3734 | | 29.1 | 22.7 |

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 69 | 47 | 45 | 27 | 14 | 10 | 19 | 19 |
| 3 | 1801 | S.Joyce St/Columbia | 18 | 40 | 29 | 33 | 44 | 55 | 22 | 32 |
| 4 | 182 | Off Ramp/S.Washington | 3 | 2 | 3 | 2 | 2 | 1 | 2 | 2 |
| 5 | 682 | On Ramp/S.Washington | 6 | 6 | 7 | 7 | 7 | 3 | 8 | 9 |
| 6 | 394 | S.Rotary Rd | 6 | 4 | 5 | 5 | 5 | 4 | 5 | 5 |
| Totals | 3734 | | 102 | 99 | 89 | 74 | 72 | 73 | 56 | 67 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 9 | 22 |
| 3 | 1801 | S.Joyce St/Columbia | 17 | 26 |
| 4 | 182 | Off Ramp/S.Washington | 3 | 2 |
| 5 | 682 | On Ramp/S.Washington | 7 | 8 |
| 6 | 394 | S.Rotary Rd | 5 | 6 |
| Totals | 3734 | | 41 | 64 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-C

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 68 | 56 | 54 | 33 | 21 | 5 | 26 | 28 |
| 3 | 1801 | S.Joyce St/Columbia | 4 | 43 | 23 | 25 | 33 | 44 | 10 | 32 |
| 4 | 182 | Off Ramp/S.Washington | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 0 |
| 5 | 682 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 394 | S.Rotary Rd | 4 | 2 | 4 | 4 | 1 | 0 | 3 | 6 |
| Totals | 3734 | | 80 | 101 | 86 | 62 | 56 | 49 | 39 | 66 |

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 6 | 28 |
| 3 | 1801 | S.Joyce St/Columbia | 7 | 15 |
| 4 | 182 | Off Ramp/S.Washington | 2 | 0 |
| 5 | 682 | On Ramp/S.Washington | 0 | 0 |
| 6 | 394 | S.Rotary Rd | 0 | 6 |
| Totals | 3734 | | 15 | 49 |

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 78 | 56 | 54 | 36 | 23 | 18 | 28 | 28 |
| 3 | 1801 | S.Joyce St/Columbia | 40 | 63 | 51 | 52 | 66 | 75 | 44 | 55 |
| 4 | 182 | Off Ramp/S.Washington | 6 | 4 | 6 | 5 | 5 | 4 | 5 | 4 |
| 5 | 682 | On Ramp/S.Washington | 15 | 15 | 16 | 16 | 16 | 1 | 17 | 18 |
| 6 | 394 | S.Rotary Rd | 11 | 7 | 10 | 8 | 10 | 7 | 10 | 8 |
| Totals | 3734 | | 150 | 145 | 137 | 117 | 120 | 105 | 104 | 113 |

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 18 | 31 |
| 3 | 1801 | S.Joyce St/Columbia | 36 | 49 |
| 4 | 182 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 682 | On Ramp/S.Washington | 16 | 17 |
| 6 | 394 | S.Rotary Rd | 10 | 10 |
| Totals | 3734 | | 85 | 112 |

NDS

19-11097-S.Joyce Street
AM

Study Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 55 MPH by Section**

19-11097-003-AM-01 19-11097-003-AM-02 19-11097-003-AM-03 19-11097-003-AM-04 19-11097-003-AM-05 19-11097-003-AM-06 19-11097-003-AM-07 19-11097-003-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 675 | Army Navy Dr. | 78 | 56 | 54 | 36 | 23 | 18 | 28 | 28 |
| 3 | 1801 | S.Joyce St/Columbia | 40 | 63 | 51 | 55 | 66 | 78 | 44 | 55 |
| 4 | 182 | Off Ramp/S.Washington | 6 | 4 | 6 | 5 | 5 | 4 | 5 | 4 |
| 5 | 682 | On Ramp/S.Washington | 15 | 15 | 16 | 16 | 16 | 12 | 17 | 18 |
| 6 | 394 | S.Rotary Rd | 11 | 7 | 10 | 8 | 10 | 8 | 10 | 8 |
| Totals | 3734 | | 150 | 145 | 137 | 120 | 120 | 120 | 104 | 113 |

NDS19-11097-S.Joyce Street
AMStudy Name : 19-11097-S.Joyce Street-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 55 MPH by Section**19-11097-003-AM-09
19-11097-003-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 675 | Army Navy Dr. | 18 | 31 |
| 3 | 1801 | S.Joyce St/Columbia | 39 | 49 |
| 4 | 182 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 682 | On Ramp/S.Washington | 16 | 17 |
| 6 | 394 | S.Rotary Rd | 10 | 10 |
| Totals | 3734 | | 88 | 112 |

NDS19-11097-S.Joyce Street
PM***PC-Travel Reports for study: 19-11097-S.Joyce Street-PM***

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 45 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-003-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-003-PM-10 | 39 |

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 2

Study Summary***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-003-PM-01 | 06/05/19 | 16:45 | 3854 | Before | Primary |
| 19-11097-003-PM-02 | 06/05/19 | 17:04 | 3757 | Before | Primary |
| 19-11097-003-PM-03 | 06/05/19 | 17:10 | 3749 | Before | Primary |
| 19-11097-003-PM-04 | 06/05/19 | 17:15 | 3698 | Before | Primary |
| 19-11097-003-PM-05 | 06/05/19 | 17:39 | 3836 | Before | Primary |
| 19-11097-003-PM-06 | 06/05/19 | 17:49 | 3823 | Before | Primary |
| 19-11097-003-PM-07 | 06/05/19 | 17:55 | 3766 | Before | Primary |
| 19-11097-003-PM-08 | 06/05/19 | 17:59 | 3684 | Before | Primary |
| 19-11097-003-PM-09 | 06/05/19 | 18:04 | 3772 | Before | Primary |
| 19-11097-003-PM-10 | 06/05/19 | 18:26 | 3780 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S.Joyce St. |
| 2 | 679 | Army Navy Dr. |
| 3 | 1837 | S.Joyce St/Columbia |
| 4 | 193 | Off Ramp/S.Washington |
| 5 | 715 | On Ramp/S.Washington |
| 6 | 347 | S.Rotary Rd |

Length of Study Route = 3,771 feet

Notes:

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 45 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | S.Joyce St. | | | | | | | |
| 2 | 679 | Army Navy Dr. | 46.1 | 0.7 | 10.0 | 35.6 | 42.8 | 46.1 | 46.1 |
| 3 | 1837 | S.Joyce St/Columbia | 54.4 | 0.4 | 23.0 | 26.4 | 26.6 | 49.8 | 54.4 |
| 4 | 193 | Off Ramp/S.Washington Blvd | 4.6 | 0.0 | 28.6 | 1.6 | 0.5 | 4.6 | 4.6 |
| 5 | 715 | On Ramp/S.Washington Blvd | 14.5 | 0.0 | 33.6 | 3.3 | 0.0 | 9.4 | 14.5 |
| 6 | 347 | S.Rotary Rd | 7.5 | 0.0 | 31.5 | 2.2 | 0.7 | 6.7 | 7.0 |
| Total | 3,771 | | 127.1 | 1.1 | 20.2 | 69.1 | 70.6 | 116.6 | 126.6 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 45 MPH.

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 26 | 59 | 25 | 82 | 56 | 62 | 59 | 32 |
| 3 | 1837 | S.Joyce St/Columbia | 46 | 48 | 49 | 47 | 73 | 44 | 68 | 52 |
| 4 | 193 | Off Ramp/S.Washington | 4 | 4 | 5 | 5 | 5 | 4 | 5 | 4 |
| 5 | 715 | On Ramp/S.Washington | 15 | 13 | 14 | 15 | 14 | 14 | 15 | 16 |
| 6 | 347 | S.Rotary Rd | 7 | 8 | 8 | 7 | 8 | 6 | 9 | 7 |
| Totals | 3771 | | 98 | 132 | 101 | 156 | 156 | 130 | 156 | 111 |

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 37 | 23 |
| 3 | 1837 | S.Joyce St/Columbia | 51 | 66 |
| 4 | 193 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 715 | On Ramp/S.Washington | 15 | 14 |
| 6 | 347 | S.Rotary Rd | 7 | 8 |
| Totals | 3771 | | 115 | 116 |

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1837 | S.Joyce St/Columbia | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4 | 193 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 715 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 347 | S.Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3771 | | 1 | 2 | 0 | 1 | 2 | 1 | 2 | 2 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 0 | 0 |
| 3 | 1837 | S.Joyce St/Columbia | 0 | 0 |
| 4 | 193 | Off Ramp/S.Washington | 0 | 0 |
| 5 | 715 | On Ramp/S.Washington | 0 | 0 |
| 6 | 347 | S.Rotary Rd | 0 | 0 |
| Totals | 3771 | | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 18.5 | 7.9 | 18.9 | 5.9 | 8.7 | 7.6 | 7.9 | 15.2 |
| 3 | 1837 | S.Joyce St/Columbia | 27.3 | 26.2 | 25.5 | 26.3 | 17.0 | 28.6 | 18.5 | 24.0 |
| 4 | 193 | Off Ramp/S.Washington | 30.0 | 33.5 | 28.4 | 29.0 | 27.8 | 29.3 | 25.4 | 29.3 |
| 5 | 715 | On Ramp/S.Washington | 33.7 | 37.2 | 35.6 | 33.1 | 33.4 | 36.6 | 33.1 | 31.5 |
| 6 | 347 | S.Rotary Rd | 31.6 | 30.6 | 28.0 | 26.3 | 31.6 | 34.8 | 27.8 | 26.3 |
| Totals | 3771 | | 26.3 | 19.5 | 25.6 | 16.3 | 16.6 | 19.8 | 16.6 | 22.8 |

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 12.8 | 20.2 |
| 3 | 1837 | S.Joyce St/Columbia | 24.4 | 19.0 |
| 4 | 193 | Off Ramp/S.Washington | 25.8 | 26.6 |
| 5 | 715 | On Ramp/S.Washington | 34.2 | 34.8 |
| 6 | 347 | S.Rotary Rd | 30.0 | 29.8 |
| Totals | 3771 | | 22.3 | 22.2 |

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 15 | 49 | 15 | 71 | 45 | 51 | 49 | 21 |
| 3 | 1837 | S.Joyce St/Columbia | 18 | 20 | 21 | 19 | 45 | 16 | 40 | 24 |
| 4 | 193 | Off Ramp/S.Washington | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 1 |
| 5 | 715 | On Ramp/S.Washington | 3 | 2 | 3 | 4 | 3 | 2 | 4 | 5 |
| 6 | 347 | S.Rotary Rd | 1 | 2 | 3 | 2 | 2 | 1 | 3 | 3 |
| Totals | 3771 | | 38 | 74 | 44 | 98 | 97 | 71 | 98 | 54 |

Total Delay based on a Normal Speed of 45 MPH.

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 27 | 13 |
| 3 | 1837 | S.Joyce St/Columbia | 23 | 38 |
| 4 | 193 | Off Ramp/S.Washington | 2 | 2 |
| 5 | 715 | On Ramp/S.Washington | 4 | 3 |
| 6 | 347 | S.Rotary Rd | 2 | 3 |
| Totals | 3771 | | 58 | 59 |

Total Delay based on a Normal Speed of 45 MPH.

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 22 | 59 | 15 | 82 | 52 | 62 | 59 | 28 |
| 3 | 1837 | S.Joyce St/Columbia | 17 | 18 | 16 | 16 | 52 | 14 | 47 | 21 |
| 4 | 193 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5 | 715 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 347 | S.Rotary Rd | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| Totals | 3771 | | 39 | 78 | 32 | 100 | 104 | 76 | 110 | 50 |

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 37 | 12 |
| 3 | 1837 | S.Joyce St/Columbia | 18 | 47 |
| 4 | 193 | Off Ramp/S.Washington | 2 | 1 |
| 5 | 715 | On Ramp/S.Washington | 0 | 0 |
| 6 | 347 | S.Rotary Rd | 0 | 0 |
| Totals | 3771 | | 57 | 60 |

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 26 | 59 | 25 | 82 | 56 | 62 | 59 | 32 |
| 3 | 1837 | S.Joyce St/Columbia | 26 | 34 | 47 | 47 | 73 | 35 | 68 | 52 |
| 4 | 193 | Off Ramp/S.Washington | 4 | 4 | 5 | 5 | 5 | 4 | 5 | 4 |
| 5 | 715 | On Ramp/S.Washington | 15 | 0 | 5 | 15 | 14 | 4 | 11 | 16 |
| 6 | 347 | S.Rotary Rd | 7 | 7 | 7 | 6 | 8 | 3 | 8 | 6 |
| Totals | 3771 | | 78 | 104 | 89 | 155 | 156 | 108 | 151 | 110 |

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 37 | 23 |
| 3 | 1837 | S.Joyce St/Columbia | 50 | 66 |
| 4 | 193 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 715 | On Ramp/S.Washington | 8 | 6 |
| 6 | 347 | S.Rotary Rd | 7 | 8 |
| Totals | 3771 | | 107 | 108 |

NDS

19-11097-S.Joyce Street
PM

Study Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 45 MPH by Section**

19-11097-003-PM-01 19-11097-003-PM-02 19-11097-003-PM-03 19-11097-003-PM-04 19-11097-003-PM-05 19-11097-003-PM-06 19-11097-003-PM-07 19-11097-003-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Joyce St. | | | | | | | | |
| 2 | 679 | Army Navy Dr. | 26 | 59 | 25 | 82 | 56 | 62 | 59 | 32 |
| 3 | 1837 | S.Joyce St/Columbia | 46 | 48 | 49 | 47 | 73 | 44 | 68 | 52 |
| 4 | 193 | Off Ramp/S.Washington | 4 | 4 | 5 | 5 | 5 | 4 | 5 | 4 |
| 5 | 715 | On Ramp/S.Washington | 15 | 13 | 14 | 15 | 14 | 14 | 15 | 16 |
| 6 | 347 | S.Rotary Rd | 7 | 7 | 7 | 6 | 8 | 6 | 8 | 6 |
| Totals | 3771 | | 98 | 131 | 100 | 155 | 156 | 130 | 155 | 110 |

NDS19-11097-S.Joyce Street
PMStudy Name : 19-11097-S.Joyce Street-PM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 45 MPH by Section**19-11097-003-PM-09
19-11097-003-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | S.Joyce St. | | |
| 2 | 679 | Army Navy Dr. | 37 | 23 |
| 3 | 1837 | S.Joyce St/Columbia | 51 | 66 |
| 4 | 193 | Off Ramp/S.Washington | 5 | 5 |
| 5 | 715 | On Ramp/S.Washington | 15 | 14 |
| 6 | 347 | S.Rotary Rd | 7 | 8 |
| Totals | 3771 | | 115 | 116 |

NDS
19-11097-N.Rotary Rd
AM

PC-Travel Reports for study: 19-11097-N.Rotary Rd-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 55 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-004-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-004-AM-10 | 39 |

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 2

Study Summary***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-004-AM-01 | 06/05/19 | 07:32 | 3886 | Before | Primary |
| 19-11097-004-AM-02 | 06/05/19 | 07:38 | 3830 | Before | Primary |
| 19-11097-004-AM-03 | 06/05/19 | 07:48 | 3998 | Before | Primary |
| 19-11097-004-AM-04 | 06/05/19 | 07:59 | 3959 | Before | Primary |
| 19-11097-004-AM-05 | 06/05/19 | 08:10 | 3821 | Before | Primary |
| 19-11097-004-AM-06 | 06/05/19 | 08:25 | 3867 | Before | Primary |
| 19-11097-004-AM-07 | 06/05/19 | 08:38 | 3849 | Before | Primary |
| 19-11097-004-AM-08 | 06/05/19 | 08:59 | 3770 | Before | Primary |
| 19-11097-004-AM-09 | 06/05/19 | 09:12 | 3698 | Before | Primary |
| 19-11097-004-AM-10 | 06/05/19 | 09:24 | 3880 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | N.Rotary Rd |
| 2 | 575 | Off Ramp/S.Washington |
| 3 | 256 | On Ramp/S.Washington |
| 4 | 846 | S.Joyce St/Columbia |
| 5 | 1663 | Army Navy Dr. |
| 6 | 515 | S.Joyce St. |

Length of Study Route = 3,855 feet

Notes:

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 55 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | N.Rotary Rd | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington Blvd | 17.2 | 0.0 | 22.8 | 10.0 | 9.7 | 17.2 | 17.2 |
| 3 | 256 | On Ramp/S.Washington Blvd | 6.7 | 0.0 | 26.1 | 3.5 | 2.1 | 6.4 | 6.7 |
| 4 | 846 | S.Joyce St/Columbia Pike | 109.7 | 1.3 | 5.3 | 98.7 | 102.6 | 109.3 | 109.7 |
| 5 | 1663 | Army Navy Dr. | 58.7 | 0.7 | 19.3 | 37.7 | 29.1 | 54.9 | 58.7 |
| 6 | 515 | S.Joyce St. | 23.1 | 0.6 | 15.2 | 17.3 | 20.7 | 22.3 | 22.6 |
| Total | 3,855 | | 215.4 | 2.6 | 12.2 | 167.2 | 164.2 | 210.1 | 214.9 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 20 | 18 | 18 | 14 | 16 | 18 | 16 | 20 |
| 3 | 256 | On Ramp/S.Washington | 7 | 7 | 7 | 5 | 7 | 7 | 6 | 6 |
| 4 | 846 | S.Joyce St/Columbia | 46 | 79 | 89 | 116 | 198 | 190 | 90 | 112 |
| 5 | 1663 | Army Navy Dr. | 41 | 66 | 71 | 70 | 73 | 75 | 64 | 48 |
| 6 | 515 | S.Joyce St. | 21 | 17 | 24 | 11 | 47 | 20 | 35 | 15 |
| Totals | 3855 | | 135 | 187 | 209 | 216 | 341 | 310 | 211 | 201 |

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 16 | 16 |
| 3 | 256 | On Ramp/S.Washington | 6 | 9 |
| 4 | 846 | S.Joyce St/Columbia | 115 | 62 |
| 5 | 1663 | Army Navy Dr. | 43 | 36 |
| 6 | 515 | S.Joyce St. | 26 | 15 |
| Totals | 3855 | | 206 | 138 |

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 256 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 846 | S.Joyce St/Columbia | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 |
| 5 | 1663 | Army Navy Dr. | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| 6 | 515 | S.Joyce St. | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 |
| Totals | 3855 | | 2 | 2 | 2 | 2 | 6 | 4 | 3 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 0 | 0 |
| 3 | 256 | On Ramp/S.Washington | 0 | 0 |
| 4 | 846 | S.Joyce St/Columbia | 1 | 1 |
| 5 | 1663 | Army Navy Dr. | 1 | 0 |
| 6 | 515 | S.Joyce St. | 1 | 0 |
| Totals | 3855 | | 3 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 20.3 | 21.8 | 22.4 | 28.2 | 24.6 | 22.9 | 24.8 | 21.0 |
| 3 | 256 | On Ramp/S.Washington | 26.3 | 25.4 | 25.0 | 35.4 | 27.1 | 24.6 | 33.5 | 27.0 |
| 4 | 846 | S.Joyce St/Columbia | 12.3 | 7.4 | 6.6 | 5.1 | 2.8 | 3.0 | 6.2 | 5.1 |
| 5 | 1663 | Army Navy Dr. | 28.0 | 17.3 | 15.8 | 16.0 | 15.5 | 15.1 | 17.6 | 23.8 |
| 6 | 515 | S.Joyce St. | 15.8 | 19.9 | 14.6 | 30.9 | 6.9 | 17.5 | 9.8 | 20.0 |
| Totals | 3855 | | 19.5 | 14.1 | 12.6 | 12.2 | 7.6 | 8.5 | 12.5 | 12.9 |

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 25.8 | 25.7 |
| 3 | 256 | On Ramp/S.Washington | 29.2 | 18.6 |
| 4 | 846 | S.Joyce St/Columbia | 5.0 | 9.1 |
| 5 | 1663 | Army Navy Dr. | 26.2 | 31.4 |
| 6 | 515 | S.Joyce St. | 9.4 | 23.5 |
| Totals | 3855 | | 12.3 | 19.0 |

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 13 | 11 | 11 | 7 | 9 | 10 | 9 | 12 |
| 3 | 256 | On Ramp/S.Washington | 3 | 4 | 4 | 2 | 4 | 4 | 2 | 3 |
| 4 | 846 | S.Joyce St/Columbia | 35 | 68 | 78 | 105 | 187 | 179 | 79 | 101 |
| 5 | 1663 | Army Navy Dr. | 20 | 45 | 50 | 49 | 52 | 54 | 43 | 27 |
| 6 | 515 | S.Joyce St. | 15 | 11 | 18 | 5 | 41 | 14 | 29 | 9 |
| Totals | 3855 | | 86 | 139 | 161 | 168 | 293 | 261 | 162 | 152 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|-----------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 9 | 9 |
| 3 | 256 | On Ramp/S.Washington | 3 | 6 |
| 4 | 846 | S.Joyce St/Columbia | 104 | 51 |
| 5 | 1663 | Army Navy Dr. | 22 | 15 |
| 6 | 515 | S.Joyce St. | 22 | 9 |
| Totals | 3855 | | 160 | 90 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 18 | 12 | 18 | 4 | 6 | 10 | 5 | 14 |
| 3 | 256 | On Ramp/S.Washington | 0 | 0 | 7 | 0 | 2 | 4 | 0 | 0 |
| 4 | 846 | S.Joyce St/Columbia | 41 | 68 | 89 | 102 | 195 | 188 | 78 | 102 |
| 5 | 1663 | Army Navy Dr. | 3 | 34 | 42 | 41 | 47 | 47 | 39 | 24 |
| 6 | 515 | S.Joyce St. | 21 | 16 | 24 | 1 | 46 | 20 | 34 | 14 |
| Totals | 3855 | | 83 | 130 | 180 | 148 | 296 | 269 | 156 | 154 |

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|-----------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 5 | 5 |
| 3 | 256 | On Ramp/S.Washington | 0 | 8 |
| 4 | 846 | S.Joyce St/Columbia | 102 | 61 |
| 5 | 1663 | Army Navy Dr. | 14 | 0 |
| 6 | 515 | S.Joyce St. | 25 | 6 |
| Totals | 3855 | | 146 | 80 |

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 20 | 18 | 18 | 14 | 16 | 18 | 16 | 20 |
| 3 | 256 | On Ramp/S.Washington | 7 | 7 | 7 | 2 | 7 | 7 | 6 | 6 |
| 4 | 846 | S.Joyce St/Columbia | 46 | 79 | 89 | 112 | 198 | 190 | 90 | 112 |
| 5 | 1663 | Army Navy Dr. | 41 | 66 | 71 | 48 | 69 | 75 | 58 | 48 |
| 6 | 515 | S.Joyce St. | 21 | 16 | 24 | 8 | 46 | 20 | 34 | 14 |
| Totals | 3855 | | 135 | 186 | 209 | 184 | 336 | 310 | 204 | 200 |

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 16 | 16 |
| 3 | 256 | On Ramp/S.Washington | 6 | 9 |
| 4 | 846 | S.Joyce St/Columbia | 115 | 62 |
| 5 | 1663 | Army Navy Dr. | 43 | 30 |
| 6 | 515 | S.Joyce St. | 25 | 15 |
| Totals | 3855 | | 205 | 132 |

NDS

19-11097-N.Rotary Rd
AM

Study Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 55 MPH by Section**

19-11097-004-AM-01 19-11097-004-AM-02 19-11097-004-AM-03 19-11097-004-AM-04 19-11097-004-AM-05 19-11097-004-AM-06 19-11097-004-AM-07 19-11097-004-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 575 | Off Ramp/S.Washington | 20 | 18 | 18 | 14 | 16 | 18 | 16 | 20 |
| 3 | 256 | On Ramp/S.Washington | 7 | 7 | 7 | 5 | 7 | 7 | 6 | 6 |
| 4 | 846 | S.Joyce St/Columbia | 46 | 79 | 89 | 116 | 198 | 190 | 90 | 112 |
| 5 | 1663 | Army Navy Dr. | 41 | 66 | 71 | 70 | 73 | 75 | 64 | 48 |
| 6 | 515 | S.Joyce St. | 21 | 16 | 24 | 11 | 46 | 20 | 34 | 14 |
| Totals | 3855 | | 135 | 186 | 209 | 216 | 340 | 310 | 210 | 200 |

NDS19-11097-N.Rotary Rd
AMStudy Name : 19-11097-N.Rotary Rd-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 55 MPH by Section**19-11097-004-AM-09
19-11097-004-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 575 | Off Ramp/S.Washington | 16 | 16 |
| 3 | 256 | On Ramp/S.Washington | 6 | 9 |
| 4 | 846 | S.Joyce St/Columbia | 115 | 62 |
| 5 | 1663 | Army Navy Dr. | 43 | 36 |
| 6 | 515 | S.Joyce St. | 25 | 15 |
| Totals | 3855 | | 205 | 138 |

NDS
119-11097-N.Rotary Rd
PM

PC-Travel Reports for study: 19-11097-N.Rotary Rd-PM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 45 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-004-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-004-PM-10 | 39 |

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 2

Study Summary***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-004-PM-01 | 06/05/19 | 16:30 | 3937 | Before | Primary |
| 19-11097-004-PM-02 | 06/05/19 | 16:41 | 4099 | Before | Primary |
| 19-11097-004-PM-03 | 06/05/19 | 16:48 | 3893 | Before | Primary |
| 19-11097-004-PM-04 | 06/05/19 | 16:56 | 4026 | Before | Primary |
| 19-11097-004-PM-05 | 06/05/19 | 17:08 | 3970 | Before | Primary |
| 19-11097-004-PM-06 | 06/05/19 | 17:20 | 3928 | Before | Primary |
| 19-11097-004-PM-07 | 06/05/19 | 17:46 | 3889 | Before | Primary |
| 19-11097-004-PM-08 | 06/05/19 | 17:54 | 3911 | Before | Primary |
| 19-11097-004-PM-09 | 06/05/19 | 18:03 | 3991 | Before | Primary |
| 19-11097-004-PM-10 | 06/05/19 | 18:16 | 3945 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | N.Rotary Rd |
| 2 | 596 | Off Ramp/S.Washington |
| 3 | 276 | On Ramp/S.Washington |
| 4 | 797 | S.Joyce St/Columbia |
| 5 | 1785 | Army Navy Dr. |
| 6 | 504 | S.Joyce St. |

Length of Study Route = 3,958 feet

Notes:

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 45 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | N.Rotary Rd | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington Blvd | 16.8 | 0.0 | 24.2 | 7.6 | 6.5 | 16.8 | 16.8 |
| 3 | 276 | On Ramp/S.Washington Blvd | 6.2 | 0.0 | 30.4 | 2.0 | 0.2 | 6.2 | 6.2 |
| 4 | 797 | S.Joyce St/Columbia Pike | 101.3 | 1.1 | 5.4 | 89.1 | 96.9 | 101.3 | 101.3 |
| 5 | 1785 | Army Navy Dr. | 57.2 | 0.5 | 21.3 | 30.0 | 26.6 | 51.0 | 57.2 |
| 6 | 504 | S.Joyce St. | 23.7 | 0.5 | 14.5 | 16.3 | 21.8 | 23.1 | 23.1 |
| Total | 3,958 | | 205.2 | 2.1 | 13.2 | 145.0 | 152.0 | 198.4 | 204.6 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 45 MPH.

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 19 | 18 | 15 | 19 | 17 | 17 | 15 | 15 |
| 3 | 276 | On Ramp/S.Washington | 6 | 7 | 6 | 6 | 6 | 6 | 6 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 97 | 40 | 82 | 112 | 92 | 191 | 91 | 153 |
| 5 | 1785 | Army Navy Dr. | 56 | 42 | 37 | 59 | 70 | 89 | 34 | 46 |
| 6 | 504 | S.Joyce St. | 28 | 18 | 36 | 16 | 16 | 23 | 10 | 16 |
| Totals | 3958 | | 206 | 125 | 176 | 212 | 201 | 326 | 156 | 236 |

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 17 | 16 |
| 3 | 276 | On Ramp/S.Washington | 7 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 43 | 112 |
| 5 | 1785 | Army Navy Dr. | 41 | 98 |
| 6 | 504 | S.Joyce St. | 25 | 49 |
| Totals | 3958 | | 133 | 281 |

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 276 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 797 | S.Joyce St/Columbia | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| 5 | 1785 | Army Navy Dr. | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| 6 | 504 | S.Joyce St. | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Totals | 3958 | | 3 | 1 | 2 | 2 | 2 | 4 | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 0 | 0 |
| 3 | 276 | On Ramp/S.Washington | 0 | 0 |
| 4 | 797 | S.Joyce St/Columbia | 1 | 1 |
| 5 | 1785 | Army Navy Dr. | 0 | 1 |
| 6 | 504 | S.Joyce St. | 1 | 1 |
| Totals | 3958 | | 2 | 3 |

Stops based on a Stop Speed of 5 MPH.

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 22.2 | 23.0 | 27.9 | 21.7 | 24.4 | 25.3 | 29.1 | 27.0 |
| 3 | 276 | On Ramp/S.Washington | 29.2 | 27.1 | 31.0 | 31.0 | 32.7 | 28.0 | 26.5 | 31.0 |
| 4 | 797 | S.Joyce St/Columbia | 5.7 | 13.9 | 6.6 | 4.9 | 5.8 | 2.9 | 6.1 | 3.6 |
| 5 | 1785 | Army Navy Dr. | 22.1 | 28.7 | 32.7 | 20.6 | 17.3 | 13.4 | 36.2 | 26.5 |
| 6 | 504 | S.Joyce St. | 11.3 | 18.3 | 8.5 | 22.3 | 21.3 | 14.5 | 29.6 | 20.5 |
| Totals | 3958 | | 13.1 | 21.6 | 15.2 | 12.8 | 13.4 | 8.2 | 17.1 | 11.3 |

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 24.4 | 26.2 |
| 3 | 276 | On Ramp/S.Washington | 29.9 | 31.0 |
| 4 | 797 | S.Joyce St/Columbia | 12.1 | 4.8 |
| 5 | 1785 | Army Navy Dr. | 29.6 | 12.5 |
| 6 | 504 | S.Joyce St. | 13.8 | 6.6 |
| Totals | 3958 | | 20.3 | 9.6 |

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 10 | 9 | 6 | 10 | 8 | 7 | 5 | 6 |
| 3 | 276 | On Ramp/S.Washington | 2 | 3 | 2 | 2 | 1 | 2 | 2 | 2 |
| 4 | 797 | S.Joyce St/Columbia | 85 | 27 | 70 | 100 | 80 | 178 | 79 | 141 |
| 5 | 1785 | Army Navy Dr. | 28 | 15 | 10 | 32 | 43 | 62 | 6 | 19 |
| 6 | 504 | S.Joyce St. | 21 | 10 | 29 | 8 | 8 | 16 | 3 | 9 |
| Totals | 3958 | | 146 | 64 | 117 | 152 | 140 | 265 | 95 | 177 |

Total Delay based on a Normal Speed of 45 MPH.

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 8 | 7 |
| 3 | 276 | On Ramp/S.Washington | 2 | 2 |
| 4 | 797 | S.Joyce St/Columbia | 31 | 100 |
| 5 | 1785 | Army Navy Dr. | 14 | 71 |
| 6 | 504 | S.Joyce St. | 17 | 42 |
| Totals | 3958 | | 72 | 222 |

Total Delay based on a Normal Speed of 45 MPH.

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 10 | 11 | 3 | 10 | 7 | 5 | 4 | 4 |
| 3 | 276 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4 | 797 | S.Joyce St/Columbia | 91 | 35 | 79 | 104 | 85 | 191 | 91 | 148 |
| 5 | 1785 | Army Navy Dr. | 29 | 16 | 4 | 31 | 39 | 57 | 1 | 14 |
| 6 | 504 | S.Joyce St. | 27 | 18 | 35 | 13 | 13 | 22 | 2 | 15 |
| Totals | 3958 | | 157 | 80 | 121 | 158 | 144 | 275 | 100 | 181 |

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 6 | 5 |
| 3 | 276 | On Ramp/S.Washington | 0 | 0 |
| 4 | 797 | S.Joyce St/Columbia | 38 | 107 |
| 5 | 1785 | Army Navy Dr. | 7 | 68 |
| 6 | 504 | S.Joyce St. | 25 | 48 |
| Totals | 3958 | | 76 | 228 |

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 19 | 18 | 15 | 19 | 17 | 17 | 15 | 15 |
| 3 | 276 | On Ramp/S.Washington | 6 | 7 | 6 | 6 | 6 | 6 | 6 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 97 | 40 | 82 | 112 | 92 | 191 | 91 | 153 |
| 5 | 1785 | Army Navy Dr. | 55 | 27 | 21 | 52 | 68 | 89 | 13 | 46 |
| 6 | 504 | S.Joyce St. | 27 | 18 | 35 | 16 | 16 | 22 | 9 | 15 |
| Totals | 3958 | | 204 | 110 | 159 | 205 | 199 | 325 | 134 | 235 |

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 17 | 16 |
| 3 | 276 | On Ramp/S.Washington | 7 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 43 | 112 |
| 5 | 1785 | Army Navy Dr. | 41 | 98 |
| 6 | 504 | S.Joyce St. | 25 | 48 |
| Totals | 3958 | | 133 | 280 |

NDS

119-11097-N.Rotary Rd
PM

Study Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 45 MPH by Section**

19-11097-004-PM-01 19-11097-004-PM-02 19-11097-004-PM-03 19-11097-004-PM-04 19-11097-004-PM-05 19-11097-004-PM-06 19-11097-004-PM-07 19-11097-004-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | N.Rotary Rd | | | | | | | | |
| 2 | 596 | Off Ramp/S.Washington | 19 | 18 | 15 | 19 | 17 | 17 | 15 | 15 |
| 3 | 276 | On Ramp/S.Washington | 6 | 7 | 6 | 6 | 6 | 6 | 6 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 97 | 40 | 82 | 112 | 92 | 191 | 91 | 153 |
| 5 | 1785 | Army Navy Dr. | 56 | 42 | 37 | 59 | 70 | 89 | 34 | 46 |
| 6 | 504 | S.Joyce St. | 27 | 18 | 35 | 16 | 16 | 22 | 9 | 15 |
| Totals | 3958 | | 205 | 125 | 175 | 212 | 201 | 325 | 155 | 235 |

NDS119-11097-N.Rotary Rd
PMStudy Name : 19-11097-N.Rotary Rd-PM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 45 MPH by Section**19-11097-004-PM-09
19-11097-004-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | N.Rotary Rd | | |
| 2 | 596 | Off Ramp/S.Washington | 17 | 16 |
| 3 | 276 | On Ramp/S.Washington | 7 | 6 |
| 4 | 797 | S.Joyce St/Columbia | 43 | 112 |
| 5 | 1785 | Army Navy Dr. | 41 | 98 |
| 6 | 504 | S.Joyce St. | 25 | 48 |
| Totals | 3958 | | 133 | 280 |

NDS
19-11097-Oak Street
AM

PC-Travel Reports for study: 19-11097-Oak Street-AM

| <u>Report Name</u> | <u>Page</u> |
|--|--------------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-005-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-005-AM-10 | 39 |

NDS
19-11097-Oak Street
AM

Study Name : **19-11097-Oak Street-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-005-AM-01 | 06/05/19 | 07:32 | 3768 | Before | Primary |
| 19-11097-005-AM-02 | 06/05/19 | 07:40 | 3818 | Before | Primary |
| 19-11097-005-AM-03 | 06/05/19 | 07:52 | 3840 | Before | Primary |
| 19-11097-005-AM-04 | 06/05/19 | 08:03 | 3764 | Before | Primary |
| 19-11097-005-AM-05 | 06/05/19 | 08:18 | 3753 | Before | Primary |
| 19-11097-005-AM-06 | 06/05/19 | 08:36 | 3823 | Before | Primary |
| 19-11097-005-AM-07 | 06/05/19 | 08:43 | 3822 | Before | Primary |
| 19-11097-005-AM-08 | 06/05/19 | 08:58 | 3830 | Before | Primary |
| 19-11097-005-AM-09 | 06/05/19 | 09:08 | 3763 | Before | Primary |
| 19-11097-005-AM-10 | 06/05/19 | 09:21 | 3779 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | Oak St. |
| 2 | 2389 | S.Joyce St./Columbia |
| 3 | 282 | Off Ramp/S.Washington |
| 4 | 716 | On Ramp/S.Washington |
| 5 | 409 | S.Rotary Rd. |

Length of Study Route = 3,796 feet

Notes:

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|--------------|--------------|----------------------------|--------------|------------|-------------|-------------|----------------|----------------|----------------|
| 1 | 0 | Oak St. | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia Pike | 95.0 | 0.9 | 17.1 | 54.0 | 42.4 | 76.0 | 95.0 |
| 3 | 282 | Off Ramp/S.Washington Blvd | 7.2 | 0.0 | 26.7 | 2.1 | 0.2 | 5.6 | 7.2 |
| 4 | 716 | On Ramp/S.Washington Blvd | 15.1 | 0.0 | 32.3 | 2.2 | 0.0 | 6.0 | 15.1 |
| 5 | 409 | S.Rotary Rd. | 9.2 | 0.0 | 30.3 | 2.1 | 0.4 | 5.2 | 8.7 |
| Total | 3,796 | | 126.5 | 0.9 | 20.5 | 60.4 | 43.0 | 92.8 | 126.0 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 73 | 92 | 91 | 98 | 126 | 106 | 64 | 83 |
| 3 | 282 | Off Ramp/S.Washington | 8 | 8 | 8 | 8 | 6 | 7 | 7 | 7 |
| 4 | 716 | On Ramp/S.Washington | 17 | 14 | 13 | 18 | 14 | 14 | 17 | 16 |
| 5 | 409 | S.Rotary Rd. | 10 | 7 | 8 | 12 | 8 | 9 | 10 | 11 |
| Totals | 3796 | | 108 | 121 | 120 | 136 | 154 | 136 | 98 | 117 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 130 | 87 |
| 3 | 282 | Off Ramp/S.Washington | 6 | 7 |
| 4 | 716 | On Ramp/S.Washington | 14 | 14 |
| 5 | 409 | S.Rotary Rd. | 9 | 8 |
| Totals | 3796 | | 159 | 116 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 |
| 3 | 282 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 716 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 409 | S.Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3796 | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 1 | 1 |
| 3 | 282 | Off Ramp/S.Washington | 0 | 0 |
| 4 | 716 | On Ramp/S.Washington | 0 | 0 |
| 5 | 409 | S.Rotary Rd. | 0 | 0 |
| Totals | 3796 | | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07
 19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 22.6 | 17.8 | 18.0 | 16.8 | 13.1 | 15.4 | 25.7 | 19.7 |
| 3 | 282 | Off Ramp/S.Washington | 24.0 | 24.9 | 27.4 | 24.0 | 29.2 | 26.7 | 27.0 | 29.3 |
| 4 | 716 | On Ramp/S.Washington | 29.2 | 36.6 | 36.5 | 27.0 | 36.9 | 35.4 | 29.0 | 30.1 |
| 5 | 409 | S.Rotary Rd. | 26.4 | 37.1 | 32.9 | 21.8 | 31.3 | 31.4 | 28.0 | 27.0 |
| Totals | 3796 | | 24.1 | 21.5 | 21.6 | 19.0 | 16.7 | 19.1 | 26.6 | 22.4 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 12.7 | 18.9 |
| 3 | 282 | Off Ramp/S.Washington | 30.2 | 28.6 |
| 4 | 716 | On Ramp/S.Washington | 35.2 | 34.9 |
| 5 | 409 | S.Rotary Rd. | 30.5 | 33.7 |
| Totals | 3796 | | 16.2 | 22.4 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 32 | 51 | 50 | 57 | 85 | 65 | 23 | 42 |
| 3 | 282 | Off Ramp/S.Washington | 3 | 3 | 2 | 3 | 1 | 2 | 2 | 2 |
| 4 | 716 | On Ramp/S.Washington | 4 | 1 | 0 | 5 | 1 | 1 | 4 | 4 |
| 5 | 409 | S.Rotary Rd. | 3 | 0 | 1 | 5 | 1 | 2 | 3 | 3 |
| Totals | 3796 | | 42 | 55 | 53 | 70 | 88 | 70 | 32 | 51 |

Total Delay based on a Normal Speed of 40 MPH.

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 89 | 46 |
| 3 | 282 | Off Ramp/S.Washington | 1 | 2 |
| 4 | 716 | On Ramp/S.Washington | 1 | 1 |
| 5 | 409 | S.Rotary Rd. | 2 | 1 |
| Totals | 3796 | | 93 | 50 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 18 | 42 | 44 | 40 | 77 | 59 | 1 | 35 |
| 3 | 282 | Off Ramp/S.Washington | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 716 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 409 | S.Rotary Rd. | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Totals | 3796 | | 18 | 44 | 44 | 44 | 77 | 59 | 1 | 35 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 20 MPH by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 71 | 37 |
| 3 | 282 | Off Ramp/S.Washington | 0 | 0 |
| 4 | 716 | On Ramp/S.Washington | 0 | 0 |
| 5 | 409 | S.Rotary Rd. | 0 | 0 |
| Totals | 3796 | | 71 | 37 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 73 | 62 | 60 | 98 | 98 | 67 | 55 | 51 |
| 3 | 282 | Off Ramp/S.Washington | 8 | 6 | 6 | 8 | 4 | 6 | 7 | 3 |
| 4 | 716 | On Ramp/S.Washington | 14 | 0 | 0 | 18 | 0 | 0 | 17 | 11 |
| 5 | 409 | S.Rotary Rd. | 9 | 0 | 1 | 11 | 3 | 3 | 10 | 11 |
| Totals | 3796 | | 104 | 68 | 67 | 135 | 105 | 76 | 89 | 76 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 30 MPH by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|-----------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 130 | 66 |
| 3 | 282 | Off Ramp/S.Washington | 3 | 5 |
| 4 | 716 | On Ramp/S.Washington | 0 | 0 |
| 5 | 409 | S.Rotary Rd. | 4 | 0 |
| Totals | 3796 | | 137 | 71 |

NDS

19-11097-Oak Street

AM

Study Name : 19-11097-Oak Street-AM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-005-AM-01 19-11097-005-AM-02 19-11097-005-AM-03 19-11097-005-AM-04 19-11097-005-AM-05 19-11097-005-AM-06 19-11097-005-AM-07
 19-11097-005-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2389 | S.Joyce St./Columbia | 73 | 92 | 91 | 98 | 126 | 106 | 64 | 83 |
| 3 | 282 | Off Ramp/S.Washington | 8 | 8 | 8 | 8 | 6 | 7 | 7 | 7 |
| 4 | 716 | On Ramp/S.Washington | 17 | 14 | 13 | 18 | 14 | 14 | 17 | 16 |
| 5 | 409 | S.Rotary Rd. | 9 | 7 | 8 | 11 | 7 | 9 | 10 | 11 |
| Totals | 3796 | | 107 | 121 | 120 | 135 | 153 | 136 | 98 | 117 |

NDS19-11097-Oak Street
AMStudy Name : 19-11097-Oak Street-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 40 MPH by Section**19-11097-005-AM-09
19-11097-005-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak St. | | |
| 2 | 2389 | S.Joyce St./Columbia | 130 | 87 |
| 3 | 282 | Off Ramp/S.Washington | 6 | 7 |
| 4 | 716 | On Ramp/S.Washington | 14 | 14 |
| 5 | 409 | S.Rotary Rd. | 8 | 7 |
| Totals | 3796 | | 158 | 115 |

NDS
19-11097-Oak Street
PM

PC-Travel Reports for study: 19-11097-Oak Street-PM

| <u>Report Name</u> | <u>Page</u> |
|--|--------------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-005-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-005-PM-10 | 39 |

NDS
19-11097-Oak Street
PM

Study Name : **19-11097-Oak Street-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-005-PM-01 | 06/05/19 | 16:31 | 3830 | Before | Primary |
| 19-11097-005-PM-02 | 06/05/19 | 16:42 | 3794 | Before | Primary |
| 19-11097-005-PM-03 | 06/05/19 | 16:54 | 3793 | Before | Primary |
| 19-11097-005-PM-04 | 06/05/19 | 17:05 | 3768 | Before | Primary |
| 19-11097-005-PM-05 | 06/05/19 | 17:15 | 3797 | Before | Primary |
| 19-11097-005-PM-06 | 06/05/19 | 17:30 | 3785 | Before | Primary |
| 19-11097-005-PM-07 | 06/05/19 | 17:43 | 3793 | Before | Primary |
| 19-11097-005-PM-08 | 06/05/19 | 17:55 | 3790 | Before | Primary |
| 19-11097-005-PM-09 | 06/05/19 | 18:07 | 3781 | Before | Primary |
| 19-11097-005-PM-10 | 06/05/19 | 18:19 | 3768 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | Oak St. |
| 2 | 2403 | S.Joyce St./Columbia |
| 3 | 254 | Off Ramp/S.Washington |
| 4 | 722 | On Ramp/S.Washington |
| 5 | 410 | S.Rotary Rd. |

Length of Study Route = 3,789 feet

Notes:

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|--------------|--------------|----------------------------|--------------|------------|-------------|-------------|----------------|----------------|----------------|
| 1 | 0 | Oak St. | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia Pike | 104.2 | 0.9 | 15.7 | 63.2 | 49.5 | 97.5 | 104.2 |
| 3 | 254 | Off Ramp/S.Washington Blvd | 6.8 | 0.0 | 25.5 | 2.0 | 0.4 | 5.5 | 6.8 |
| 4 | 722 | On Ramp/S.Washington Blvd | 15.6 | 0.0 | 31.6 | 2.9 | 0.0 | 6.6 | 15.6 |
| 5 | 410 | S.Rotary Rd. | 9.8 | 0.0 | 28.5 | 2.7 | 0.0 | 7.3 | 9.4 |
| Total | 3,789 | | 136.4 | 0.9 | 18.9 | 70.8 | 49.9 | 116.9 | 136.0 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 71 | 102 | 94 | 69 | 144 | 143 | 99 | 88 |
| 3 | 254 | Off Ramp/S.Washington | 7 | 6 | 8 | 6 | 7 | 7 | 7 | 8 |
| 4 | 722 | On Ramp/S.Washington | 17 | 16 | 15 | 16 | 17 | 14 | 16 | 17 |
| 5 | 410 | S.Rotary Rd. | 9 | 10 | 9 | 11 | 10 | 10 | 9 | 10 |
| Totals | 3789 | | 104 | 134 | 126 | 102 | 178 | 174 | 131 | 123 |

NDS19-11097-Oak Street
PMStudy Name : 19-11097-Oak Street-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 161 | 71 |
| 3 | 254 | Off Ramp/S.Washington | 6 | 6 |
| 4 | 722 | On Ramp/S.Washington | 13 | 15 |
| 5 | 410 | S.Rotary Rd. | 10 | 10 |
| Totals | 3789 | | 190 | 102 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 | 254 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 722 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 410 | S.Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3789 | | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 7

Detailed Statistics By Run**Number of Stops by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 1 | 0 |
| 3 | 254 | Off Ramp/S.Washington | 0 | 0 |
| 4 | 722 | On Ramp/S.Washington | 0 | 0 |
| 5 | 410 | S.Rotary Rd. | 0 | 0 |
| Totals | 3789 | | 1 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Oak Street
PM

Study Name : 19-11097-Oak Street-PM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 23.3 | 16.3 | 17.5 | 23.9 | 11.4 | 11.5 | 16.6 | 18.8 |
| 3 | 254 | Off Ramp/S.Washington | 24.3 | 29.3 | 23.0 | 30.3 | 24.7 | 27.7 | 24.9 | 22.9 |
| 4 | 722 | On Ramp/S.Washington | 29.5 | 30.4 | 32.3 | 30.8 | 29.7 | 33.6 | 31.9 | 28.3 |
| 5 | 410 | S.Rotary Rd. | 29.2 | 27.4 | 30.6 | 24.8 | 26.8 | 30.3 | 28.9 | 27.3 |
| Totals | 3789 | | 24.9 | 19.4 | 20.5 | 25.5 | 14.5 | 14.9 | 19.7 | 21.1 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 9

Detailed Statistics By Run**Average Speed (MPH) by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 10.2 | 23.3 |
| 3 | 254 | Off Ramp/S.Washington | 28.8 | 30.7 |
| 4 | 722 | On Ramp/S.Washington | 37.5 | 32.1 |
| 5 | 410 | S.Rotary Rd. | 29.8 | 28.0 |
| Totals | 3789 | | 13.6 | 25.5 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 30 | 61 | 53 | 28 | 103 | 102 | 58 | 47 |
| 3 | 254 | Off Ramp/S.Washington | 2 | 1 | 3 | 1 | 3 | 2 | 3 | 3 |
| 4 | 722 | On Ramp/S.Washington | 4 | 3 | 2 | 3 | 4 | 2 | 3 | 5 |
| 5 | 410 | S.Rotary Rd. | 2 | 3 | 2 | 4 | 3 | 2 | 2 | 3 |
| Totals | 3789 | | 38 | 68 | 60 | 36 | 113 | 108 | 66 | 58 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 11

Detailed Statistics By Run**Total Delay (sec) by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|-----------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 120 | 30 |
| 3 | 254 | Off Ramp/S.Washington | 1 | 1 |
| 4 | 722 | On Ramp/S.Washington | 1 | 2 |
| 5 | 410 | S.Rotary Rd. | 3 | 3 |
| Totals | 3789 | | 125 | 36 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07
 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 18 | 42 | 43 | 16 | 91 | 91 | 56 | 28 |
| 3 | 254 | Off Ramp/S.Washington | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 4 | 722 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 410 | S.Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3789 | | 18 | 42 | 45 | 16 | 91 | 91 | 56 | 30 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 13

Detailed Statistics By Run**Time <= 20 MPH by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|----------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 104 | 6 |
| 3 | 254 | Off Ramp/S.Washington | 0 | 0 |
| 4 | 722 | On Ramp/S.Washington | 0 | 0 |
| 5 | 410 | S.Rotary Rd. | 0 | 0 |
| Totals | 3789 | | 104 | 6 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 68 | 102 | 72 | 61 | 144 | 124 | 97 | 88 |
| 3 | 254 | Off Ramp/S.Washington | 7 | 6 | 8 | 2 | 7 | 5 | 7 | 8 |
| 4 | 722 | On Ramp/S.Washington | 11 | 10 | 2 | 7 | 17 | 0 | 2 | 17 |
| 5 | 410 | S.Rotary Rd. | 6 | 10 | 4 | 10 | 10 | 4 | 6 | 10 |
| Totals | 3789 | | 92 | 128 | 86 | 80 | 178 | 133 | 112 | 123 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 15

Detailed Statistics By Run**Time <= 30 MPH by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|-----------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 148 | 71 |
| 3 | 254 | Off Ramp/S.Washington | 4 | 1 |
| 4 | 722 | On Ramp/S.Washington | 0 | 0 |
| 5 | 410 | S.Rotary Rd. | 5 | 8 |
| Totals | 3789 | | 157 | 80 |

NDS

19-11097-Oak Street

PM

Study Name : 19-11097-Oak Street-PM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-005-PM-01 19-11097-005-PM-02 19-11097-005-PM-03 19-11097-005-PM-04 19-11097-005-PM-05 19-11097-005-PM-06 19-11097-005-PM-07 19-11097-005-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Oak St. | | | | | | | | |
| 2 | 2403 | S.Joyce St./Columbia | 71 | 102 | 94 | 69 | 144 | 143 | 99 | 88 |
| 3 | 254 | Off Ramp/S.Washington | 7 | 6 | 8 | 6 | 7 | 7 | 7 | 8 |
| 4 | 722 | On Ramp/S.Washington | 17 | 16 | 15 | 16 | 17 | 14 | 16 | 17 |
| 5 | 410 | S.Rotary Rd. | 9 | 10 | 9 | 10 | 10 | 9 | 9 | 10 |
| Totals | 3789 | | 104 | 134 | 126 | 101 | 178 | 173 | 131 | 123 |

NDS19-11097-Oak Street
PMStudy Name : 19-11097-Oak Street-PM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 40 MPH by Section**19-11097-005-PM-09
19-11097-005-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Oak St. | | |
| 2 | 2403 | S.Joyce St./Columbia | 161 | 71 |
| 3 | 254 | Off Ramp/S.Washington | 6 | 6 |
| 4 | 722 | On Ramp/S.Washington | 13 | 15 |
| 5 | 410 | S.Rotary Rd. | 9 | 9 |
| Totals | 3789 | | 189 | 101 |

NDS

19-11097-S.Rotary Rd.

AM

PC-Travel Reports for study: 19-11097-S.Rotary Rd.-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-006-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-006-AM-10 | 39 |

NDS

19-11097-S.Rotary Rd.
AM

Study Name : **19-11097-S.Rotary Rd.-AM**
Study Date : **06/05/2019**
Page No. : **2**

Study Summary**Runs Used in This Study**

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-006-AM-01 | 06/05/19 | 07:48 | 3855 | Before | Primary |
| 19-11097-006-AM-02 | 06/05/19 | 08:00 | 3865 | Before | Primary |
| 19-11097-006-AM-03 | 06/05/19 | 08:16 | 3855 | Before | Primary |
| 19-11097-006-AM-04 | 06/05/19 | 08:28 | 3847 | Before | Primary |
| 19-11097-006-AM-05 | 06/05/19 | 08:39 | 3849 | Before | Primary |
| 19-11097-006-AM-06 | 06/05/19 | 08:48 | 3855 | Before | Primary |
| 19-11097-006-AM-07 | 06/05/19 | 09:00 | 3859 | Before | Primary |
| 19-11097-006-AM-08 | 06/05/19 | 09:09 | 3857 | Before | Primary |
| 19-11097-006-AM-09 | 06/05/19 | 09:19 | 3851 | Before | Primary |
| 19-11097-006-AM-10 | 06/05/19 | 09:27 | 3831 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S.Rotary Rd. |
| 2 | 630 | Off Ramp/S.Washington |
| 3 | 240 | On Ramp/S.Washington |
| 4 | 870 | S.Joyce St./Columbia |
| 5 | 2112 | Oak St. |

Length of Study Route = 3,852 feet

Notes:

NDS

19-11097-S.Rotary Rd.
AM

Study Name : 19-11097-S.Rotary Rd.-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington Blvd | 16.7 | 0.0 | 25.7 | 5.7 | 1.6 | 13.0 | 16.7 |
| 3 | 240 | On Ramp/S.Washington Blvd | 5.1 | 0.0 | 32.1 | 0.8 | 0.0 | 0.6 | 5.1 |
| 4 | 870 | S.Joyce St./Columbia Pike | 47.3 | 0.6 | 12.5 | 32.3 | 30.6 | 43.2 | 47.3 |
| 5 | 2112 | Oak St. | 51.6 | 0.0 | 27.9 | 15.4 | 0.3 | 42.7 | 51.2 |
| Total | 3,852 | | 120.7 | 0.6 | 21.8 | 54.2 | 32.5 | 99.5 | 120.3 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **4****Detailed Statistics By Run****Travel Time (sec) by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05
 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|------------|------------|-----------|-----------|------------|------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 17 | 16 | 17 | 16 | 16 | 16 | 16 | 17 |
| 3 | 240 | On Ramp/S.Washington | 5 | 5 | 5 | 5 | 6 | 5 | 5 | 5 |
| 4 | 870 | S.Joyce St./Columbia Pike | 68 | 37 | 22 | 23 | 28 | 89 | 20 | 33 |
| 5 | 2112 | Oak St. | 54 | 52 | 52 | 53 | 51 | 49 | 50 | 57 |
| Totals | 3852 | | 144 | 110 | 96 | 97 | 101 | 159 | 91 | 112 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **5****Detailed Statistics By Run****Travel Time (sec) by Section***19-11097-006-AM-09 19-11097-006-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|------------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 18 | 18 |
| 3 | 240 | On Ramp/S.Washington | 5 | 5 |
| 4 | 870 | S.Joyce St./Columbia Pike | 81 | 72 |
| 5 | 2112 | Oak St. | 52 | 46 |
| Totals | 3852 | | 156 | 141 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **6****Detailed Statistics By Run****Number of Stops by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 240 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5 | 2112 | Oak St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3852 | | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Rotary Rd.
AMStudy Name : **19-11097-S.Rotary Rd.-AM**
Study Date : **06/05/2019**
Page No. : **7****Detailed Statistics By Run****Number of Stops by Section**19-11097-006-AM-09
19-11097-006-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|----------|----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 0 |
| 3 | 240 | On Ramp/S.Washington | 0 | 0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 1 | 1 |
| 5 | 2112 | Oak St. | 0 | 0 |
| Totals | 3852 | | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Rotary Rd.

AM

Study Name : 19-11097-S.Rotary Rd.-AM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 25.6 | 28.6 | 26.4 | 27.6 | 27.0 | 27.6 | 27.9 | 26.9 |
| 3 | 240 | On Ramp/S.Washington | 32.8 | 32.0 | 33.8 | 31.0 | 31.3 | 33.0 | 31.0 | 29.0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 8.7 | 15.6 | 26.7 | 26.2 | 20.6 | 6.6 | 29.9 | 18.0 |
| 5 | 2112 | Oak St. | 26.7 | 27.7 | 27.3 | 27.4 | 28.6 | 29.3 | 28.6 | 25.2 |
| Totals | 3852 | | 18.3 | 24.0 | 27.4 | 27.3 | 26.3 | 16.5 | 28.9 | 23.5 |

NDS19-11097-S.Rotary Rd.
AMStudy Name : **19-11097-S.Rotary Rd.-AM**
Study Date : **06/05/2019**
Page No. : **9****Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-006-AM-09
19-11097-006-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-------------|-------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 24.6 | 25.2 |
| 3 | 240 | On Ramp/S.Washington | 30.8 | 31.0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 7.3 | 8.3 |
| 5 | 2112 | Oak St. | 28.1 | 31.2 |
| Totals | 3852 | | 16.9 | 18.7 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : 19-11097-S.Rotary Rd.-AM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 6 | 5 | 6 | 5 | 5 | 5 | 5 | 6 |
| 3 | 240 | On Ramp/S.Washington | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| 4 | 870 | S.Joyce St./Columbia Pike | 53 | 22 | 7 | 8 | 13 | 74 | 5 | 18 |
| 5 | 2112 | Oak St. | 18 | 16 | 16 | 16 | 15 | 13 | 14 | 21 |
| Totals | 3852 | | 78 | 43 | 29 | 30 | 34 | 93 | 25 | 46 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **11****Detailed Statistics By Run****Total Delay (sec) by Section***19-11097-006-AM-09 19-11097-006-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 7 | 7 |
| 3 | 240 | On Ramp/S.Washington | 1 | 1 |
| 4 | 870 | S.Joyce St./Columbia Pike | 66 | 57 |
| 5 | 2112 | Oak St. | 15 | 10 |
| Totals | 3852 | | 89 | 75 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **12****Detailed Statistics By Run****Time <= 20 MPH by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|-------------------|---------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 3 | 1 | 2 | 1 | 0 | 2 | 0 | 0 |
| 3 | 240 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 54 | 23 | 2 | 0 | 14 | 73 | 0 | 18 |
| 5 | 2112 | Oak St. | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Totals | 3852 | | 58 | 24 | 4 | 1 | 16 | 75 | 0 | 18 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **13****Detailed Statistics By Run****Time <= 20 MPH by Section***19-11097-006-AM-09 19-11097-006-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 4 | 3 |
| 3 | 240 | On Ramp/S.Washington | 0 | 0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 66 | 56 |
| 5 | 2112 | Oak St. | 0 | 0 |
| Totals | 3852 | | 70 | 59 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **14****Detailed Statistics By Run****Time <= 30 MPH by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|------------|-----------|-----------|-----------|-----------|------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 14 | 8 | 14 | 9 | 13 | 8 | 12 | 17 |
| 3 | 240 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4 | 870 | S.Joyce St./Columbia Pike | 65 | 34 | 15 | 22 | 28 | 80 | 12 | 33 |
| 5 | 2112 | Oak St. | 50 | 49 | 52 | 52 | 37 | 36 | 31 | 57 |
| Totals | 3852 | | 129 | 91 | 81 | 83 | 78 | 124 | 55 | 112 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **15****Detailed Statistics By Run****Time <= 30 MPH by Section***19-11097-006-AM-09 19-11097-006-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|------------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 18 | 17 |
| 3 | 240 | On Ramp/S.Washington | 1 | 0 |
| 4 | 870 | S.Joyce St./Columbia Pike | 76 | 67 |
| 5 | 2112 | Oak St. | 47 | 16 |
| Totals | 3852 | | 142 | 100 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : 19-11097-S.Rotary Rd.-AM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-006-AM-01 19-11097-006-AM-02 19-11097-006-AM-03 19-11097-006-AM-04 19-11097-006-AM-05
 19-11097-006-AM-06 19-11097-006-AM-07 19-11097-006-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|------------|------------|-----------|-----------|------------|------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 17 | 16 | 17 | 16 | 16 | 16 | 16 | 17 |
| 3 | 240 | On Ramp/S.Washington | 5 | 5 | 5 | 5 | 6 | 5 | 5 | 5 |
| 4 | 870 | S.Joyce St./Columbia Pike | 68 | 37 | 22 | 23 | 28 | 89 | 20 | 33 |
| 5 | 2112 | Oak St. | 54 | 52 | 52 | 52 | 50 | 49 | 50 | 57 |
| Totals | 3852 | | 144 | 110 | 96 | 96 | 100 | 159 | 91 | 112 |

NDS

19-11097-S.Rotary Rd.

AM

Study Name : **19-11097-S.Rotary Rd.-AM**Study Date : **06/05/2019**Page No. : **17****Detailed Statistics By Run****Time <= 40 MPH by Section***19-11097-006-AM-09 19-11097-006-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|------------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 18 | 18 |
| 3 | 240 | On Ramp/S.Washington | 5 | 5 |
| 4 | 870 | S.Joyce St./Columbia Pike | 81 | 72 |
| 5 | 2112 | Oak St. | 51 | 45 |
| Totals | 3852 | | 155 | 140 |

NDS19-11097-S.Rotary Rd.
PM***PC-Travel Reports for study: 19-11097-S.Rotary Rd.-PM***

| <u>Report Name</u> | <u>Page</u> |
|--|--------------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 20 MPH | 12 |
| Detailed Statistics By Run - Time <= 30 MPH | 14 |
| Detailed Statistics By Run - Time <= 40 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-006-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-006-PM-10 | 39 |

NDS

19-11097-S.Rotary Rd.
PM

Study Name : 19-11097-S.Rotary Rd.-PM
Study Date : 06/05/2019
Page No. : 2

Study Summary***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-006-PM-01 | 06/05/19 | 16:36 | 3845 | Before | Primary |
| 19-11097-006-PM-02 | 06/05/19 | 16:54 | 3849 | Before | Primary |
| 19-11097-006-PM-03 | 06/05/19 | 16:57 | 3860 | Before | Primary |
| 19-11097-006-PM-04 | 06/05/19 | 17:29 | 3877 | Before | Primary |
| 19-11097-006-PM-05 | 06/05/19 | 17:58 | 3861 | Before | Primary |
| 19-11097-006-PM-06 | 06/05/19 | 18:04 | 3848 | Before | Primary |
| 19-11097-006-PM-07 | 06/05/19 | 18:10 | 3876 | Before | Primary |
| 19-11097-006-PM-08 | 06/05/19 | 18:16 | 3849 | Before | Primary |
| 19-11097-006-PM-09 | 06/05/19 | 18:20 | 3845 | Before | Primary |
| 19-11097-006-PM-10 | 06/05/19 | 18:24 | 3854 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | S.Rotary Rd. |
| 2 | 630 | Off Ramp/S.Washington |
| 3 | 236 | On Ramp/S.Washington |
| 4 | 873 | S.Joyce St./Columbia |
| 5 | 2117 | Oak St. |

Length of Study Route = 3,856 feet

Notes:

NDS

19-11097-S.Rotary Rd.
PM

Study Name : 19-11097-S.Rotary Rd.-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 20 MPH | Time <= 30 MPH | Time <= 40 MPH |
|---------------|---------------|----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington Blvd | 17.1 | 0.0 | 25.1 | 6.1 | 1.1 | 16.4 | 17.1 |
| 3 | 236 | On Ramp/S.Washington Blvd | 5.6 | 0.0 | 28.7 | 1.3 | 0.0 | 4.9 | 5.6 |
| 4 | 873 | S.Joyce St./Columbia Pike | 45.0 | 0.4 | 13.2 | 30.0 | 26.2 | 43.8 | 45.0 |
| 5 | 2117 | Oak St. | 52.9 | 0.0 | 27.3 | 16.4 | 0.0 | 44.5 | 52.3 |
| Total | 3,856 | | 120.6 | 0.4 | 21.8 | 53.8 | 27.3 | 109.6 | 120.0 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Rotary Rd.

PM

Study Name : **19-11097-S.Rotary Rd.-PM**Study Date : **06/05/2019**Page No. : **4****Detailed Statistics By Run****Travel Time (sec) by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05
 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| # | | | | | | | | | | |
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 16 | 17 | 18 | 17 | 19 | 16 | 17 | 17 |
| 3 | 236 | On Ramp/S.Washington | 6 | 5 | 6 | 6 | 5 | 6 | 5 | 5 |
| 4 | 873 | S.Joyce St./Columbia Pike | 68 | 23 | 24 | 102 | 89 | 44 | 22 | 27 |
| 5 | 2117 | Oak St. | 54 | 55 | 55 | 48 | 51 | 48 | 53 | 53 |
| Totals | 3856 | | 144 | 100 | 103 | 173 | 164 | 114 | 97 | 102 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : **19-11097-S.Rotary Rd.-PM**Study Date : **06/05/2019**Page No. : **5****Detailed Statistics By Run****Travel Time (sec) by Section***19-11097-006-PM-09 19-11097-006-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 16 | 18 |
| 3 | 236 | On Ramp/S.Washington | 6 | 6 |
| 4 | 873 | S.Joyce St./Columbia Pike | 23 | 28 |
| 5 | 2117 | Oak St. | 53 | 59 |
| Totals | 3856 | | 98 | 111 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : 19-11097-S.Rotary Rd.-PM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05
 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 236 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 873 | S.Joyce St./Columbia Pike | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| 5 | 2117 | Oak St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3856 | | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-S.Rotary Rd.
PMStudy Name : 19-11097-S.Rotary Rd.-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**

19-11097-006-PM-09 19-11097-006-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|----------|----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 0 |
| 3 | 236 | On Ramp/S.Washington | 0 | 0 |
| 4 | 873 | S.Joyce St./Columbia Pike | 0 | 0 |
| 5 | 2117 | Oak St. | 0 | 0 |
| Totals | 3856 | | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-S.Rotary Rd.

PM

Study Name : 19-11097-S.Rotary Rd.-PM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 28.3 | 26.1 | 24.9 | 25.6 | 23.3 | 27.0 | 26.6 | 27.1 |
| 3 | 236 | On Ramp/S.Washington | 25.7 | 29.4 | 27.8 | 28.0 | 30.0 | 30.0 | 29.6 | 30.6 |
| 4 | 873 | S.Joyce St./Columbia Pike | 8.9 | 25.8 | 24.0 | 5.8 | 6.7 | 13.4 | 27.3 | 21.6 |
| 5 | 2117 | Oak St. | 26.7 | 26.7 | 26.2 | 30.3 | 28.3 | 30.3 | 27.2 | 27.6 |
| Totals | 3856 | | 18.4 | 26.5 | 25.6 | 15.3 | 16.1 | 23.2 | 27.3 | 26.0 |

NDS19-11097-S.Rotary Rd.
PMStudy Name : 19-11097-S.Rotary Rd.-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**

19-11097-006-PM-09 19-11097-006-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-------------|-------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 27.1 | 24.6 |
| 3 | 236 | On Ramp/S.Washington | 28.8 | 26.3 |
| 4 | 873 | S.Joyce St./Columbia Pike | 25.7 | 21.3 |
| 5 | 2117 | Oak St. | 27.4 | 24.8 |
| Totals | 3856 | | 27.0 | 23.9 |

NDS

19-11097-S.Rotary Rd.
PM

Study Name : 19-11097-S.Rotary Rd.-PM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 5 | 6 | 7 | 6 | 8 | 5 | 6 | 6 |
| 3 | 236 | On Ramp/S.Washington | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 |
| 4 | 873 | S.Joyce St./Columbia Pike | 53 | 8 | 9 | 87 | 74 | 29 | 7 | 12 |
| 5 | 2117 | Oak St. | 18 | 18 | 19 | 12 | 15 | 11 | 17 | 16 |
| Totals | 3856 | | 78 | 33 | 36 | 107 | 98 | 46 | 31 | 34 |

Total Delay based on a Normal Speed of 40 MPH.

NDS19-11097-S.Rotary Rd.
PMStudy Name : **19-11097-S.Rotary Rd.-PM**
Study Date : **06/05/2019**
Page No. : **11****Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-006-PM-09
19-11097-006-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 5 | 7 |
| 3 | 236 | On Ramp/S.Washington | 2 | 2 |
| 4 | 873 | S.Joyce St./Columbia Pike | 8 | 13 |
| 5 | 2117 | Oak St. | 16 | 22 |
| Totals | 3856 | | 31 | 44 |

Total Delay based on a Normal Speed of 40 MPH.

NDS

19-11097-S.Rotary Rd.

PM

Study Name : 19-11097-S.Rotary Rd.-PM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 20 MPH by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05
 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|-----------|----------|----------|-----------|-----------|-----------|----------|-----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 0 | 2 | 1 | 5 | 1 | 0 | 0 |
| 3 | 236 | On Ramp/S.Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 873 | S.Joyce St./Columbia Pike | 53 | 0 | 0 | 88 | 72 | 27 | 0 | 11 |
| 5 | 2117 | Oak St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 3856 | | 53 | 0 | 2 | 89 | 77 | 28 | 0 | 11 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : **19-11097-S.Rotary Rd.-PM**Study Date : **06/05/2019**Page No. : **13****Detailed Statistics By Run****Time <= 20 MPH by Section***19-11097-006-PM-09 19-11097-006-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|----------|-----------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 0 | 2 |
| 3 | 236 | On Ramp/S.Washington | 0 | 0 |
| 4 | 873 | S.Joyce St./Columbia Pike | 0 | 11 |
| 5 | 2117 | Oak St. | 0 | 0 |
| Totals | 3856 | | 0 | 13 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : 19-11097-S.Rotary Rd.-PM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 30 MPH by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|------------|-----------|------------|------------|------------|-----------|-----------|-----------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 15 | 17 | 18 | 17 | 19 | 13 | 17 | 14 |
| 3 | 236 | On Ramp/S.Washington | 6 | 5 | 6 | 6 | 3 | 4 | 5 | 2 |
| 4 | 873 | S.Joyce St./Columbia Pike | 68 | 18 | 24 | 102 | 82 | 44 | 22 | 27 |
| 5 | 2117 | Oak St. | 42 | 53 | 55 | 22 | 46 | 24 | 50 | 52 |
| Totals | 3856 | | 131 | 93 | 103 | 147 | 150 | 85 | 94 | 95 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : **19-11097-S.Rotary Rd.-PM**Study Date : **06/05/2019**Page No. : **15****Detailed Statistics By Run****Time <= 30 MPH by Section***19-11097-006-PM-09 19-11097-006-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 16 | 18 |
| 3 | 236 | On Ramp/S.Washington | 6 | 6 |
| 4 | 873 | S.Joyce St./Columbia Pike | 23 | 28 |
| 5 | 2117 | Oak St. | 43 | 58 |
| Totals | 3856 | | 88 | 110 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : 19-11097-S.Rotary Rd.-PM

Study Date : 06/05/2019

Page No. : 16

Detailed Statistics By Run**Time <= 40 MPH by Section**

19-11097-006-PM-01 19-11097-006-PM-02 19-11097-006-PM-03 19-11097-006-PM-04 19-11097-006-PM-05 19-11097-006-PM-06 19-11097-006-PM-07 19-11097-006-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|---------------------------|------------|-----------|------------|------------|------------|------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | | | | | | | |
| 2 | 630 | Off Ramp/S.Washington | 16 | 17 | 18 | 17 | 19 | 16 | 17 | 17 |
| 3 | 236 | On Ramp/S.Washington | 6 | 5 | 6 | 6 | 5 | 6 | 5 | 5 |
| 4 | 873 | S.Joyce St./Columbia Pike | 68 | 23 | 24 | 102 | 89 | 44 | 22 | 27 |
| 5 | 2117 | Oak St. | 53 | 54 | 55 | 48 | 51 | 47 | 53 | 52 |
| Totals | 3856 | | 143 | 99 | 103 | 173 | 164 | 113 | 97 | 101 |

NDS

19-11097-S.Rotary Rd.

PM

Study Name : **19-11097-S.Rotary Rd.-PM**Study Date : **06/05/2019**Page No. : **17****Detailed Statistics By Run****Time <= 40 MPH by Section***19-11097-006-PM-09 19-11097-006-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|---------------------------|-----------|------------|
| 1 | 0 | S.Rotary Rd. | | |
| 2 | 630 | Off Ramp/S.Washington | 16 | 18 |
| 3 | 236 | On Ramp/S.Washington | 6 | 6 |
| 4 | 873 | S.Joyce St./Columbia Pike | 23 | 28 |
| 5 | 2117 | Oak St. | 52 | 58 |
| Totals | 3856 | | 97 | 110 |

NDS
19-11097-Washington Blvd East
AM

PC-Travel Reports for study: 19-11097-Washington Blvd East-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 55 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-007-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-007-AM-10 | 39 |

NDS
19-11097-Washington Blvd East
AM

Study Name : **19-11097-Washington Blvd East-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-007-AM-01 | 06/05/19 | 07:42 | 4569 | Before | Primary |
| 19-11097-007-AM-02 | 06/05/19 | 07:49 | 4531 | Before | Primary |
| 19-11097-007-AM-03 | 06/05/19 | 08:00 | 4552 | Before | Primary |
| 19-11097-007-AM-04 | 06/05/19 | 08:11 | 4588 | Before | Primary |
| 19-11097-007-AM-05 | 06/05/19 | 08:22 | 4568 | Before | Primary |
| 19-11097-007-AM-06 | 06/05/19 | 08:33 | 4591 | Before | Primary |
| 19-11097-007-AM-07 | 06/05/19 | 08:44 | 4525 | Before | Primary |
| 19-11097-007-AM-08 | 06/05/19 | 08:54 | 4560 | Before | Primary |
| 19-11097-007-AM-09 | 06/05/19 | 09:07 | 4566 | Before | Primary |
| 19-11097-007-AM-10 | 06/05/19 | 09:18 | 4559 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|----------------------|
| 1 | 0 | West of S. Lynn St. |
| 2 | 762 | On Ramp/S Washington |
| 3 | 911 | Off Ramp/S Rotary Rd |
| 4 | 333 | On Ramp/Columbia |
| 5 | 667 | On Ramp/N Rotary Rd |
| 6 | 1887 | Washington Blvd East |

Length of Study Route = 4,560 feet

Notes:

NDS

19-11097-Washington Blvd East
AM

Study Name : 19-11097-Washington Blvd East-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 55 MPH |
|---------------|---------------|---------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | |
| 2 | 762 | On Ramp/S Washington Blvd | 11.8 | 0.0 | 44.0 | 1.8 | 0.0 | 0.0 | 11.8 |
| 3 | 911 | Off Ramp/S Rotary Rd | 13.7 | 0.0 | 45.3 | 1.8 | 0.2 | 0.4 | 13.7 |
| 4 | 333 | On Ramp/Columbia Pike | 5.4 | 0.0 | 42.0 | 0.8 | 0.0 | 0.4 | 5.4 |
| 5 | 667 | On Ramp/N Rotary Rd | 9.6 | 0.0 | 47.4 | 1.0 | 0.0 | 0.0 | 9.6 |
| 6 | 1887 | Washington Blvd East | 29.4 | 0.0 | 43.8 | 5.7 | 1.9 | 3.2 | 29.0 |
| Total | 4,560 | | 69.9 | 0.0 | 44.5 | 11.1 | 2.1 | 4.0 | 69.5 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05
 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 11 | 12 | 13 | 11 | 11 | 12 | 12 | 12 |
| 3 | 911 | Off Ramp/S Rotary Rd | 13 | 14 | 15 | 12 | 13 | 14 | 14 | 15 |
| 4 | 333 | On Ramp/Columbia Pike | 5 | 5 | 6 | 4 | 5 | 5 | 6 | 7 |
| 5 | 667 | On Ramp/N Rotary Rd | 9 | 9 | 10 | 9 | 9 | 10 | 10 | 11 |
| 6 | 1887 | Washington Blvd East | 29 | 28 | 29 | 27 | 24 | 32 | 45 | 27 |
| Totals | 4560 | | 67 | 68 | 73 | 63 | 62 | 73 | 87 | 72 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 5

Detailed Statistics By Run**Travel Time (sec) by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 12 | 12 |
| 3 | 911 | Off Ramp/S Rotary Rd | 14 | 13 |
| 4 | 333 | On Ramp/Columbia Pike | 6 | 5 |
| 5 | 667 | On Ramp/N Rotary Rd | 9 | 10 |
| 6 | 1887 | Washington Blvd East | 27 | 26 |
| Totals | 4560 | | 68 | 66 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05
 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4560 | | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 7

Detailed Statistics By Run**Number of Stops by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 |
| Totals | 4560 | | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05
 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 48.0 | 44.2 | 42.3 | 50.3 | 47.7 | 45.6 | 44.0 | 43.8 |
| 3 | 911 | Off Ramp/S Rotary Rd | 49.8 | 46.0 | 40.4 | 50.5 | 48.4 | 44.6 | 44.8 | 41.7 |
| 4 | 333 | On Ramp/Columbia Pike | 46.4 | 46.6 | 39.0 | 51.5 | 49.2 | 44.8 | 41.7 | 32.6 |
| 5 | 667 | On Ramp/N Rotary Rd | 46.1 | 48.0 | 43.6 | 51.1 | 51.8 | 46.0 | 43.0 | 43.9 |
| 6 | 1887 | Washington Blvd East | 44.3 | 46.4 | 45.8 | 47.9 | 51.7 | 40.1 | 28.5 | 46.2 |
| Totals | 4560 | | 46.4 | 46.1 | 43.2 | 49.5 | 50.1 | 43.0 | 35.9 | 43.2 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 9

Detailed Statistics By Run**Average Speed (MPH) by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 45.5 | 46.0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 43.4 | 47.1 |
| 4 | 333 | On Ramp/Columbia Pike | 43.8 | 44.6 |
| 5 | 667 | On Ramp/N Rotary Rd | 50.6 | 47.8 |
| 6 | 1887 | Washington Blvd East | 46.1 | 49.6 |
| Totals | 4560 | | 45.8 | 47.8 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05
 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 1 | 2 | 3 | 1 | 1 | 2 | 2 | 2 |
| 3 | 911 | Off Ramp/S Rotary Rd | 1 | 2 | 3 | 0 | 1 | 2 | 2 | 3 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 |
| 5 | 667 | On Ramp/N Rotary Rd | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 2 |
| 6 | 1887 | Washington Blvd East | 5 | 4 | 5 | 3 | 1 | 8 | 21 | 4 |
| Totals | 4560 | | 8 | 8 | 15 | 5 | 3 | 13 | 28 | 14 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 11

Detailed Statistics By Run**Total Delay (sec) by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 2 | 2 |
| 3 | 911 | Off Ramp/S Rotary Rd | 3 | 1 |
| 4 | 333 | On Ramp/Columbia Pike | 1 | 1 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 1 |
| 6 | 1887 | Washington Blvd East | 4 | 2 |
| Totals | 4560 | | 10 | 7 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05
 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 |
| Totals | 4560 | | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 2 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 13

Detailed Statistics By Run**Time <= 25 MPH by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 |
| Totals | 4560 | | 0 | 0 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04
 19-11097-007-AM-05 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 0 |
| Totals | 4560 | | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 8 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 15

Detailed Statistics By Run**Time <= 35 MPH by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 0 | 0 |
| 3 | 911 | Off Ramp/S Rotary Rd | 0 | 0 |
| 4 | 333 | On Ramp/Columbia Pike | 0 | 0 |
| 5 | 667 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1887 | Washington Blvd East | 0 | 0 |
| Totals | 4560 | | 0 | 0 |

NDS

19-11097-Washington Blvd East
AM

Study Name : 19-11097-Washington Blvd East-AM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 55 MPH by Section**

19-11097-007-AM-01 19-11097-007-AM-02 19-11097-007-AM-03 19-11097-007-AM-04 19-11097-007-AM-05 19-11097-007-AM-06 19-11097-007-AM-07 19-11097-007-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 762 | On Ramp/S Washington | 11 | 12 | 13 | 11 | 11 | 12 | 12 | 12 |
| 3 | 911 | Off Ramp/S Rotary Rd | 13 | 14 | 15 | 12 | 13 | 14 | 14 | 15 |
| 4 | 333 | On Ramp/Columbia Pike | 5 | 5 | 6 | 4 | 5 | 5 | 6 | 7 |
| 5 | 667 | On Ramp/N Rotary Rd | 9 | 9 | 10 | 9 | 9 | 10 | 10 | 11 |
| 6 | 1887 | Washington Blvd East | 29 | 27 | 28 | 27 | 24 | 32 | 44 | 27 |
| Totals | 4560 | | 67 | 67 | 72 | 63 | 62 | 73 | 86 | 72 |

NDS

19-11097-Washington Blvd East

AM

Study Name : 19-11097-Washington Blvd East-AM

Study Date : 06/05/2019

Page No. : 17

Detailed Statistics By Run**Time <= 55 MPH by Section***19-11097-007-AM-09
19-11097-007-AM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 762 | On Ramp/S Washington | 12 | 12 |
| 3 | 911 | Off Ramp/S Rotary Rd | 14 | 13 |
| 4 | 333 | On Ramp/Columbia Pike | 6 | 5 |
| 5 | 667 | On Ramp/N Rotary Rd | 9 | 10 |
| 6 | 1887 | Washington Blvd East | 27 | 25 |
| Totals | 4560 | | 68 | 65 |

NDS
19-11097-Washington Blvd East
PM

PC-Travel Reports for study: 19-11097-Washington Blvd East-PM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 55 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-007-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-007-PM-10 | 39 |

NDS
19-11097-Washington Blvd East
PM

Study Name : **19-11097-Washington Blvd East-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-007-PM-01 | 06/05/19 | 16:36 | 4532 | Before | Primary |
| 19-11097-007-PM-02 | 06/05/19 | 16:47 | 4502 | Before | Primary |
| 19-11097-007-PM-03 | 06/05/19 | 16:59 | 4570 | Before | Primary |
| 19-11097-007-PM-04 | 06/05/19 | 17:13 | 4589 | Before | Primary |
| 19-11097-007-PM-05 | 06/05/19 | 17:20 | 4569 | Before | Primary |
| 19-11097-007-PM-06 | 06/05/19 | 17:33 | 4530 | Before | Primary |
| 19-11097-007-PM-07 | 06/05/19 | 17:44 | 4559 | Before | Primary |
| 19-11097-007-PM-08 | 06/05/19 | 17:53 | 4587 | Before | Primary |
| 19-11097-007-PM-09 | 06/05/19 | 18:01 | 4591 | Before | Primary |
| 19-11097-007-PM-10 | 06/05/19 | 18:15 | 4540 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|----------------------|
| 1 | 0 | West of S. Lynn St. |
| 2 | 802 | On Ramp/S Washington |
| 3 | 939 | Off Ramp/S Rotary Rd |
| 4 | 269 | On Ramp/Columbia |
| 5 | 700 | On Ramp/N Rotary Rd |
| 6 | 1846 | Washington Blvd East |

Length of Study Route = 4,556 feet

Notes:

NDS

19-11097-Washington Blvd East
PM

Study Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 55 MPH |
|---------------|---------------|---------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | |
| 2 | 802 | On Ramp/S Washington Blvd | 15.7 | 0.2 | 34.8 | 5.7 | 3.1 | 5.1 | 15.7 |
| 3 | 939 | Off Ramp/S Rotary Rd | 17.5 | 0.1 | 36.6 | 5.5 | 2.5 | 5.0 | 17.5 |
| 4 | 269 | On Ramp/Columbia Pike | 4.5 | 0.0 | 40.8 | 0.6 | 0.0 | 0.8 | 4.5 |
| 5 | 700 | On Ramp/N Rotary Rd | 10.6 | 0.0 | 45.0 | 1.6 | 0.0 | 0.0 | 10.6 |
| 6 | 1846 | Washington Blvd East | 28.3 | 0.0 | 44.5 | 5.2 | 0.3 | 0.8 | 27.9 |
| Total | 4,556 | | 76.6 | 0.3 | 40.6 | 18.6 | 5.9 | 11.7 | 76.2 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 4

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08 19-11097-007-PM-09

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 12 | 34 | 23 | 12 | 13 | 12 | 13 | 13 |
| 3 | 939 | Off Ramp/S Rotary Rd | 15 | 17 | 18 | 15 | 16 | 13 | 15 | 15 |
| 4 | 269 | On Ramp/Columbia Pike | 4 | 4 | 6 | 4 | 4 | 4 | 4 | 4 |
| 5 | 700 | On Ramp/N Rotary Rd | 10 | 10 | 11 | 11 | 11 | 11 | 10 | 10 |
| 6 | 1846 | Washington Blvd East | 28 | 27 | 27 | 27 | 27 | 29 | 27 | 34 |
| Totals | 4556 | | 69 | 92 | 85 | 69 | 71 | 69 | 69 | 76 |

NDS19-11097-Washington Blvd East
PMStudy Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-007-PM-09
19-11097-007-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 13 | 12 |
| 3 | 939 | Off Ramp/S Rotary Rd | 37 | 14 |
| 4 | 269 | On Ramp/Columbia Pike | 6 | 5 |
| 5 | 700 | On Ramp/N Rotary Rd | 12 | 10 |
| 6 | 1846 | Washington Blvd East | 29 | 28 |
| Totals | 4556 | | 97 | 69 |

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4556 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Washington Blvd East
PMStudy Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-007-PM-09
19-11097-007-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 1 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 |
| Totals | 4556 | | 1 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 46.6 | 16.9 | 24.5 | 47.9 | 43.0 | 46.8 | 42.2 | 44.2 |
| 3 | 939 | Off Ramp/S Rotary Rd | 42.3 | 36.7 | 35.2 | 43.1 | 40.4 | 48.2 | 45.3 | 42.9 |
| 4 | 269 | On Ramp/Columbia Pike | 48.5 | 46.0 | 34.2 | 39.3 | 45.8 | 48.0 | 45.5 | 47.5 |
| 5 | 700 | On Ramp/N Rotary Rd | 48.1 | 47.4 | 44.3 | 45.5 | 46.0 | 46.0 | 46.6 | 45.9 |
| 6 | 1846 | Washington Blvd East | 45.1 | 46.3 | 45.4 | 46.3 | 45.4 | 42.8 | 46.0 | 36.8 |
| Totals | 4556 | | 45.4 | 33.7 | 36.7 | 45.3 | 44.0 | 45.4 | 45.2 | 41.0 |

NDS19-11097-Washington Blvd East
PMStudy Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-007-PM-09
19-11097-007-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 43.7 | 47.5 |
| 3 | 939 | Off Ramp/S Rotary Rd | 17.1 | 44.9 |
| 4 | 269 | On Ramp/Columbia Pike | 33.7 | 42.6 |
| 5 | 700 | On Ramp/N Rotary Rd | 39.1 | 44.6 |
| 6 | 1846 | Washington Blvd East | 43.3 | 46.0 |
| Totals | 4556 | | 32.2 | 45.6 |

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 2 | 24 | 13 | 2 | 3 | 2 | 3 | 3 |
| 3 | 939 | Off Ramp/S Rotary Rd | 3 | 5 | 6 | 3 | 4 | 1 | 3 | 3 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 |
| 6 | 1846 | Washington Blvd East | 5 | 4 | 4 | 4 | 4 | 6 | 4 | 11 |
| Totals | 4556 | | 11 | 34 | 27 | 12 | 13 | 11 | 11 | 18 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 11

Detailed Statistics By Run**Total Delay (sec) by Section***19-11097-007-PM-09
19-11097-007-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 3 | 2 |
| 3 | 939 | Off Ramp/S Rotary Rd | 25 | 2 |
| 4 | 269 | On Ramp/Columbia Pike | 2 | 1 |
| 5 | 700 | On Ramp/N Rotary Rd | 3 | 1 |
| 6 | 1846 | Washington Blvd East | 6 | 4 |
| Totals | 4556 | | 39 | 10 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 12

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 0 | 20 | 11 | 0 | 0 | 0 | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Totals | 4556 | | 0 | 20 | 11 | 0 | 0 | 0 | 0 | 3 |

NDS19-11097-Washington Blvd East
PMStudy Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-007-PM-09
19-11097-007-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 25 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 |
| Totals | 4556 | | 25 | 0 |

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 14

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05
 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 0 | 33 | 18 | 0 | 0 | 0 | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 0 | 7 | 8 | 0 | 1 | 0 | 0 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 4556 | | 0 | 40 | 29 | 0 | 1 | 0 | 0 | 8 |

NDS19-11097-Washington Blvd East
PMStudy Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-007-PM-09
19-11097-007-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 0 | 0 |
| 3 | 939 | Off Ramp/S Rotary Rd | 34 | 0 |
| 4 | 269 | On Ramp/Columbia Pike | 5 | 0 |
| 5 | 700 | On Ramp/N Rotary Rd | 0 | 0 |
| 6 | 1846 | Washington Blvd East | 0 | 0 |
| Totals | 4556 | | 39 | 0 |

NDS

19-11097-Washington Blvd East
PM

Study Name : 19-11097-Washington Blvd East-PM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 55 MPH by Section**

19-11097-007-PM-01 19-11097-007-PM-02 19-11097-007-PM-03 19-11097-007-PM-04 19-11097-007-PM-05 19-11097-007-PM-06 19-11097-007-PM-07 19-11097-007-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | West of S. Lynn St. | | | | | | | | |
| 2 | 802 | On Ramp/S Washington | 12 | 34 | 23 | 12 | 13 | 12 | 13 | 13 |
| 3 | 939 | Off Ramp/S Rotary Rd | 15 | 17 | 18 | 15 | 16 | 13 | 15 | 15 |
| 4 | 269 | On Ramp/Columbia Pike | 4 | 4 | 6 | 4 | 4 | 4 | 4 | 4 |
| 5 | 700 | On Ramp/N Rotary Rd | 10 | 10 | 11 | 11 | 11 | 11 | 10 | 10 |
| 6 | 1846 | Washington Blvd East | 27 | 26 | 27 | 27 | 27 | 28 | 27 | 34 |
| Totals | 4556 | | 68 | 91 | 85 | 69 | 71 | 68 | 69 | 76 |

NDS

19-11097-Washington Blvd East

PM

Study Name : 19-11097-Washington Blvd East-PM

Study Date : 06/05/2019

Page No. : 17

Detailed Statistics By Run**Time <= 55 MPH by Section***19-11097-007-PM-09
19-11097-007-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | West of S. Lynn St. | | |
| 2 | 802 | On Ramp/S Washington | 13 | 12 |
| 3 | 939 | Off Ramp/S Rotary Rd | 37 | 14 |
| 4 | 269 | On Ramp/Columbia Pike | 6 | 5 |
| 5 | 700 | On Ramp/N Rotary Rd | 12 | 10 |
| 6 | 1846 | Washington Blvd East | 29 | 27 |
| Totals | 4556 | | 97 | 68 |

NDS
19-11097-Washington Blvd West
PM

PC-Travel Reports for study: 19-11097-Washington Blvd West-PM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 50 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-008-PM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-008-PM-10 | 39 |

NDS
19-11097-Washington Blvd West
PM

Study Name : **19-11097-Washington Blvd West-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-008-PM-01 | 06/05/19 | 16:44 | 2856 | Before | Primary |
| 19-11097-008-PM-02 | 06/05/19 | 16:58 | 2861 | Before | Primary |
| 19-11097-008-PM-03 | 06/05/19 | 17:12 | 2822 | Before | Primary |
| 19-11097-008-PM-04 | 06/05/19 | 17:24 | 2852 | Before | Primary |
| 19-11097-008-PM-05 | 06/05/19 | 17:35 | 2829 | Before | Primary |
| 19-11097-008-PM-06 | 06/05/19 | 17:41 | 2860 | Before | Primary |
| 19-11097-008-PM-07 | 06/05/19 | 17:50 | 2831 | Before | Primary |
| 19-11097-008-PM-08 | 06/05/19 | 17:58 | 2867 | Before | Primary |
| 19-11097-008-PM-09 | 06/05/19 | 18:12 | 2828 | Before | Primary |
| 19-11097-008-PM-10 | 06/05/19 | 18:22 | 2836 | Before | Primary |

Node Info

| # | Len | Name |
|---|-----|-----------------------|
| 1 | 0 | Washington Boulevard |
| 2 | 303 | On Ramp/Jefferson |
| 3 | 709 | Off Ramp/Columbia |
| 4 | 514 | On Ramp/N. Rotary Rd. |
| 5 | 233 | On Ramp/S. Rotary Rd. |
| 6 | 380 | Off Ramp/S. Columbia |
| 7 | 504 | On Ramp/Henry G. |
| 8 | 201 | West of S. Lynn St. |

Length of Study Route = 2,844 feet

Notes:

NDS

19-11097-Washington Blvd West
PM

Study Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 50 MPH |
|---------------|---------------|---------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Washington Boulevard West | | | | | | | |
| 2 | 303 | On Ramp/Jefferson Davis | 8.9 | 0.0 | 23.2 | 4.9 | 4.3 | 8.9 | 8.9 |
| 3 | 709 | Off Ramp/Columbia Pike | 18.1 | 0.0 | 26.7 | 9.1 | 4.0 | 18.1 | 18.1 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 12.7 | 0.0 | 27.6 | 6.0 | 0.0 | 12.7 | 12.7 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5.8 | 0.0 | 27.4 | 2.8 | 0.3 | 5.8 | 5.8 |
| 6 | 380 | Off Ramp/S. Columbia Pike | 9.8 | 0.0 | 26.4 | 4.8 | 1.2 | 9.8 | 9.8 |
| 7 | 504 | On Ramp/Henry G. Shirley | 17.8 | 0.1 | 19.3 | 11.6 | 13.9 | 17.8 | 17.8 |
| 8 | 201 | West of S. Lynn St. | 10.2 | 0.1 | 13.4 | 7.3 | 9.3 | 9.7 | 9.7 |
| Total | 2,844 | | 83.3 | 0.2 | 23.3 | 46.5 | 33.0 | 82.8 | 82.8 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 4**Detailed Statistics By Run****Travel Time (sec) by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 9 | 8 | 10 | 8 | 10 | 8 | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 16 | 20 | 19 | 18 | 19 | 16 | 19 | 18 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 12 | 13 | 13 | 13 | 12 | 12 | 14 | 13 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 | 6 | 6 | 6 | 6 | 7 | 5 |
| 6 | 380 | Off Ramp/S. Columbia | 9 | 10 | 10 | 10 | 10 | 9 | 11 | 10 |
| 7 | 504 | On Ramp/Henry G. | 12 | 14 | 13 | 14 | 20 | 22 | 27 | 15 |
| 8 | 201 | West of S. Lynn St. | 5 | 7 | 8 | 8 | 19 | 15 | 10 | 11 |
| Totals | 2844 | | 68 | 78 | 79 | 77 | 96 | 88 | 98 | 80 |

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 5

Detailed Statistics By Run**Travel Time (sec) by Section***19-11097-008-PM-09
19-11097-008-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 20 | 16 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 13 | 12 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 |
| 6 | 380 | Off Ramp/S. Columbia | 10 | 9 |
| 7 | 504 | On Ramp/Henry G. | 14 | 27 |
| 8 | 201 | West of S. Lynn St. | 7 | 12 |
| Totals | 2844 | | 79 | 90 |

NDS

19-11097-Washington Blvd West
PM

Study Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 6

Detailed Statistics By Run**Number of Stops by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 709 | Off Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 380 | Off Ramp/S. Columbia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 504 | On Ramp/Henry G. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 201 | West of S. Lynn St. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Totals | 2844 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 7

Detailed Statistics By Run

Number of Stops by Section

19-11097-008-PM-09
19-11097-008-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|----------|----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 0 | 0 |
| 3 | 709 | Off Ramp/Columbia Pike | 0 | 0 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 0 | 0 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 0 | 0 |
| 6 | 380 | Off Ramp/S. Columbia | 0 | 0 |
| 7 | 504 | On Ramp/Henry G. | 0 | 1 |
| 8 | 201 | West of S. Lynn St. | 0 | 0 |
| Totals | 2844 | | 0 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 8**Detailed Statistics By Run****Average Speed (MPH) by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 25.8 | 26.0 | 21.9 | 27.0 | 22.0 | 28.5 | 22.0 | 26.0 |
| 3 | 709 | Off Ramp/Columbia Pike | 29.4 | 25.0 | 25.0 | 27.6 | 25.8 | 29.3 | 24.8 | 27.1 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 30.8 | 26.8 | 27.0 | 26.9 | 27.2 | 29.8 | 25.5 | 28.8 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 30.0 | 27.0 | 27.0 | 26.0 | 27.0 | 29.0 | 25.0 | 27.4 |
| 6 | 380 | Off Ramp/S. Columbia | 29.1 | 27.0 | 27.0 | 26.0 | 25.5 | 26.9 | 22.5 | 27.7 |
| 7 | 504 | On Ramp/Henry G. | 28.2 | 24.4 | 25.4 | 23.8 | 17.6 | 15.4 | 12.5 | 21.8 |
| 8 | 201 | West of S. Lynn St. | 25.4 | 19.0 | 17.3 | 16.5 | 6.6 | 9.3 | 13.4 | 12.2 |
| Totals | 2844 | | 28.7 | 25.2 | 24.7 | 25.2 | 20.3 | 22.1 | 19.9 | 24.3 |

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 9

Detailed Statistics By Run**Average Speed (MPH) by Section***19-11097-008-PM-09
19-11097-008-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-------------|-------------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 22.0 | 29.0 |
| 3 | 709 | Off Ramp/Columbia Pike | 24.4 | 28.5 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 27.2 | 29.5 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 27.6 | 29.0 |
| 6 | 380 | Off Ramp/S. Columbia | 27.5 | 29.0 |
| 7 | 504 | On Ramp/Henry G. | 23.4 | 12.0 |
| 8 | 201 | West of S. Lynn St. | 20.8 | 11.7 |
| Totals | 2844 | | 24.7 | 21.7 |

NDS

19-11097-Washington Blvd West
PM

Study Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 5 | 4 | 6 | 4 | 6 | 4 | 6 | 4 |
| 3 | 709 | Off Ramp/Columbia Pike | 7 | 11 | 10 | 9 | 10 | 7 | 10 | 9 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 5 | 6 | 7 | 6 | 6 | 5 | 7 | 6 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 2 |
| 6 | 380 | Off Ramp/S. Columbia | 4 | 5 | 5 | 5 | 5 | 4 | 6 | 5 |
| 7 | 504 | On Ramp/Henry G. | 5 | 7 | 7 | 8 | 14 | 16 | 21 | 9 |
| 8 | 201 | West of S. Lynn St. | 2 | 4 | 6 | 5 | 16 | 12 | 7 | 8 |
| Totals | 2844 | | 30 | 40 | 44 | 40 | 60 | 51 | 61 | 43 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd West
PM

Study Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 11

Detailed Statistics By Run

Total Delay (sec) by Section

19-11097-008-PM-09
19-11097-008-PM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 6 | 4 |
| 3 | 709 | Off Ramp/Columbia Pike | 11 | 7 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 6 | 6 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 2 | 3 |
| 6 | 380 | Off Ramp/S. Columbia | 5 | 4 |
| 7 | 504 | On Ramp/Henry G. | 8 | 21 |
| 8 | 201 | West of S. Lynn St. | 4 | 9 |
| Totals | 2844 | | 42 | 54 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 12**Detailed Statistics By Run****Time <= 25 MPH by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 3 | 0 | 10 | 0 | 10 | 0 | 10 | 0 |
| 3 | 709 | Off Ramp/Columbia Pike | 0 | 11 | 8 | 0 | 5 | 0 | 6 | 0 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 6 | 380 | Off Ramp/S. Columbia | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 |
| 7 | 504 | On Ramp/Henry G. | 0 | 11 | 5 | 10 | 20 | 22 | 27 | 10 |
| 8 | 201 | West of S. Lynn St. | 1 | 7 | 7 | 8 | 18 | 15 | 9 | 11 |
| Totals | 2844 | | 4 | 29 | 30 | 18 | 56 | 37 | 64 | 21 |

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 13

Detailed Statistics By Run**Time <= 25 MPH by Section***19-11097-008-PM-09
19-11097-008-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 10 | 0 |
| 3 | 709 | Off Ramp/Columbia Pike | 10 | 0 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 0 | 0 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 0 | 0 |
| 6 | 380 | Off Ramp/S. Columbia | 0 | 0 |
| 7 | 504 | On Ramp/Henry G. | 12 | 22 |
| 8 | 201 | West of S. Lynn St. | 6 | 11 |
| Totals | 2844 | | 38 | 33 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 14**Detailed Statistics By Run****Time <= 35 MPH by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 9 | 8 | 10 | 8 | 10 | 8 | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 16 | 20 | 19 | 18 | 19 | 16 | 19 | 18 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 12 | 13 | 13 | 13 | 12 | 12 | 14 | 13 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 | 6 | 6 | 6 | 6 | 7 | 5 |
| 6 | 380 | Off Ramp/S. Columbia | 9 | 10 | 10 | 10 | 10 | 9 | 11 | 10 |
| 7 | 504 | On Ramp/Henry G. | 12 | 14 | 13 | 14 | 20 | 22 | 27 | 15 |
| 8 | 201 | West of S. Lynn St. | 5 | 7 | 7 | 8 | 18 | 15 | 9 | 11 |
| Totals | 2844 | | 68 | 78 | 78 | 77 | 95 | 88 | 97 | 80 |

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 15

Detailed Statistics By Run**Time <= 35 MPH by Section***19-11097-008-PM-09
19-11097-008-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 20 | 16 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 13 | 12 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 |
| 6 | 380 | Off Ramp/S. Columbia | 10 | 9 |
| 7 | 504 | On Ramp/Henry G. | 14 | 27 |
| 8 | 201 | West of S. Lynn St. | 6 | 11 |
| Totals | 2844 | | 78 | 89 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 16**Detailed Statistics By Run****Time <= 50 MPH by Section**

19-11097-008-PM-01 19-11097-008-PM-02 19-11097-008-PM-03 19-11097-008-PM-04 19-11097-008-PM-05 19-11097-008-PM-06 19-11097-008-PM-07 19-11097-008-PM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 303 | On Ramp/Jefferson | 9 | 8 | 10 | 8 | 10 | 8 | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 16 | 20 | 19 | 18 | 19 | 16 | 19 | 18 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 12 | 13 | 13 | 13 | 12 | 12 | 14 | 13 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 | 6 | 6 | 6 | 6 | 7 | 5 |
| 6 | 380 | Off Ramp/S. Columbia | 9 | 10 | 10 | 10 | 10 | 9 | 11 | 10 |
| 7 | 504 | On Ramp/Henry G. | 12 | 14 | 13 | 14 | 20 | 22 | 27 | 15 |
| 8 | 201 | West of S. Lynn St. | 5 | 7 | 7 | 8 | 18 | 15 | 9 | 11 |
| Totals | 2844 | | 68 | 78 | 78 | 77 | 95 | 88 | 97 | 80 |

NDS

19-11097-Washington Blvd West

PM

Study Name : 19-11097-Washington Blvd West-PM

Study Date : 06/05/2019

Page No. : 17

Detailed Statistics By Run**Time <= 50 MPH by Section***19-11097-008-PM-09
19-11097-008-PM-10*

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 303 | On Ramp/Jefferson | 10 | 8 |
| 3 | 709 | Off Ramp/Columbia Pike | 20 | 16 |
| 4 | 514 | On Ramp/N. Rotary Rd. | 13 | 12 |
| 5 | 233 | On Ramp/S. Rotary Rd. | 5 | 6 |
| 6 | 380 | Off Ramp/S. Columbia | 10 | 9 |
| 7 | 504 | On Ramp/Henry G. | 14 | 27 |
| 8 | 201 | West of S. Lynn St. | 6 | 11 |
| Totals | 2844 | | 78 | 89 |

NDS
19-11097-Washington Blvd West
AM

PC-Travel Reports for study: 19-11097-Washington Blvd West-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 50 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-008-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-008-AM-10 | 39 |

NDS
19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-008-AM-01 | 06/05/19 | 07:36 | 4434 | Before | Primary |
| 19-11097-008-AM-02 | 06/05/19 | 07:49 | 4412 | Before | Primary |
| 19-11097-008-AM-03 | 06/05/19 | 07:57 | 4448 | Before | Primary |
| 19-11097-008-AM-04 | 06/05/19 | 08:02 | 4442 | Before | Primary |
| 19-11097-008-AM-05 | 06/05/19 | 08:07 | 4439 | Before | Primary |
| 19-11097-008-AM-06 | 06/05/19 | 08:14 | 4433 | Before | Primary |
| 19-11097-008-AM-07 | 06/05/19 | 08:39 | 4450 | Before | Primary |
| 19-11097-008-AM-08 | 06/05/19 | 09:01 | 4444 | Before | Primary |
| 19-11097-008-AM-09 | 06/05/19 | 09:13 | 4430 | Before | Primary |
| 19-11097-008-AM-10 | 06/05/19 | 09:22 | 4468 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|-----------------------|
| 1 | 0 | Washington Boulevard |
| 2 | 422 | On Ramp/Jefferson |
| 3 | 1112 | Off Ramp/Columbia |
| 4 | 858 | On Ramp/N. Rotary Rd. |
| 5 | 385 | On Ramp/S. Rotary Rd. |
| 6 | 595 | Off Ramp/S. Columbia |
| 7 | 801 | On Ramp/Henry G. |
| 8 | 267 | West of S. Lynn St. |

Length of Study Route = 4,440 feet

Notes:

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 50 MPH |
|---------------|---------------|---------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Washington Boulevard West | | | | | | | |
| 2 | 422 | On Ramp/Jefferson Davis | 7.7 | 0.0 | 37.4 | 2.1 | 0.0 | 0.0 | 7.7 |
| 3 | 1112 | Off Ramp/Columbia Pike | 17.9 | 0.0 | 42.4 | 3.8 | 0.0 | 0.0 | 17.9 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 13.5 | 0.0 | 43.3 | 2.5 | 0.0 | 0.0 | 13.5 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 6.1 | 0.0 | 43.0 | 1.1 | 0.0 | 0.0 | 6.1 |
| 6 | 595 | Off Ramp/S. Columbia Pike | 9.6 | 0.0 | 42.3 | 1.7 | 0.0 | 0.0 | 9.6 |
| 7 | 801 | On Ramp/Henry G. Shirley | 12.7 | 0.0 | 43.0 | 2.4 | 0.0 | 0.0 | 12.7 |
| 8 | 267 | West of S. Lynn St. | 4.3 | 0.0 | 42.3 | 0.7 | 0.0 | 0.0 | 3.8 |
| Total | 4,440 | | 71.8 | 0.0 | 42.2 | 14.3 | 0.0 | 0.0 | 71.3 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **4**

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-008-AM-01 19-11097-008-AM-02 19-11097-008-AM-03 19-11097-008-AM-04 19-11097-008-AM-05 19-11097-008-AM-06 19-11097-008-AM-07 19-11097-008-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 422 | On Ramp/Jefferson | 8 | 7 | 7 | 8 | 8 | 8 | 8 | 8 |
| 3 | 1112 | Off Ramp/Columbia Pike | 19 | 16 | 18 | 19 | 17 | 18 | 19 | 18 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 13 | 14 | 13 | 13 | 15 | 13 | 14 | 13 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 6 | 6 | 6 | 6 | 7 | 6 | 6 | 6 |
| 6 | 595 | Off Ramp/S. Columbia | 9 | 9 | 9 | 9 | 11 | 10 | 10 | 9 |
| 7 | 801 | On Ramp/Henry G. | 12 | 14 | 13 | 12 | 13 | 12 | 12 | 12 |
| 8 | 267 | West of S. Lynn St. | 5 | 4 | 4 | 4 | 5 | 5 | 4 | 4 |
| Totals | 4440 | | 72 | 70 | 70 | 71 | 76 | 72 | 73 | 70 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 8 | 7 |
| 3 | 1112 | Off Ramp/Columbia Pike | 19 | 16 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 13 | 14 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 6 | 6 |
| 6 | 595 | Off Ramp/S. Columbia | 9 | 11 |
| 7 | 801 | On Ramp/Henry G. | 13 | 14 |
| 8 | 267 | West of S. Lynn St. | 4 | 4 |
| Totals | 4440 | | 72 | 72 |

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **6**

Detailed Statistics By Run**Number of Stops by Section**

19-11097-008-AM-01 19-11097-008-AM-02 19-11097-008-AM-03 19-11097-008-AM-04 19-11097-008-AM-05 19-11097-008-AM-06 19-11097-008-AM-07 19-11097-008-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 422 | On Ramp/Jefferson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1112 | Off Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 595 | Off Ramp/S. Columbia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 801 | On Ramp/Henry G. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 267 | West of S. Lynn St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 4440 | | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|----------|----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 0 | 0 |
| 3 | 1112 | Off Ramp/Columbia Pike | 0 | 0 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 0 | 0 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 0 | 0 |
| 6 | 595 | Off Ramp/S. Columbia | 0 | 0 |
| 7 | 801 | On Ramp/Henry G. | 0 | 0 |
| 8 | 267 | West of S. Lynn St. | 0 | 0 |
| Totals | 4440 | | 0 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 8

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-008-AM-01 19-11097-008-AM-02 19-11097-008-AM-03 19-11097-008-AM-04 19-11097-008-AM-05 19-11097-008-AM-06 19-11097-008-AM-07 19-11097-008-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 422 | On Ramp/Jefferson | 37.5 | 46.7 | 42.0 | 36.6 | 40.8 | 38.5 | 39.5 | 38.3 |
| 3 | 1112 | Off Ramp/Columbia Pike | 41.2 | 45.8 | 43.6 | 41.1 | 43.4 | 43.6 | 39.4 | 42.3 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 44.9 | 43.6 | 43.7 | 44.2 | 38.8 | 43.5 | 40.7 | 44.7 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 43.8 | 42.7 | 44.0 | 44.2 | 36.3 | 44.0 | 44.3 | 44.0 |
| 6 | 595 | Off Ramp/S. Columbia | 44.0 | 42.0 | 44.0 | 44.8 | 38.8 | 42.5 | 42.8 | 44.7 |
| 7 | 801 | On Ramp/Henry G. | 44.0 | 41.4 | 43.7 | 44.0 | 40.2 | 42.5 | 43.8 | 44.0 |
| 8 | 267 | West of S. Lynn St. | 44.0 | 41.0 | 41.5 | 44.0 | 43.8 | 43.0 | 45.5 | 44.0 |
| Totals | 4440 | | 42.7 | 43.6 | 43.4 | 42.5 | 40.3 | 42.7 | 41.6 | 43.1 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-------------|-------------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 37.0 | 45.9 |
| 3 | 1112 | Off Ramp/Columbia Pike | 40.2 | 45.6 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 44.9 | 44.2 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 44.8 | 39.0 |
| 6 | 595 | Off Ramp/S. Columbia | 44.4 | 38.9 |
| 7 | 801 | On Ramp/Henry G. | 44.0 | 39.9 |
| 8 | 267 | West of S. Lynn St. | 44.0 | 41.0 |
| Totals | 4440 | | 42.5 | 42.4 |

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 10

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-008-AM-01 19-11097-008-AM-02 19-11097-008-AM-03 19-11097-008-AM-04 19-11097-008-AM-05 19-11097-008-AM-06 19-11097-008-AM-07 19-11097-008-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 422 | On Ramp/Jefferson | 3 | 1 | 2 | 3 | 2 | 2 | 2 | 2 |
| 3 | 1112 | Off Ramp/Columbia Pike | 5 | 2 | 4 | 5 | 3 | 3 | 5 | 4 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 2 | 3 | 2 | 2 | 4 | 2 | 3 | 2 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 |
| 6 | 595 | Off Ramp/S. Columbia | 1 | 1 | 2 | 1 | 3 | 2 | 2 | 1 |
| 7 | 801 | On Ramp/Henry G. | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 |
| 8 | 267 | West of S. Lynn St. | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Totals | 4440 | | 15 | 11 | 15 | 15 | 18 | 13 | 16 | 13 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 3 | 1 |
| 3 | 1112 | Off Ramp/Columbia Pike | 5 | 2 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 2 | 3 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 1 | 1 |
| 6 | 595 | Off Ramp/S. Columbia | 1 | 3 |
| 7 | 801 | On Ramp/Henry G. | 2 | 3 |
| 8 | 267 | West of S. Lynn St. | 0 | 0 |
| Totals | 4440 | | 14 | 13 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 12

Detailed Statistics By Run

Time <= 25 MPH by Section

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|----------|----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 0 | 0 |
| 3 | 1112 | Off Ramp/Columbia Pike | 0 | 0 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 0 | 0 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 0 | 0 |
| 6 | 595 | Off Ramp/S. Columbia | 0 | 0 |
| 7 | 801 | On Ramp/Henry G. | 0 | 0 |
| 8 | 267 | West of S. Lynn St. | 0 | 0 |
| Totals | 4440 | | 0 | 0 |

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 14

Detailed Statistics By Run

Time <= 35 MPH by Section

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|----------|----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 0 | 0 |
| 3 | 1112 | Off Ramp/Columbia Pike | 0 | 0 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 0 | 0 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 0 | 0 |
| 6 | 595 | Off Ramp/S. Columbia | 0 | 0 |
| 7 | 801 | On Ramp/Henry G. | 0 | 0 |
| 8 | 267 | West of S. Lynn St. | 0 | 0 |
| Totals | 4440 | | 0 | 0 |

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 50 MPH by Section**

19-11097-008-AM-01 19-11097-008-AM-02 19-11097-008-AM-03 19-11097-008-AM-04 19-11097-008-AM-05 19-11097-008-AM-06 19-11097-008-AM-07 19-11097-008-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Boulevard | | | | | | | | |
| 2 | 422 | On Ramp/Jefferson | 8 | 7 | 7 | 8 | 8 | 8 | 8 | 8 |
| 3 | 1112 | Off Ramp/Columbia Pike | 19 | 16 | 18 | 19 | 17 | 18 | 19 | 18 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 13 | 14 | 13 | 13 | 15 | 13 | 14 | 13 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 6 | 6 | 6 | 6 | 7 | 6 | 6 | 6 |
| 6 | 595 | Off Ramp/S. Columbia | 9 | 9 | 9 | 9 | 11 | 10 | 10 | 9 |
| 7 | 801 | On Ramp/Henry G. | 12 | 14 | 13 | 12 | 13 | 12 | 12 | 12 |
| 8 | 267 | West of S. Lynn St. | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| Totals | 4440 | | 71 | 69 | 70 | 71 | 75 | 71 | 73 | 70 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 50 MPH by Section**19-11097-008-AM-09
19-11097-008-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|------------------------|-----------|-----------|
| 1 | 0 | Washington Boulevard | | |
| 2 | 422 | On Ramp/Jefferson | 8 | 7 |
| 3 | 1112 | Off Ramp/Columbia Pike | 19 | 16 |
| 4 | 858 | On Ramp/N. Rotary Rd. | 13 | 14 |
| 5 | 385 | On Ramp/S. Rotary Rd. | 6 | 6 |
| 6 | 595 | Off Ramp/S. Columbia | 9 | 11 |
| 7 | 801 | On Ramp/Henry G. | 13 | 14 |
| 8 | 267 | West of S. Lynn St. | 3 | 4 |
| Totals | 4440 | | 71 | 72 |

NDS
19-11097-Washington Blvd West
PM

PC-Travel Reports for study: 19-11097-Washington Blvd West-PM

| <u>Report Name</u> | <u>Page</u> |
|--|--------------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 5 |
| Detailed Statistics By Run - Average Speed | 6 |
| Detailed Statistics By Run - Total Delay | 7 |
| Detailed Statistics By Run - Time <= 25 MPH | 8 |
| Detailed Statistics By Run - Time <= 35 MPH | 9 |
| Detailed Statistics By Run - Time <= 50 MPH | 10 |
| Speed/Distance Profiles of All Runs | 11 |
| Time/Space Trajectories of All Runs | 12 |
| Speed Profile (Distance vs Spd) for 19-11097-009-PM-01 | 13 |
| Speed Profile (Distance vs Spd) for 19-11097-009-PM-04 | 14 |
| Speed Profile (Distance vs Spd) for 19-11097-009-PM-08 | 15 |
| Speed Profile (Distance vs Spd) for 19-11097-009-PM-10 | 16 |
| Speed Profile (Time vs Spd) for 19-11097-009-PM-01 | 17 |
| Speed Profile (Time vs Spd) for 19-11097-009-PM-04 | 18 |
| Speed Profile (Time vs Spd) for 19-11097-009-PM-08 | 19 |
| Speed Profile (Time vs Spd) for 19-11097-009-PM-10 | 20 |

NDS
19-11097-Washington Blvd West
PM

Study Name : **19-11097-Washington Blvd West-PM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-009-PM-01 | 06/05/19 | 07:36 | 6779 | Before | Primary |
| 19-11097-009-PM-04 | 06/05/19 | 08:15 | 6815 | Before | Primary |
| 19-11097-009-PM-08 | 06/05/19 | 08:49 | 6955 | Before | Primary |
| 19-11097-009-PM-10 | 06/05/19 | 09:15 | 6993 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|----------------------|
| 1 | 0 | Washington Blvd west |
| 2 | 949 | On Ramp/RDF Access |
| 3 | 774 | On Ramp/Columbia |
| 4 | 991 | Off Ramp/Air Force |
| 5 | 1218 | On Ramp/N. Rotary |
| 6 | 799 | Southgate Rd. |
| 7 | 2154 | Columbia Pike |

Length of Study Route = 6,885 feet

Notes:

NDS

19-11097-Washington Blvd West
PM

Study Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 50 MPH |
|---------------|---------------|-----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Washington Blvd west | | | | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 16.5 | 0.0 | 39.2 | 4.5 | 0.0 | 0.8 | 16.5 |
| 3 | 774 | On Ramp/Columbia Pike | 15.8 | 0.0 | 33.5 | 5.8 | 0.0 | 11.8 | 15.8 |
| 4 | 991 | Off Ramp/Air Force Memorial | 16.0 | 0.0 | 42.2 | 3.3 | 0.0 | 0.3 | 16.0 |
| 5 | 1218 | On Ramp/N. Rotary | 23.5 | 0.0 | 35.3 | 8.3 | 0.0 | 13.0 | 23.5 |
| 6 | 799 | Southgate Rd. | 48.3 | 0.8 | 11.3 | 38.3 | 37.0 | 48.3 | 48.3 |
| 7 | 2154 | Columbia Pike | 51.0 | 0.0 | 28.8 | 24.5 | 12.3 | 47.0 | 50.5 |
| Total | 6,885 | | 171.0 | 0.8 | 27.5 | 84.5 | 49.3 | 121.0 | 170.5 |

Stats based on 4 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 4**Detailed Statistics By Run****Travel Time (sec) by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 15 | 18 | 18 | 15 |
| 3 | 774 | On Ramp/Columbia Pike | 15 | 16 | 17 | 15 |
| 4 | 991 | Off Ramp/Air Force | 16 | 16 | 16 | 16 |
| 5 | 1218 | On Ramp/N. Rotary | 23 | 24 | 23 | 24 |
| 6 | 799 | Southgate Rd. | 73 | 69 | 18 | 33 |
| 7 | 2154 | Columbia Pike | 42 | 47 | 52 | 63 |
| Totals | 6885 | | 184 | 190 | 144 | 166 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Number of Stops by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 0 | 0 | 0 | 0 |
| 3 | 774 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 | 0 | 0 |
| 5 | 1218 | On Ramp/N. Rotary | 0 | 0 | 0 | 0 |
| 6 | 799 | Southgate Rd. | 1 | 1 | 0 | 1 |
| 7 | 2154 | Columbia Pike | 0 | 0 | 0 | 0 |
| Totals | 6885 | | 1 | 1 | 0 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 6**Detailed Statistics By Run****Average Speed (MPH) by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|-------------|-------------|-------------|-------------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 44.2 | 36.9 | 37.2 | 44.3 |
| 3 | 774 | On Ramp/Columbia Pike | 34.8 | 32.8 | 30.9 | 35.9 |
| 4 | 991 | Off Ramp/Air Force | 42.6 | 44.1 | 42.2 | 41.4 |
| 5 | 1218 | On Ramp/N. Rotary | 36.0 | 34.0 | 35.2 | 34.7 |
| 6 | 799 | Southgate Rd. | 7.5 | 7.5 | 31.1 | 16.1 |
| 7 | 2154 | Columbia Pike | 33.6 | 30.9 | 28.1 | 23.6 |
| Totals | 6885 | | 25.3 | 24.6 | 32.6 | 28.4 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Total Delay (sec) by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|-----------|------------|-----------|-----------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 3 | 6 | 6 | 3 |
| 3 | 774 | On Ramp/Columbia Pike | 5 | 6 | 7 | 5 |
| 4 | 991 | Off Ramp/Air Force | 3 | 3 | 3 | 4 |
| 5 | 1218 | On Ramp/N. Rotary | 8 | 8 | 8 | 9 |
| 6 | 799 | Southgate Rd. | 63 | 59 | 8 | 23 |
| 7 | 2154 | Columbia Pike | 16 | 21 | 25 | 36 |
| Totals | 6885 | | 98 | 103 | 57 | 80 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 8**Detailed Statistics By Run****Time <= 25 MPH by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|-----------|-----------|----------|-----------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 0 | 0 | 0 | 0 |
| 3 | 774 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 | 0 | 0 |
| 5 | 1218 | On Ramp/N. Rotary | 0 | 0 | 0 | 0 |
| 6 | 799 | Southgate Rd. | 64 | 60 | 0 | 24 |
| 7 | 2154 | Columbia Pike | 0 | 0 | 4 | 45 |
| Totals | 6885 | | 64 | 60 | 4 | 69 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Time <= 35 MPH by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 0 | 1 | 2 | 0 |
| 3 | 774 | On Ramp/Columbia Pike | 10 | 15 | 17 | 5 |
| 4 | 991 | Off Ramp/Air Force | 1 | 0 | 0 | 0 |
| 5 | 1218 | On Ramp/N. Rotary | 11 | 15 | 14 | 12 |
| 6 | 799 | Southgate Rd. | 73 | 69 | 18 | 33 |
| 7 | 2154 | Columbia Pike | 27 | 46 | 52 | 63 |
| Totals | 6885 | | 122 | 146 | 103 | 113 |

NDS19-11097-Washington Blvd West
PMStudy Name : 19-11097-Washington Blvd West-PM
Study Date : 06/05/2019
Page No. : 10**Detailed Statistics By Run****Time <= 50 MPH by Section**

19-11097-009-PM-01 19-11097-009-PM-04 19-11097-009-PM-08 19-11097-009-PM-10

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|
| 1 | 0 | Washington Blvd west | | | | |
| 2 | 949 | On Ramp/RDF Access Ln | 15 | 18 | 18 | 15 |
| 3 | 774 | On Ramp/Columbia Pike | 15 | 16 | 17 | 15 |
| 4 | 991 | Off Ramp/Air Force | 16 | 16 | 16 | 16 |
| 5 | 1218 | On Ramp/N. Rotary | 23 | 24 | 23 | 24 |
| 6 | 799 | Southgate Rd. | 73 | 69 | 18 | 33 |
| 7 | 2154 | Columbia Pike | 41 | 46 | 52 | 63 |
| Totals | 6885 | | 183 | 189 | 144 | 166 |

NDS
19-11097-Washington Blvd West
AM

PC-Travel Reports for study: 19-11097-Washington Blvd West-AM

| <u>Report Name</u> | <u>Page</u> |
|--|-------------|
| Study Summary | 2 |
| Overall Output Statistics | 3 |
| Detailed Statistics By Run - Travel Times | 4 |
| Detailed Statistics By Run - Stops | 6 |
| Detailed Statistics By Run - Average Speed | 8 |
| Detailed Statistics By Run - Total Delay | 10 |
| Detailed Statistics By Run - Time <= 25 MPH | 12 |
| Detailed Statistics By Run - Time <= 35 MPH | 14 |
| Detailed Statistics By Run - Time <= 50 MPH | 16 |
| Speed/Distance Profiles of All Runs | 18 |
| Time/Space Trajectories of All Runs | 19 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-01 | 20 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-02 | 21 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-03 | 22 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-04 | 23 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-05 | 24 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-06 | 25 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-07 | 26 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-08 | 27 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-09 | 28 |
| Speed Profile (Distance vs Spd) for 19-11097-009-AM-10 | 29 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-01 | 30 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-02 | 31 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-03 | 32 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-04 | 33 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-05 | 34 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-06 | 35 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-07 | 36 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-08 | 37 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-09 | 38 |
| Speed Profile (Time vs Spd) for 19-11097-009-AM-10 | 39 |

NDS
19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
 Study Date : **06/05/2019**
 Page No. : **2**

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/After | Run Type |
|--------------------|------------|------------|--------|--------------|----------|
| 19-11097-009-AM-01 | 06/05/19 | 07:34 | 6886 | Before | Primary |
| 19-11097-009-AM-02 | 06/05/19 | 07:45 | 6872 | Before | Primary |
| 19-11097-009-AM-03 | 06/05/19 | 08:01 | 6881 | Before | Primary |
| 19-11097-009-AM-04 | 06/05/19 | 08:12 | 6910 | Before | Primary |
| 19-11097-009-AM-05 | 06/05/19 | 08:24 | 6859 | Before | Primary |
| 19-11097-009-AM-06 | 06/05/19 | 08:33 | 6896 | Before | Primary |
| 19-11097-009-AM-07 | 06/05/19 | 08:47 | 6900 | Before | Primary |
| 19-11097-009-AM-08 | 06/05/19 | 08:57 | 6909 | Before | Primary |
| 19-11097-009-AM-09 | 06/05/19 | 09:16 | 6857 | Before | Primary |
| 19-11097-009-AM-10 | 06/05/19 | 09:20 | 6870 | Before | Primary |

Node Info

| # | Len | Name |
|---|------|----------------------|
| 1 | 0 | Washington Blvd West |
| 2 | 919 | On Ramp/RDF Access |
| 3 | 802 | On Ramp/Columbia |
| 4 | 991 | Off Ramp/Air Force |
| 5 | 1200 | On Ramp/N. Rotary |
| 6 | 840 | Southgate Rd. |
| 7 | 2132 | Columbia Pike |

Length of Study Route = 6,884 feet

Notes:

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 3

Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 25 MPH | Time <= 35 MPH | Time <= 50 MPH |
|---------------|---------------|-----------------------------|--------------------|-------------------|------------------|--------------------|--------------------------|--------------------------|--------------------------|
| 1 | 0 | Washington Blvd West | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 17.4 | 0.0 | 36.0 | 5.5 | 0.0 | 6.1 | 17.4 |
| 3 | 802 | On Ramp/Columbia Pike | 17.0 | 0.0 | 32.2 | 6.9 | 0.0 | 15.7 | 17.0 |
| 4 | 991 | Off Ramp/Air Force Memorial | 18.0 | 0.0 | 37.5 | 5.3 | 0.0 | 4.6 | 18.0 |
| 5 | 1200 | On Ramp/N. Rotary | 25.6 | 0.0 | 32.0 | 10.6 | 0.6 | 21.0 | 25.6 |
| 6 | 840 | Southgate Rd. | 50.0 | 0.7 | 11.5 | 39.2 | 38.8 | 49.3 | 50.0 |
| 7 | 2132 | Columbia Pike | 52.9 | 0.0 | 27.5 | 26.2 | 11.5 | 51.8 | 52.4 |
| Total | 6,884 | | 180.9 | 0.7 | 25.9 | 93.7 | 50.9 | 148.5 | 180.4 |

Stats based on 10 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **4**

Detailed Statistics By Run**Travel Time (sec) by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 17 | 17 | 17 | 19 | 18 | 18 | 17 | 15 |
| 3 | 802 | On Ramp/Columbia Pike | 16 | 17 | 17 | 19 | 18 | 18 | 17 | 14 |
| 4 | 991 | Off Ramp/Air Force | 16 | 19 | 18 | 20 | 19 | 17 | 18 | 16 |
| 5 | 1200 | On Ramp/N. Rotary | 25 | 29 | 23 | 30 | 26 | 27 | 24 | 21 |
| 6 | 840 | Southgate Rd. | 21 | 44 | 30 | 21 | 60 | 55 | 89 | 17 |
| 7 | 2132 | Columbia Pike | 52 | 46 | 52 | 66 | 59 | 52 | 53 | 44 |
| Totals | 6884 | | 147 | 172 | 157 | 175 | 200 | 187 | 218 | 127 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 20 | 16 |
| 3 | 802 | On Ramp/Columbia Pike | 18 | 16 |
| 4 | 991 | Off Ramp/Air Force | 20 | 17 |
| 5 | 1200 | On Ramp/N. Rotary | 27 | 24 |
| 6 | 840 | Southgate Rd. | 86 | 77 |
| 7 | 2132 | Columbia Pike | 56 | 49 |
| Totals | 6884 | | 227 | 199 |

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **6**

Detailed Statistics By Run**Number of Stops by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 1200 | On Ramp/N. Rotary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 840 | Southgate Rd. | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 |
| 7 | 2132 | Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 6884 | | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 |

Stops based on a Stop Speed of 5 MPH.

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|----------|----------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 0 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 |
| 5 | 1200 | On Ramp/N. Rotary | 0 | 0 |
| 6 | 840 | Southgate Rd. | 1 | 1 |
| 7 | 2132 | Columbia Pike | 0 | 0 |
| Totals | 6884 | | 1 | 1 |

Stops based on a Stop Speed of 5 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **8**

Detailed Statistics By Run**Average Speed (MPH) by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 38.9 | 38.5 | 37.1 | 34.1 | 35.3 | 35.7 | 37.4 | 44.2 |
| 3 | 802 | On Ramp/Columbia Pike | 32.4 | 30.8 | 32.8 | 28.9 | 30.1 | 31.3 | 32.0 | 36.6 |
| 4 | 991 | Off Ramp/Air Force | 42.3 | 36.7 | 38.8 | 33.5 | 37.2 | 38.4 | 39.0 | 44.1 |
| 5 | 1200 | On Ramp/N. Rotary | 33.2 | 27.7 | 35.2 | 27.5 | 30.5 | 30.1 | 32.9 | 38.2 |
| 6 | 840 | Southgate Rd. | 27.3 | 13.1 | 18.9 | 26.1 | 9.7 | 10.4 | 6.4 | 33.7 |
| 7 | 2132 | Columbia Pike | 27.7 | 31.8 | 28.1 | 22.3 | 24.5 | 28.0 | 27.7 | 32.8 |
| Totals | 6884 | | 32.0 | 27.4 | 30.1 | 26.9 | 23.5 | 25.1 | 21.6 | 37.0 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-------------|-------------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 32.7 | 40.2 |
| 3 | 802 | On Ramp/Columbia Pike | 28.9 | 34.0 |
| 4 | 991 | Off Ramp/Air Force | 34.4 | 40.1 |
| 5 | 1200 | On Ramp/N. Rotary | 30.1 | 34.1 |
| 6 | 840 | Southgate Rd. | 6.6 | 7.4 |
| 7 | 2132 | Columbia Pike | 26.1 | 29.8 |
| Totals | 6884 | | 20.7 | 23.7 |

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **10**

Detailed Statistics By Run**Total Delay (sec) by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 5 | 5 | 6 | 7 | 6 | 6 | 5 | 3 |
| 3 | 802 | On Ramp/Columbia Pike | 6 | 7 | 7 | 9 | 8 | 7 | 7 | 4 |
| 4 | 991 | Off Ramp/Air Force | 4 | 6 | 5 | 7 | 6 | 5 | 5 | 3 |
| 5 | 1200 | On Ramp/N. Rotary | 10 | 14 | 8 | 15 | 11 | 12 | 9 | 6 |
| 6 | 840 | Southgate Rd. | 10 | 33 | 19 | 11 | 49 | 44 | 79 | 6 |
| 7 | 2132 | Columbia Pike | 26 | 19 | 25 | 39 | 33 | 25 | 26 | 17 |
| Totals | 6884 | | 61 | 84 | 70 | 88 | 113 | 99 | 131 | 39 |

Total Delay based on a Normal Speed of 55 MPH.

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 8 | 4 |
| 3 | 802 | On Ramp/Columbia Pike | 8 | 6 |
| 4 | 991 | Off Ramp/Air Force | 8 | 4 |
| 5 | 1200 | On Ramp/N. Rotary | 12 | 9 |
| 6 | 840 | Southgate Rd. | 75 | 66 |
| 7 | 2132 | Columbia Pike | 30 | 22 |
| Totals | 6884 | | 141 | 111 |

Total Delay based on a Normal Speed of 55 MPH.

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **12**

Detailed Statistics By Run**Time <= 25 MPH by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 1200 | On Ramp/N. Rotary | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 840 | Southgate Rd. | 6 | 34 | 20 | 6 | 49 | 54 | 77 | 0 |
| 7 | 2132 | Columbia Pike | 8 | 0 | 2 | 55 | 25 | 5 | 6 | 0 |
| Totals | 6884 | | 14 | 40 | 22 | 61 | 74 | 59 | 83 | 0 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 13**Detailed Statistics By Run****Time <= 25 MPH by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|-----------|-----------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 0 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 0 | 0 |
| 4 | 991 | Off Ramp/Air Force | 0 | 0 |
| 5 | 1200 | On Ramp/N. Rotary | 0 | 0 |
| 6 | 840 | Southgate Rd. | 76 | 66 |
| 7 | 2132 | Columbia Pike | 13 | 1 |
| Totals | 6884 | | 89 | 67 |

NDS

19-11097-Washington Blvd West
AM

Study Name : **19-11097-Washington Blvd West-AM**
Study Date : **06/05/2019**
Page No. : **14**

Detailed Statistics By Run**Time <= 35 MPH by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|-------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|-----------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 1 | 2 | 5 | 13 | 10 | 9 | 1 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 14 | 17 | 17 | 19 | 18 | 18 | 17 | 7 |
| 4 | 991 | Off Ramp/Air Force | 0 | 4 | 0 | 20 | 4 | 0 | 1 | 0 |
| 5 | 1200 | On Ramp/N. Rotary | 21 | 29 | 12 | 30 | 26 | 25 | 19 | 5 |
| 6 | 840 | Southgate Rd. | 21 | 44 | 30 | 21 | 60 | 55 | 89 | 10 |
| 7 | 2132 | Columbia Pike | 52 | 45 | 51 | 66 | 58 | 52 | 53 | 39 |
| Totals | 6884 | | 109 | 141 | 115 | 169 | 176 | 159 | 180 | 61 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 20 | 0 |
| 3 | 802 | On Ramp/Columbia Pike | 18 | 12 |
| 4 | 991 | Off Ramp/Air Force | 16 | 1 |
| 5 | 1200 | On Ramp/N. Rotary | 27 | 16 |
| 6 | 840 | Southgate Rd. | 86 | 77 |
| 7 | 2132 | Columbia Pike | 55 | 47 |
| Totals | 6884 | | 222 | 153 |

NDS

19-11097-Washington Blvd West
AM

Study Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 16

Detailed Statistics By Run**Time <= 50 MPH by Section**

19-11097-009-AM-01 19-11097-009-AM-02 19-11097-009-AM-03 19-11097-009-AM-04 19-11097-009-AM-05 19-11097-009-AM-06 19-11097-009-AM-07 19-11097-009-AM-08

| Node # | Length | Node Name | Run #1 | Run #2 | Run #3 | Run #4 | Run #5 | Run #6 | Run #7 | Run #8 |
|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1 | 0 | Washington Blvd West | | | | | | | | |
| 2 | 919 | On Ramp/RDF Access Ln | 17 | 17 | 17 | 19 | 18 | 18 | 17 | 15 |
| 3 | 802 | On Ramp/Columbia Pike | 16 | 17 | 17 | 19 | 18 | 18 | 17 | 14 |
| 4 | 991 | Off Ramp/Air Force | 16 | 19 | 18 | 20 | 19 | 17 | 18 | 16 |
| 5 | 1200 | On Ramp/N. Rotary | 25 | 29 | 23 | 30 | 26 | 27 | 24 | 21 |
| 6 | 840 | Southgate Rd. | 21 | 44 | 30 | 21 | 60 | 55 | 89 | 17 |
| 7 | 2132 | Columbia Pike | 52 | 45 | 51 | 66 | 58 | 52 | 53 | 44 |
| Totals | 6884 | | 147 | 171 | 156 | 175 | 199 | 187 | 218 | 127 |

NDS19-11097-Washington Blvd West
AMStudy Name : 19-11097-Washington Blvd West-AM
Study Date : 06/05/2019
Page No. : 17**Detailed Statistics By Run****Time <= 50 MPH by Section**19-11097-009-AM-09
19-11097-009-AM-10

| Node # | Length | Node Name | Run #9 | Run #10 |
|---------------|-------------|-----------------------|------------|------------|
| 1 | 0 | Washington Blvd West | | |
| 2 | 919 | On Ramp/RDF Access Ln | 20 | 16 |
| 3 | 802 | On Ramp/Columbia Pike | 18 | 16 |
| 4 | 991 | Off Ramp/Air Force | 20 | 17 |
| 5 | 1200 | On Ramp/N. Rotary | 27 | 24 |
| 6 | 840 | Southgate Rd. | 86 | 77 |
| 7 | 2132 | Columbia Pike | 55 | 48 |
| Totals | 6884 | | 226 | 198 |

Appendix D

Crash History

Columbia Pike/Washington Boulevard Interchange – IMR Update

| OBJECTID | A Crash | A People | B Crash | B People | Collision | Crash Desc | Crash Mill | Crash Sev | Crash Year | C Crash | C People | Fatal Cras | Gps Latitu | Gps Longit | Injury_Cra | Light Cond | Local Case | Pdo Crash | Pedestrian | Persons In | Persons Ki | Roadway Su | Route Or S | Rte Nm | Weather Co | Crash Dt | Document N | |
|-------------------------|---------|----------|---------|----------|-------------------------------|---|------------|-----------|------------|---------|----------|------------|------------|------------|------------|--------------------------------|---------------|-----------|------------|------------|------------|------------|------------|---|-----------------------------|--|------------|-----------|
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLE 1 WAS TRAVELING EASTBOUND APPROACHING A LANE THAT WAS SHUT DOWN, AND PRESSED THE BRAKES SUDDENLY, CAUSING VEHICLE 2 TO COLLIDE INTO VEHICLE 1, AND VEHICLE 3 INTO VEHICLE 2 | 2306 | | 2018 | 0 | 0 | 0 | 38.87024 | -77.06036 | 0 | S. Darkness - Road Not Lighted | 2018-11170265 | 1 | 0 | 0 | 0 | 0 | 1. Dry | WASHINGTON BOULEVARD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 11/18/2018 | 183235058 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLE #1 WAS MERGING ONTO WASHINGTON BLVD. FROM THE RAMP FROM THE GEORGE WASHINGTON PARKWAY. VEHICLE #2 WAS TRAVELING STRAIGHT (SOUTH) ON WASHINGTON BLVD. PASSING BY VEHICLE #1. THERE WERE STOP SIGNS PRESENT AT THE TOP OF THE ON RAMP. WASHINGTON BLVD | 13 | | 2015 | 0 | 0 | 0 | 38.87476 | -77.05788 | 0 | 4. Darkness - Road Lighted | 151211002 | 1 | 0 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD. | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 12/12/2015 | 153455046 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | V1 WAS FOLLOWING V2 ON THE ON RAMP OF WASHINGTON BLVD TO 395. V1 WAS TRAVELING SOUTHBOUND ON THE ON RAMP. V2 WAS A VEHICLE IN FRONT OF V1 AND V1 REAR ENDED. THE CRASH SITE IS UNDER REPAIR AND HAS GROOVES IN THE PAVEMENT. THE ON RAMP WAS WET FROM THE RAIN. | 1420 | | 2014 | 0 | 0 | 0 | 38.86846 | -77.06194 | 0 | 2. Daylight | 140925032 | 1 | 0 | 0 | 0 | 0 | 2. Wet | WASHINGTON BLVD ON RAMP | R-VA SR00027RV | 5. Rain | 9/26/2014 | 142685227 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 8. Non-Collision | VEHICLE 1 WAS TAKING THE EXIT RAMP FROM SOUTH BOUND RTE 110 TO WASHINGTON BLVD. WHEN A FOX CAME INTO THE ROAD WAY ACCORDING TO THE DRIVER AND A WITNESS. THE FOX RAN INTO THE ROAD AND THE MOTORCYCLIST SLOWED DOWN AND THE FOX RAN BACK TO THE GRASS. THE F | 601 | B | 2015 | 0 | 0 | 0 | 38.87765 | -77.05878 | 1 | 2. Daylight | 150701006 | 0 | 0 | 1 | 0 | 0 | 2. Wet | WASHINGTON BLVD. | R-VA SR00110EB | 1. No Adverse Condition (Clear/Cloudy) | 7/2/2015 | 151825058 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 6. Fixed Object in Road | VEHICLE 1 WAS TRAVELING SOUTHBOUND ON ROUTE 110 ATTEMPTING TO MERGE ONTO WESTBOUND WASHINGTON BOULEVARD. VEHICLE 1 WAS TRAVELING ABOVE THE POSTED SPEED LIMIT AND WAS UNABLE TO NAVIGATE A SLIGHT CURVE ON THE ONRAMP AND CROSSED ONTO A GRASS MEDIAN STRIKE. | 19 | | 2016 | 0 | 0 | 0 | 38.87529 | -77.05787 | 0 | 4. Darkness - Road Lighted | 160317004 | 1 | 0 | 0 | 0 | 0 | 1. Dry | ROUTE 27 | R-VA SR00110EB | 1. No Adverse Condition (Clear/Cloudy) | 3/18/2016 | 160775032 |
| Washington Blvd Segment | 0 | 0 | 1 | 2 | 2. Angle | VEH 2 WAS IN THE MIDDLE LANE OF SOUTHBOUND 5 WASHINGTON BLVD AT THE ON RAMP FOR RTE 110. VEH 1 WAS ON THE RAMP FROM RTE 110 TO 5 WASHINGTON BLVD. VEH 1 STRUCK THE PASSENGER SIDE OF VEHICLE 2 CAUSING IT TO VEER RIGHT STRIKING THE GUARD RAIL HEAD ON. | 1319 | B | 2015 | 0 | 1 | 0 | 38.87478 | -77.0578 | 1 | 2. Daylight | 151110025 | 0 | 0 | 3 | 0 | 0 | 2. Wet | WASHINGTON BLVD | R-VA SR00027WB | 5. Rain | 11/11/2015 | 153165210 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE ONE WAS TRAVELING ON WASHINGTON BOULEVARD SOUTHBOUND NEXT TO THE PENTAGON IN THE LEFT LANE. VEHICLE ONE NEARLY MISSED THE EXIT FOR THE 395 S HOV LANES. VEHICLE ONE STOPPED IN A NO STOPPING ZONE LOCATED BETWEEN WASHINGTON BOULEVARD AND THE RAMP FO | 1630 | C | 2017 | 1 | 2 | 0 | 38.87102 | -77.06009 | 1 | 2. Daylight | 2017-07200215 | 0 | 0 | 2 | 0 | 0 | 1. Dry | WASHINGTON BOULEVARD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 7/21/2017 | 172015370 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 1. Rear End | DRIVER TWO WAS STOPPED AT STOP SIGN ATTEMPTING TO MERGE WITH TRAFFIC ON SOUTHBOUND WASHINGTON BLVD. DRIVER ONE WAS BEHIND DRIVER TWO. DRIVER ONE THOUGHT DRIVER TWO HAD MERGED WITH TRAFFIC, ACCELERATED AND REAR ENDED DRIVER TWO. | 1632 | B | 2017 | 0 | 0 | 0 | 38.87498 | -77.05787 | 1 | 2. Daylight | 2017-10290167 | 0 | 0 | 1 | 0 | 0 | 2. Wet | SB WASHINGTON BLVD | R-VA SR00027WB | 5. Rain | 10/30/2017 | 173035353 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 1. Rear End | VEHICLE TWO WAS ATTEMPTING TO MERGE INTO TRAFFIC ON SOUTHBOUND WASHINGTON BLVD AT THE PENTAGON. VEHICLE ONE WAS BEHIND VEHICLE TWO. DRIVER OF VEHICLE 1 THOUGHT THAT VEHICLE TWO HAD GONE. VEHICLE ONE REARENDED VEHICLE TWO. DRIVER OF VEHICLE TWO SUSTAINED | 1455 | B | 2017 | 0 | 0 | 0 | 38.87505 | -77.05788 | 1 | 2. Daylight | 2017-07070162 | 0 | 0 | 1 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 7/8/2017 | 171885340 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 1. Rear End | VEHICLE #2 WAS SLOWING DOWN DUE TO TRAFFIC. VEHICLE #1 RAN INTO THE BACK OF VEHICLE #2. VEHICLE #1 THEN RAN OFF THE ROAD TO THE RIGHT AND STRUCK THE GUARD RAIL. NO DAMAGE TO THE GUARD RAIL. | 1855 | B | 2018 | 0 | 0 | 0 | 38.86926 | -77.06209 | 1 | 2. Daylight | DIV718131962 | 0 | 0 | 1 | 0 | 0 | 2. Wet | RT 27 WEST | R-VA SR00027RV | 5. Rain | 7/26/2018 | 182085267 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE ONE WAS MERGING NORTH ONTO WASHINGTON BLVD AND RAN INTO THE BACK OF VEHICLE TWO, WHO WAS SLOWING DOWN FOR TRAFFIC. VEHICLE TWO SPUN OUT OF CONTROL AND SCRAPED THE REAR RIGHT PASSENGER SIDE THREE PRIOR TO STOPPING IN THE CENTER MEDIAN V | 821 | | 2016 | 0 | 0 | 0 | 38.87281 | -77.0587 | 0 | 2. Daylight | 161018021 | 1 | 0 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027RV | 1. No Adverse Condition (Clear/Cloudy) | 10/19/2016 | 162925210 |
| Washington Blvd Segment | 1 | 1 | 0 | 0 | 9. Fixed Object - Off Road | VEHICLE 1 WAS TRAVELING SIGNIFICANTLY FASTER THAN THE POSTED SPEED LIMIT AND WAS UNABLE TO MAINTAIN PROPER CONTROL OF THE VEHICLE AS DRIVER 1 APPROACHED THE OFFRAMP. HE TRAVELED OFF THE ROADWAY AND STRUCK A CONCRETE WALL HEAD-ON. DRIVER 1 WAS OBVIOUSLY | 414 | A | 2017 | 0 | 0 | 0 | 38.86887 | -77.06189 | 1 | 4. Darkness - Road Lighted | 2017-07220077 | 0 | 0 | 1 | 0 | 0 | 1. Dry | WB WASHINGTON BOULEVARD | U-VAA005C99999UK | 1. No Adverse Condition (Clear/Cloudy) | 7/23/2017 | 172035033 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #2 WAS SLOWING DOWN DUE TO TRAFFIC. VEHICLE #1 RAN INTO THE BACK OF VEHICLE #2. | 1805 | | 2017 | 0 | 0 | 0 | 38.86917 | -77.06139 | 0 | 2. Daylight | DIV717058927 | 1 | 0 | 0 | 0 | 0 | 1. Dry | RT 27 WEST | U-VAA005C99999UK | 1. No Adverse Condition (Clear/Cloudy) | 5/10/2017 | 171315248 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE 2 SLOWED FOR TRAFFIC AHEAD. VEHICLE 1 STRUCK VEHICLE 2 IN THE REAR END. | 1529 | | 2017 | 0 | 0 | 0 | 38.87253 | -77.05875 | 0 | 2. Daylight | DIV717136402 | 1 | 0 | 0 | 0 | 0 | 1. Dry | ROUTE 27 EAST | S-VA000P9 S WASHINGTON BLVD | 1. No Adverse Condition (Clear/Cloudy) | 10/7/2017 | 172815201 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE #1 ATTEMPTED TO CHANGE LANES FROM RIGHT LANE TO LEFT IN FRONT OF VEHICLE #2 (A DUMP TRUCK). VEHICLE #1 WAS IN VEHICLE #2'S BLIND SPOT AND COULD NOT BE SEEN DUE TO THE HEIGHT OF THE TRUCK. VEHICLE #2 CONTINUED FORWARD IN ITS LANE AND SIDESWIPED VEHICLE #1. | 900 | | 2017 | 0 | 0 | 0 | 38.87315 | -77.05841 | 0 | 2. Daylight | DIV717132098 | 1 | 0 | 0 | 0 | 0 | 1. Dry | RT 27 EAST | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 9/29/2017 | 172725169 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #2 STOPPED FOR TRAFFIC AHEAD. VEHICLE #1 REAR-ENDED VEHICLE #2. | 1600 | | 2016 | 0 | 0 | 0 | 38.87537 | -77.05765 | 0 | 2. Daylight | DIV716030710 | 1 | 0 | 0 | 0 | 0 | 1. Dry | SOUTH GEORGE WASHINGTON PARKWAY EXIT RAMP | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 3/5/2016 | 160645261 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE TWO STOPPED TO AVOID COLLISION WITH STOPPED TRAFFIC. VEHICLE ONE UNABLE TO STOP IN TIME BECAUSE ATTEMPTING TO MERGE INTO ADJACENT TRAVEL LANE. VEHICLE ONE REARENDED VEHICLE TWO. VEHICLE THREE WAS ATTEMPTING TO MERGE INTO THE NEXT TRAVEL LANE. VEH | 1743 | | 2017 | 0 | 0 | 0 | 38.86985 | -77.061 | 0 | 4. Darkness - Road Lighted | 2017-11280206 | 1 | 0 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 11/29/2017 | 173325363 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 9. Fixed Object - Off Road | VEHICLE 1 A MOTORCYCLE RAN OFF THE ROADWAY TO THE RIGHT AND STRUCK A TREE. THE CYCLIST WAS FLUNG FROM THE BIKE AND WAS THROWN OFF OF THE MOTORCYCLE AND WENT OVER THE BRIDGE. THE DRIVER STRUCK THE LIMB ON A TREE AND LANDED INTO THE BUSHES NEAR JOYCE ST. | 200 | K | 2014 | 0 | 0 | 1 | 38.8678 | -77.06333 | 0 | 4. Darkness - Road Lighted | DIV714147119 | 0 | 0 | 0 | 1 | 0 | 1. Dry | ROUTE 27 WEST | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 10/6/2014 | 142805226 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE #1 WAS TRAVELING SOUTHBOUND ON THE RAMP FROM SOUTHBOUND ROUTE 110. VEHICLE #2 WAS TRAVELING SOUTHBOUND ON WASHINGTON BOULEVARD. AS VEHICLE #1 ENTERED THE RAMP FROM RT. 110 AND MERGED ONTO WASHINGTON BOULEVARD, THE VEHICLE SIDE SWIPE VEHICLE #2 TR | 955 | | 2016 | 0 | 0 | 0 | 38.87469 | -77.05789 | 0 | 2. Daylight | 160420013 | 1 | 0 | 0 | 0 | 0 | 1. Dry | WASHTION BLVD. | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 4/21/2016 | 161115257 |

Columbia Pike/Washington Boulevard Interchange – IMR Update

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|--------------------------------|---|------|------|------|---|---|----------|-----------|---|--------------------------------|---------------|---|---|---|---|--------|------------------------------------|--------------------------|--|------------|-----------|
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | V1 AND V2 WERE TRAVELING EAST BOUND ON WASHINGTON BLVD. AN UNINVOLVED VEHICLE CAME OFF THE HOV MERGE AND CUT OFF THE VEHICLE IN FRONT OF V2 CAUSING V2 TO STOP ABRUPTLY. V1 FAILED TO MAINTAIN PROPER CONTROL OF HIS VEHICLE BY STOPPING AND REAR ENDED V2. | 611 | 2016 | 0 | 0 | 0 | 38.87343 | -77.05829 | 0 | 1. Dawn | 160201012 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 2/2/2016 | 160325175 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE 2 WAS EAST BOUND ON WASHINGTON BLVD. VEHICLE 1 WAS BEHIND VEHICLE 2. VEHICLE 1 SLOWED DOWN DUE TO TRAFFIC IN FRONT OF HER. VEHICLE 1 DIED OUT ONTO RT. 27 REAR ENDED VEHICLE 2. | 1245 | 2015 | 0 | 0 | 0 | 38.8702 | -77.06043 | 0 | 2. Daylight | 151108024 | 1 | 0 | 0 | 0 | 1. Dry | EAST BOUND WASHINGTON BLVD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 11/9/2015 | 153125154 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEH. 2 WAS TRAVELING SOUTH ON RT. 27. VEH. 2 WAS EXITING GEORGE WASHINGTON PARKWAY ONTO RT.27. VEH. 1 HAD A STOP SIGN BEFORE ENTERING RT. 27. VEH. 1 HIT VEH. 2 WITHOUT YIELDING TO CONCESSIONS AND REAR-ENDED TRAFFIC. VEH. 2 COLLIDED INTO SIDE OF VEH. | 2136 | 2016 | 0 | 0 | 0 | 38.87478 | -77.05787 | 0 | 5. Darkness - Road Not Lighted | 160806049 | 1 | 0 | 0 | 0 | 1. Dry | RT. 27 | R-VA SR00110EB RMP02.00A | 1. No Adverse Condition (Clear/Cloudy) | 8/7/2016 | 162215456 |
| Washington Blvd Segment | 1 | 2 | 0 | 0 | 9. Fixed Object - Off Road | VEHICLE #1 WAS TRAVELING EASTBOUND ON WASHINGTON BLVD. THE DRIVER LOST CONTROL OF THE VEHICLE AND THE VEHICLE CRASHED INTO THE GUARD RAIL, BOUNCED OFF, AND HIT THE GUARD RAIL AGAIN. THE VEHICLE THEN STOPPED ON ITS SIDE IN THE RIGHT LANE. THE TWO OCCUPANTS | 53 | A | 2015 | 0 | 0 | 38.86736 | -77.06254 | 1 | 4. Darkness - Road Lighted | 150926004 | 0 | 0 | 2 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 9/27/2015 | 152695032 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 16. Other | VEHICLE #1 WAS TRAVELING SOUTHBOUND IN THE 1300 BLOCK OF WASHINGTON BLVD WHEN ITS RIGHT FRONT TIRE BLEW OUT. VEHICLE #1 THEN LOST CONTROL AND STRUCK THE GUARD RAIL. | 245 | 2015 | 0 | 0 | 0 | 38.87285 | -77.05897 | 0 | 4. Darkness - Road Lighted | 150213-011 | 1 | 0 | 0 | 0 | 1. Dry | 1300 BLOCK OF WASHINGTON BLVD (IB) | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 2/14/2015 | 150445043 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 6. Fixed Object in Road | VEHICLE ONE WAS IN THE LEFT HAND LANE OF WEST BOUND ROUTE 27. THE LEFT LANE SPLITS OFF TO THE HOV LANES FOR I-395 SOUTH. VEHICLE ONE ATTEMPTED TO MOVE RIGHT AT THE LAST MINUTE BUT STRUCK THE CONCRETE LANE DIVIDER AND CAME TO REST ON TOP OF IT. | 1412 | 2014 | 0 | 0 | 0 | 38.87027 | -77.0606 | 0 | 2. Daylight | 140127033 | 1 | 0 | 0 | 0 | 1. Dry | W/B ROUTE 27 AT I-395 SAT HOV RAMP | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 1/28/2014 | 140275347 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE TWO WAS TRAVELING WEST ON WASHINGTON BOULEVARD JUST PRIOR TO COLUMBIA PIKE WHEN IT STOPPED IN THE ROADWAY DUE TO CONGESTED TRAFFIC. WHEN VEHICLE TWO STOPPED, THE DRIVER OF VEHICLE ONE DID NOT HAVE ENOUGH TIME TO STOP AND REAR ENDED VEHICLE TWO. | 1007 | 2018 | 0 | 0 | 0 | 38.87218 | -77.05928 | 0 | 2. Daylight | 2018-05050089 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BOULEVARD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 5/6/2018 | 181255131 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE 2 WAS STOPPED FOR TRAFFIC AHEAD. VEHICLE 1 DID NOT STOP IN TIME AND STRUCK VEHICLE 2 IN THE REAR. | 1852 | 2018 | 0 | 0 | 0 | 38.86998 | -77.06096 | 0 | 4. Darkness - Road Lighted | DIV718204548 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 WEST | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 11/28/2018 | 183335332 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLE #1 MADE AND UNSAFE LANE CHANGE AND STRUCK VEHICLE #2 ON THE RIGHT FRONT. VEHICLE #1 STATE OL-DRIVER 1 HAS A LICENSE FROM FINLAND. | 1135 | 2018 | 0 | 0 | 0 | 38.87092 | -77.06023 | 0 | 2. Daylight | DIV718126509 | 1 | 0 | 0 | 0 | 1. Dry | RT 27 SB | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 7/17/2018 | 182025077 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #1 STRUCK VEHICLE #2 IN THE REAR. VEHICLE #2 WAS STOPPED DUE TO TRAFFIC CONGESTION. | 828 | 2018 | 0 | 0 | 0 | 38.86744 | -77.06249 | 0 | 2. Daylight | DIV718170790 | 1 | 0 | 0 | 0 | 1. Dry | RT 27 NB (WASHINGTON BLVD) | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 10/2/2018 | 182745196 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Side-swipe - Same Direction | VEHICLE#1 CHANGED LANES AND STRUCK VEHICLE#2. | 1730 | 2014 | 0 | 0 | 0 | 38.87262 | -77.05898 | 0 | 2. Daylight | DIV714135190 | 1 | 0 | 0 | 0 | 1. Dry | RT.27 | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 9/13/2014 | 142555219 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #2 STOPPED IN TRAFFIC LANE DUE TO TRAFFIC FLOW. VEHICLE # 1 STRUCK VEHICLE # 2 IN THE REAR. | 1837 | 2015 | 0 | 0 | 0 | 38.86943 | -77.06142 | 0 | 2. Daylight | DIV715104974 | 1 | 0 | 0 | 0 | 1. Dry | WEST ROUTE 27 | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 7/17/2015 | 152015305 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLE #2 WAS STOPPED IN TRAFFIC DUE TO CONGESTION. VEHICLE #1 WAS FOLLOWING TOO CLOSE. VEHICLE #1 DID NOT HAVE THE PROPER STOPPING DISTANCE AND STRUCK VEHICLE #2 IN THE REAR. | 1750 | 2017 | 0 | 0 | 0 | 38.86925 | -77.06145 | 0 | 4. Darkness - Road Lighted | DIV717162802 | 1 | 0 | 0 | 0 | 1. Dry | SB RT 27 | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 11/28/2017 | 173325405 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE#1 WAS STOPPED AT STOP SIGN. VEHICLE #1 MERGED INTO THE RIGHT TRAVELING AND STRUCK VEHICLE #2 IN THE REAR. | 2045 | 2015 | 0 | 0 | 0 | 38.87474 | -77.05761 | 0 | 4. Darkness - Road Lighted | DIV715169009 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 WEST | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 11/23/2015 | 153275555 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Side-swipe - Same Direction | VEHICLE 1 WAS TRAVELING SOUTHBOUND ON WASHINGTON BLVD. IN THE RIGHT HAND LANE. VEHICLE 2 TRAVELING SOUTHBOUND ON WASHINGTON BLVD. IN THE LEFT HAND LANE. DRIVER #1 FAILED TO MAINTAIN PROPER CONTROL AND SIDESWIPED VEHICLE NUMBER 2. IT SHOULD BE NOTED TH | 643 | 2015 | 0 | 0 | 0 | 38.86981 | -77.06102 | 0 | 2. Daylight | 150203-007 | 1 | 0 | 0 | 0 | 1. Dry | S WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 2/4/2015 | 150345226 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | IN THICK TRAFFIC ON WESTBOUND WASHINGTON BLVD OVER COLUMBIA PIKE. VEHICLE 1 WAS DIRECTLY BEHIND VEHICLE 2. VEHICLE 2 HIT ITS BRAKES ABRUPTLY, AND VEHICLE 1 WAS FOLLOWING TOO CLOSELY TO STOP IN TIME. VEHICLE 1 COLLIDED WITH VEHICLE 2. NO INJURIES RESULTED. | 1735 | 2016 | 0 | 0 | 0 | 38.86958 | -77.06121 | 0 | 3. Dusk | 160120035 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 1/21/2016 | 160215012 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE 1 WAS TRAVELING BEHIND VEHICLE 2 ON WASHINGTON BLVD PRIOR TO THE EXIT TO COLUMBIA PIKE. THEY WERE TRAVELING WESTBOUND FACING THE SETTING SUN. VEHICLE 1 WAS BLINDED BY THE SUN AND SAID HE DID NOT SEE VEHICLE 2 STOP IN THE LANE IN FRONT OF HIM. VEH | 1707 | 2018 | 0 | 0 | 0 | 38.87244 | -77.05918 | 0 | 2. Daylight | 2018-10300197 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 10/31/2018 | 183045377 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLES 1 AND 2 WERE WESTBOUND ON RT 27 WASHINGTON BLVD APPROACHING THE EXIT FOR 244 COLUMBIA PIKE (WESTBOUND) IN THE MIDDLE LANE. VEHICLE 1 WAS TRAVELING IN FRONT OF VEHICLE 2. DRIVER 1 WISHED TO MAKE A LANE CHANGE ON THE LEFT TO PASS VEHICLE 2, BUT WAS NOT PAYING FU | 821 | 2015 | 0 | 0 | 0 | 38.87075 | -77.06027 | 0 | 2. Daylight | 151123012 | 1 | 0 | 0 | 0 | 1. Dry | 1500 WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 11/24/2015 | 153275153 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | V1 WAS TRAVELING THE WRONG WAY DOWN THE COLUMBIA PIKE EXIT TOWARD EASTBOUND WASHINGTON BLVD TRAFFIC. V1 DRIVER SAID THE TRAFFIC IN THE RIGHHAND LANE HAD STOPPED TO LET HIM ENTER THE ROADWAY. V1 TURNED RIGHT OFF THE EXIT RAMP INTO THE RIGHHAND LANE OF I | 724 | 2015 | 0 | 0 | 0 | 38.86836 | -77.06184 | 0 | 2. Daylight | 150218009 | 1 | 0 | 0 | 0 | 1. Dry | EASTBOUND WASHINGTON BLVD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 2/19/2015 | 150495161 |

Columbia Pike/Washington Boulevard Interchange – IMR Update

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|---|---|-------------------------------|---|------|------|------|---|---|----------|-----------|-----------|--------------------------------|---------------|---------------|---|---|---|--------|--|---|--|------------|-----------|
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 2. Angle | VEHICLE #2 WAS TRAVELLING IN A MARKED TRAVEL LANE AND ATTEMPTING TO TAKE THE RAMP TO ACCESS THE SOUTHBOUND I-395 HIGH OCCUPANCY VEHICLE (HOV) LANES. VEHICLE #1 MADE AN UNSAFE LANE CHANGE INTO THE PATH OF VEHICLE #2 AND STRUCK THE SIDE OF VEHICLE #2. | 1740 | 2018 | 0 | 0 | 0 | 38.87028 | -77.06058 | 0 | 2. Daylight | DIV718136142 | 1 | 0 | 0 | 0 | 1. Dry | SOUTHBOUND WASHINGTON BLVD, ROUTE 27 R-VA SR00027RV RMPO02.00B | 1. No Adverse Condition (Clear/Cloudy) | 8/2/2018 | 182145342 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #1 WAS SLOWLY MOVING FORWARD IN HEAVY TRAFFIC ON EASTBOUND WASHINGTON BOULEVARD, IN THE LEFT LANE. DRIVER #1 SAID THAT SHE WAS FATIGUED FROM BEING OVERWORKED AT THE HOSPITAL AND THAT SHE FELT ASLEEP BUT SHE DOES NOT REMEMBER THIS. | 720 | 2018 | 0 | 0 | 0 | 38.8725 | -77.05881 | 0 | 1. Dawn | 2018-04030054 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BOULEVARD R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 4/4/2018 | 180935078 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #1 WAS TRAVELING NORTH ON S. WASHINGTON BLVD IN THE CENTER LANE. VEHICLE #2 WAS TRAVELING NORTH ON S. WASHINGTON BLVD. IN THE CENTER LANE, IN FRONT OF VEHICLE #1, THE DRIVER OF VEHICLE #1 STATED THAT SHE WAS LOOKING AT ALL THE OTHER TRAFFIC ON THE ROAD. | 842 | 2015 | 0 | 0 | 0 | 38.87451 | -77.05796 | 0 | 1. Dawn | 151202014 | 1 | 0 | 0 | 0 | 2. Wet | S. WASHINGTON BLVD R-VA SR00027WB | 5. Rain | 12/3/2015 | 153365268 | |
| Washington Blvd Segment | 0 | 0 | 0 | 1 | 3. Head On | VEHICLE #1 WAS TRAVELING SOUTH ON THE RAMP COMING FROM RT100 SB TO WASHINGTON BLVD GOING IN THE OPPOSITE DIRECTION ON THE ROAD. VEHICLE #2 WAS TRAVELING NORTHWARD ON THE RAMP FROM WASHINGTON BLVD TO RT 130 SB. DRIVER #2 ATTEMPTED TO SWERVE TO AVOID VEHICLE #1. | 1316 | 8 | 2014 | 0 | 0 | 0 | 38.87627 | -77.05861 | 1 | 2. Daylight | 140416028 | 0 | 0 | 1 | 0 | 1. Dry | RT 110 SOUTHBOUND RAMP FROM WASHINGTON BLVD R-VA SR00027WB RMPO03.00A | 1. No Adverse Condition (Clear/Cloudy) | 4/17/2014 | 141065196 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE #1 WAS TRAVELING NORTHWARD ON S. WASHINGTON BLVD EAST PRIOR TO THE EXIT TO WEST BOUND COLUMBIA PIKE. VEHICLE #2 WAS MERGING ON TO NORTHBOUND S. WASHINGTON BLVD FROM I-395 S. THE DRIVER OF VEHICLE #1 STATED THAT WHILE HE WAS TRAVELING ON WASHINGTON BLVD | 1905 | 2014 | 0 | 0 | 0 | 38.86876 | -77.06151 | 0 | 5. Darkness - Road Not Lighted | 141124049 | 1 | 0 | 0 | 0 | 1. Dry | N WASHINGTON BLVD R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 11/15/2014 | 143285453 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE #2 WAS CONTINUING STRAIGHT ON THE I-395 SOUTHBOUND ENTRANCE RAMP FROM COLUMBIA PIKE. VEHICLE #1 WAS DRIVING EASTBOUND ON WASHINGTON BLVD AND MERGED RIGHT ONTO THE I-395 SOUTHBOUND ENTRANCE RAMP. WHEN VEHICLE #1 MERGED, VEHICLE #2 WAS STILL CONTINUING. | 900 | 2017 | 0 | 0 | 0 | 38.86995 | -77.06097 | 0 | 2. Daylight | 2017-10080098 | 1 | 0 | 0 | 0 | 2. Wet | WASHINGTON BLVD R-VA SR00027WB | 5. Rain | 10/9/2017 | 172815110 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | V2 WAS TRAVELING SOUTH ON WASHINGTON BLVD IN THE LEFT LANE. V1 ENTERED SB WASHINGTON BLVD FROM COLUMBIA PIKE. CHANGED MULTIPLE LANES IN ATTEMPT TO GET INTO THE LEFT LANE BUT DID NOT SEE V2 IN THE LEFT LANE. V1 THEN COLLIDED WITH V2 AND STARTED TO SPIN. | 528 | 2015 | 0 | 0 | 0 | 38.86765 | -77.06365 | 0 | 1. Dawn | 151110004 | 1 | 0 | 0 | 0 | 2. Wet | WASHINGTON BLVD R-VA SR00027WB | 5. Rain | 11/11/2015 | 153145263 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #1 WAS TRAVELING NORTHWEST ON WASHINGTON BLVD. V2 STOPPED IN THE MIDDLE OF THE ROAD DUE TO CONGESTION FROM VEHICLES MERGING FOR A LANE CLOSURE. IT WAS FOLLOWING TOO CLOSELY. V2 ATTEMPTED TO MOVE FORWARD TO AVOID A REAR END COLLISION. V1 REAR ENDED V2. | 2011 | 2018 | 0 | 0 | 0 | 38.87089 | -77.06027 | 0 | 3. Dusk | DIV718144002 | 1 | 0 | 0 | 0 | 1. Dry | RT27 SOUTH R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 8/17/2018 | 182295173 | |
| P4 TYPE OF DRIVER DISTRACTION: V1 DRIVER WAS LOOKING A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #2 WAS PARKED SHUTTING DOWN THE RIGHT LANE AS PART OF A MOBILE WORK ZONE. VEHICLE #1 WAS ATTEMPTING TO MAKE A LANE CHANGE AND STRUCK VEHICLE #2 IN THE REAR. | 1450 | 2018 | 0 | 0 | 0 | 38.86819 | -77.06246 | 0 | 2. Daylight | DIV718099067 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 WEST R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 6/5/2018 | 181565366 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | BOTH VEHICLES WERE TRAVELING EAST ON WASHINGTON BOULEVARD. TRAFFIC STARTED TO COME TO A STOP SO DRIVER #2 HAD TO SLAM ON HIS BRAKES TO AVOID A COLLISION. DRIVER #1 WAS FOLLOWING VEHICLE #2 TOO CLOSELY AND COLLIDED WITH VEHICLE #2. DRIVER #1 WAS ISSUED A | 1815 | 2018 | 0 | 0 | 0 | 38.86909 | -77.06127 | 0 | 4. Darkness - Road Lighted | 2018-01030216 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BOULEVARD R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 1/4/2018 | 180045378 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 8. Fixed Object - Off Road | VEHICLE #1 WAS TRAVELING SOUTHBOUND ON THE RAMP FROM SOUTHBOUND 110 TO SOUTHBOUND WASHINGTON BOULEVARD WHEN IT LOST CONTROL AND BEGAN TO SLIDE WHILE TURNING IN A CURVE. THE DRIVER OF VEHICLE #1 STATED THAT HE STEERED TO THE LEFT AND THEN CORRECTED WHILST DRIVING. | 2301 | 2015 | 0 | 0 | 0 | 38.87724 | -77.05877 | 0 | 4. Darkness - Road Lighted | 150215-035 | 1 | 0 | 0 | 0 | 1. Dry | RAMP FROM SOUTHBOUND 110 TO SB WASHINGTON BOULEVARD R-VA SR000110EB RMPO02.00A | 1. No Adverse Condition (Clear/Cloudy) | 2/16/2015 | 150475021 | |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 2. Angle | VEHICLE #2 WAS TRAVELING NORTHWEST ON WASHINGTON BLVD TOWARDS CLARENDON IN THE RIGHT LANE. VEHICLE #1 WAS ON THE RAMP FROM COLUMBIA PIKE TO WASHINGTON BLVD AND PULLED TOO FAR UP THE RAMP INTO THE ONCOMING LANE STRIKING VEHICLE #2. MINOR DAMAGE. COMPLAINT. | 1535 | 8 | 2014 | 0 | 1 | 0 | 38.86931 | -77.06106 | 1 | 2. Daylight | 141107041 | 0 | 0 | 2 | 0 | 1. Dry | WASHINGTON BLVD R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 11/8/2014 | 143115332 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE #2 SLOWED DUE TO TRAFFIC CONGESTION. VEHICLE #1 HAD IMPROPER STOPPING DISTANCE. VEHICLE #1 REAR ENDED VEHICLE #2. P2: INTOXICATED | 1815 | 2015 | 0 | 0 | 0 | 38.87039 | -77.06063 | 0 | 2. Daylight | DIV715093415 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 WEST R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 6/25/2015 | 151765301 | |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 1. Rear End | VEHICLE #1 WAS SOUTHBOUND ON WASHINGTON BLVD APPROACHING THE COLUMBIA PIKE OVERPASS IN THE RIGHT LANE. VEHICLE #2 WAS SOUTHBOUND ON WASHINGTON BLVD APPROACHING THE COLUMBIA PIKE OVERPASS IN THE RIGHT LANE, IN FRONT OF VEHICLE #1. VEHICLE #3 WAS SOUTHBOUND ON | 1026 | 8 | 2014 | 0 | 0 | 0 | 38.87006 | -77.06068 | 1 | 2. Daylight | 140524020 | 0 | 0 | 1 | 0 | 1. Dry | S WASHINGTON BLVD (1400) R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 5/25/2014 | 141445069 |
| Washington Blvd Segment | 0 | 0 | 1 | 2 | 1. Rear End | VEHICLE TWO WAS ON THE ON RAMP TO WASHINGTON BLVD AT THE STOP SIGN. VEHICLE ONE WAS PENDING VEHICLE TWO. VEHICLE ONE REAR ENDED VEHICLE TWO AT THE STOP SIGN. | 1517 | 8 | 2017 | 0 | 0 | 0 | 38.87493 | -77.05788 | 1 | 2. Daylight | 2017-10120204 | 0 | 0 | 2 | 0 | 1. Dry | WASHINGTON BLVD R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 10/13/2017 | 172855312 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE ONE AND VEHICLE TWO WERE TRAVELING NORTHEAST ON WASHINGTON BOULEVARD JUST PRIOR TO ROUTE 110 NORTHBOUND. VEHICLE TWO SLOWED FOR TRAFFIC AHEAD. VEHICLE ONE FAILED TO MAINTAIN PROPER CONTROL OF HIS VEHICLE AND REAR ENDED VEHICLE TWO. THERE WAS CONSTRU | 2005 | 2017 | 0 | 0 | 0 | 38.87185 | -77.05922 | 0 | 5. Darkness - Road Not Lighted | 2017-03310319 | 1 | 0 | 0 | 0 | 2. Wet | WASHINGTON BOULEVARD R-VA SR00027EB | 5. Rain | 4/1/2017 | 170905397 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEHICLE ONE WAS TRAVELING SB ON ROUTE 27 BEHIND VEHICLE TWO. VEHICLE TWO STARTED TO SLOW DOWN TO MERGE ONTO S/1395 HOV LANES. WHILE VEHICLE TWO WAS SLOWING DOWN, VEHICLE ONE WAS FOLLOWING TOO CLOSELY AND REAR ENDED VEHICLE TWO. | 1838 | 2014 | 0 | 0 | 0 | 38.8702 | -77.06063 | 0 | 4. Darkness - Road Lighted | 140130058 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 R-VA SR00027UK RMPO02.00ARET | 1. No Adverse Condition (Clear/Cloudy) | 1/31/2014 | 140305316 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | V1 WAS TRAVELING ON THE RAMP FROM 395 NORTH TO WASHINGTON BLVD NORTH IN THE LEFT LANE WHEN THEY CAME TO AN ABRUPT STOP TO SWERVE OUT OF THE LANE IN FRONT OF THEM. V2 WAS DRIVING BEHIND V1 AND DID NOT STOP OR SWERVE, CRASHING INTO THE REAR OF V1. V2 THEN FLIED TH | 1650 | 2018 | 0 | 0 | 0 | 38.86734 | -77.06261 | 0 | 2. Daylight | 2018-03230206 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD N R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 3/24/2018 | 180825343 | |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 6. Fixed Object in Road | THE DRIVER WAS TRAVELING SOUTHBOND ON WASHINGTON BOULEVARD AND SWERVED TO THE RIGHT SHOULDER, ACROSS BOTH THE RIGHT AND LEFT TRAFFIC LANE OF TRAFFIC, TO THE LEFT SHOULDER NEAR THE GUARD RAIL HEAD ON, WHICH SENT HIS VEHICLE INTO A COUNTER CLOCKWISE | 555 | 2016 | 0 | 0 | 0 | 38.87313 | -77.05855 | 0 | 1. Dawn | 160819006 | 1 | 0 | 0 | 0 | 1. Dry | S B WASHINGTON BOULEVARD R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 8/20/2016 | 162325061 | |

Columbia Pike/Washington Boulevard Interchange – IMR Update

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|-------------------------------|--|------|------|------|---|---|----------|-----------|-----------|-------------|----------------------------|--------------|---|---|---|--------|----------------------------|----------------------------|--|--|------------|-----------|
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 16. Other | VEHICLE #1 RAN OFF THE LEFT SIDE OF ROADWAY ONTO A CLOSED HOV RAMP AND STRUCK FOUR HOV GATES. VEHICLE #1 THEN FLED THE SCENE. | 641 | 2018 | 0 | 0 | 0 | 38.87197 | -77.05935 | 0 | 2. Daylight | DIV718215938 | 1 | 0 | 0 | 0 | 1. Dry | RT 27 SB (WASHINGTON BLVD) | R-VA SR00027RV RMPO02.00B | 1. No Adverse Condition (Clear/Cloudy) | 12/19/2018 | 18355138 | |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 16. Other | SUBJECT WAS ON EB WASHINGTON BLVD APPROACHING THE ENTRANCE RAMP TO 395 S. WHEN HE LOST CONTROL OF HIS VEHICLE, IT WENT INTO THE MEDIAN AND ROLLED OVER SEVERAL TIMES. HE WAS ARRESTED FOR DUI AND TAKEN TO THE HOSPITAL FOR MINOR INJURIES. | 26 | B | 2017 | 0 | 0 | 0 | 38.86845 | -77.0621 | 1 | 4. Darkness - Road Lit | 201701270010 | 0 | 0 | 1 | 0 | 1. Dry | SB WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 1/28/2017 | 170275043 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 16. Other | VEHICLE 1 WAS TRAVELING SOUTHWEST ON WASHINGTON BOULEVARD PRIOR TO THE ENTRANCE TO THE INTERSTATE 395 SOUTHBOUND RAMP. VEHICLE 1 SWERVE, DRIVER 1 STATED THAT HE THOUGHT THE HOV LANE SWERVE CLOSED DOWN. HE HIT THE HOV LED SIGN AND MADE AN ABRUPT LANE CHANGE TO R. | 2222 | B | 2015 | 0 | 0 | 0 | 38.87022 | -77.06068 | 1 | 4. Darkness - Road Lit | 151202043 | 0 | 0 | 1 | 0 | 2. Wet | WASHINGTON BOULEVARD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 12/3/2015 | 153405284 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE #1 MADE AND UNSAFE LANE CHANGE TO THE LEFT STRIKING VEHICLE #2. | 1832 | | 2015 | 0 | 0 | 0 | 38.87025 | -77.06074 | 0 | 4. Darkness - Road Lit | DIV715179143 | 1 | 0 | 0 | 0 | 1. Dry | ROUTE 27 WEST | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 12/15/2015 | 153635413 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | ALL THREE VEHICLES WERE TRAVELING EASTBOUND ON WASHINGTON BLVD IN THE OUTSIDE LANE. VEHICLE #1 STOPPED, YIELDING TO TRAFFIC IN FRONT. VEHICLE #2 WAS FOLLOWING TOO CLOSELY AND READ ENDED VEHICLE #3 CAUSING VERY SLIGHT DAMAGE. DRIVER #1 WAS FOLLOWING TOO C | 830 | | 2015 | 0 | 0 | 0 | 38.8692 | -77.06117 | 0 | 2. Daylight | 150220-009 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD | R-VA SR00027EB | 1. No Adverse Condition (Clear/Cloudy) | 2/21/2015 | 150515121 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 4. Sideswipe - Same Direction | VEHICLE 1, A TAXI, WAS WESTBOUND ON WASHINGTON BLVD APPROACHING COLUMBIA PIKE (WESTBOUND EXIT IN THE LEFT LANE). VEHICLE 2, A US GOVERNMENT REGISTERED VEHICLE, WAS WESTBOUND ON WASHINGTON BLVD IN THE RIGHT LANE, APPROACHING THE EXIT FOR COLUMBIA PIKE (E | 1325 | | 2015 | 0 | 0 | 0 | 38.86958 | -77.0613 | 0 | 2. Daylight | 150512019 | 1 | 0 | 0 | 0 | 1. Dry | WESTBOUND WASHINGTON BLVD | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 5/13/2015 | 151325237 |
| Washington Blvd Segment | 0 | 0 | 1 | 1 | 9. Fixed Object - Off Road | VEHICLE #1 RAN OFF THE ROADWAY TO THE RIGHT AND STRUCK THE JERSEY WALL OVERPASS TWICE. NO DAMAGE TO THE JERSEY WALL. | 450 | B | 2017 | 0 | 0 | 0 | 38.86794 | -77.06283 | 1 | 4. Darkness - Road Lit | DIV717165478 | 0 | 0 | 1 | 0 | 1. Dry | ROUTE - 27 WEST | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 12/3/2017 | 173375045 |
| Washington Blvd Segment | 0 | 0 | 0 | 0 | 1. Rear End | VEH #1 WAS TRAVELING SB ON WASHINGTON BLVD NEAR THE PENTAGON. VEH #2 WAS DISABLED IN THE LEFT TRAFFIC LANE OF SB WASHINGTON BLVD. VEH #2 HAD NO EMERGENCY FLASHERS ON. VEH #1 REAR-ENDS VEH #2. VEH #2 STATED VEH #1 DID NOT HAVE ITS HEADLIGHT | 2255 | | 2014 | 0 | 0 | 0 | 38.87279 | -77.0588 | 0 | 5. Darkness - Road Not Lit | 140816062 | 1 | 0 | 0 | 0 | 1. Dry | WASHINGTON BLVD (1300-BLK) | R-VA SR00027WB | 1. No Adverse Condition (Clear/Cloudy) | 8/17/2014 | 142295023 |

Appendix E

VISSIM Calibration



MEMORANDUM

TO: Tom Shifflett, FHWA Eastern Federal Lands Highway Division
Steve Bates, P.E., VDOT Northern Virginia District Location and Design Engineer
Ivan Horodyskyj, P.E., VDOT Northern Virginia District Traffic Engineer
Amir Shahpar, P.E., VDOT Modeling Manager / Senior Planner
Hui Wang P.E, Arlington County, Bureau Chief TE&O
Josh Nicholas, Arlington County, Sr. ITS & Traffic Signal Engineer
Andy Anton, Arlington County, Engineer - ITS & Traffic Signals Team

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE, IMR Update Task Leader
Anthony Gallo, P.E.

DATE: August 30, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard –Interchange Modification Report (IMR) Update
Traffic Analysis Microsimulation Calibration Results Memorandum

This memo documents the Existing Conditions (2019) VISSIM calibration results for the Columbia Pike/Washington Boulevard Interchange Modification Report (IMR) Update. The calibration process follows the agreed-upon methodology for VISSIM model calibration as documented in the project *Proposed VISSIM Calibration Methodology* memo (dated August 12th, 2019). The traffic microsimulation calibration methodology was based on guidance set forth in the Virginia Department of Transportation (VDOT) *Traffic Operations and Safety Analysis Manual* (TOSAM), Version 1.0 (released November 2015). Specific deviations from TOSAM requirements, where applicable, are noted in this memorandum. It is further noted that calibration process for the VISSIM models is generally consistent with the same procedures used to calibrate the previous conditionally-approved IMR for the subject intersection.

VISSIM Calibration Overview and Methodology

VISSIM Network Overview

VISSIM Version 9.0 was used to conduct a comprehensive network traffic analysis within the study area limits. The VISSIM model network includes all freeways, arterials, and arterial signalized intersections as shown in **Figure 1**. To calibrate the model, simulated volumes, travel times, queues, and speed profiles were compared against field conditions and traffic data that were collected in June 2019.



Figure 1. Project Study Area.

Purpose of a Calibration

The purpose of a simulation model is to investigate the impacts of a proposed improvement alternative. Calibration is the adjustment of the model parameters to improve the model's ability to reproduce observed traffic conditions. It is the required step during any traffic analysis to ensure the model can reproduce local driver behavior and traffic performance characteristics. Calibration should be done prior to evaluating different alternatives.

VISSIM, like most simulation models, is designed to be flexible enough such that it can be correctly calibrated to accurately represent local conditions within an acceptable tolerance. Default software parameters are rarely suited to represent local conditions. Therefore, calibration of VISSIM model parameters is typically required to represent the local conditions of the study area.

Calibration Methodology and Thresholds

The Existing Conditions AM and PM peak hour VISSIM models have been calibrated based on guidance and direction provided in the TOSAM.

It is noted that the TOSAM is currently being updated from Version 1.0 to Version 2.0 to reflect feedback from modelers around the state with regard to recommended calibration criteria and thresholds. Based on coordination with the team assisting VDOT with the TOSAM update, and at the request of project stakeholders, the calibration criteria and thresholds for this project were modified to anticipate the changes from TOSAM Version 1.0. The resulting calibration criteria and thresholds are shown in **Table 1**.

Table 1. VISSIM Calibration Criteria and Acceptance Targets.

| Calibration Item | Basis | Criteria | Target |
|---|--|---|---|
| Simulated Traffic Volume | By Intersection Approach or Freeway/Ramp Segment | Within \pm 20% for <100 vph | At least 85% of all intersection approaches and freeway/ramp segments (combined) |
| | | Within \pm 15% for \geq 100 vph to < 1,000 vph | |
| | | Within \pm 10% for \geq 1,000 vph | |
| Simulated Travel Time | By Route | Within \pm 30% for average travel times on arterials | At least 85% of all travel time routes |
| Simulated Average Speed and Bottlenecks | Targeted Critical Locations | Visually acceptable speed reductions and queueing are replicated at freeway and arterial bottleneck locations (e.g., spatial and temporal extents of the bottleneck[s] are represented) | Quantitative assessment against INRIX speed data as well as qualitative visual assessment of queues during simulation |
| Simulated Queue Length and Impact | | | |

Simulation Period

The simulation period consisted of one hour of data collection corresponding to the identified network AM and PM peak hours, plus a seeding period of 15 minutes based on guidance from VDOT. The AM and PM peak hours were identified based on maximum 1-hour traffic volumes experienced at the majority of study area intersections and along the arterial and freeway links within the study area:

- AM peak hour: 7:45 AM – 8:45 AM
- PM peak hour: 5:00 PM – 6:00 PM

Number of Model Runs

Given the stochastic nature of the microsimulation, VISSIM models need to be run with several different random seeds. The results of each simulation run need to be post-processed and averaged to determine a statistically valid and representative state of traffic operations in the study network. The number of required model runs was determined based on an application of the VDOT Sample Size Determination Tool as shown in Figure 2 for the AM peak and Figure 3 for the PM peak hours. Average travel time was identified as the measure of effectiveness (MOE) for the Sample Size Determination Tool. The following locations, chosen based on their recurring fluctuating congestion, were evaluated:

- AM peak – Washington Boulevard northbound through the study area
- PM peak – Washington Boulevard southbound through the study area

Based on the results of the VDOT Sample Size Determination Tool, it was determined that 10 runs were appropriate for both the AM and PM simulation models. Therefore, the final results from the calibration models and future scenario models will be reported using the average of 10 simulation runs.

Figure 2. VDOT Sample Size Determination Tool – AM Peak

| Virginia Department of Transportation | | Sample Size Determination Tool, Version 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|----|--------|-----|------|----------------|-------|---------|------|-----|------|-----|------|----------------|---------|-------------------------|------------------|--------------------|--|--------------------|------|
| <div style="display: flex; justify-content: space-between;"> <div style="flex: 1;"> <div style="display: flex; justify-content: space-around; font-size: small;"> User Inputs Sample Size (N) = Number of Model Runs </div> <div style="display: flex; justify-content: space-around; font-size: small;"> Constants Sample Mean ($X_{\bar{}} = (1/N)(X_1 + X_2 + X_3 \dots + X_N)$) </div> <div style="display: flex; justify-content: space-around; font-size: small;"> Outputs Sample Standard Deviation ($S_z = \sqrt{[(\sum(X-X_{\bar{}})^2)/(N-1)]}$) </div> </div> <div style="display: flex; justify-content: space-around; font-size: small;"> Sampling Error = $Z(S_z/\sqrt{N})$ Confidence Level = $X_{\bar{}} \pm Z(S_z/\sqrt{N})$ </div> <div style="display: flex; justify-content: space-around; font-size: small;"> % of Sample Mean (E) = % Tolerance * $X_{\bar{}}$ Sample Size Needed = $[(Z)^2 * (S_z)^2] / (E)^2$ </div> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="flex: 1;"> <p>Model Iterations</p> <p>Measure of Effectiveness (MOE): Speed</p> <p>Confidence Interval: 95%</p> <p>Tolerance Error: 10%</p> <p>Number of Model Runs: 10</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Run Number</th> <th style="text-align: left;">Speed</th> </tr> </thead> <tbody> <tr><td>1</td><td>124.21</td></tr> <tr><td>2</td><td>114.95</td></tr> <tr><td>3</td><td>161.13</td></tr> <tr><td>4</td><td>165.48</td></tr> <tr><td>5</td><td>143.46</td></tr> <tr><td>6</td><td>134.32</td></tr> <tr><td>7</td><td>160.27</td></tr> <tr><td>8</td><td>168.85</td></tr> <tr><td>9</td><td>150.22</td></tr> <tr><td>10</td><td>138.34</td></tr> </tbody> </table> </div> <div style="flex: 1; text-align: center;"> <p>Sample Size Outputs</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr><td>N =</td><td style="text-align: right;">10.0</td></tr> <tr><td>$X_{\bar{}}$ =</td><td style="text-align: right;">146.1</td></tr> <tr><td>S_z =</td><td style="text-align: right;">18.2</td></tr> <tr><td>E =</td><td style="text-align: right;">14.6</td></tr> <tr><td>Z =</td><td style="text-align: right;">1.96</td></tr> </table> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr><td>Sampling Error</td><td style="text-align: right;">= 11.30</td></tr> <tr><td>95% Confidence Interval</td><td style="text-align: right;">= 134.8 to 157.4</td></tr> <tr><td>Percentage of Mean</td><td style="text-align: right;">= 7.73% Good</td></tr> <tr><td>Sample Size Needed</td><td style="text-align: right;">= 10</td></tr> </table> <p style="font-size: small; margin-top: 10px;"><i>Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.</i></p> </div> </div> | | Run Number | Speed | 1 | 124.21 | 2 | 114.95 | 3 | 161.13 | 4 | 165.48 | 5 | 143.46 | 6 | 134.32 | 7 | 160.27 | 8 | 168.85 | 9 | 150.22 | 10 | 138.34 | N = | 10.0 | $X_{\bar{}}$ = | 146.1 | S_z = | 18.2 | E = | 14.6 | Z = | 1.96 | Sampling Error | = 11.30 | 95% Confidence Interval | = 134.8 to 157.4 | Percentage of Mean | = 7.73% Good | Sample Size Needed | = 10 |
| Run Number | Speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 124.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 114.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 161.13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 165.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 143.46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 134.32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 160.27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 168.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 150.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 138.34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N = | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| $X_{\bar{}}$ = | 146.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S_z = | 18.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E = | 14.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Z = | 1.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sampling Error | = 11.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95% Confidence Interval | = 134.8 to 157.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percentage of Mean | = 7.73% Good | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample Size Needed | = 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 3. VDOT Sample Size Determination Tool – PM Peak

| User Inputs | | Sample Size Determination Tool, Version 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|---|-------|--|-----|--|-----|--|----|--|------------|-------|---|-------|---|--------|---|----|---|--------|---|-------|---|--------|---|-------|---|--------|---|--------|----|-------|--|---|--------|----------------|--------|----------------|-------|---|-------|---|--------|----------------|--------|-------------------------|-----------------|--------------------|--------------|--------------------|------|
| Constants | | Sample Size (N) = Number of Model Runs Sample Mean (X_i) = $(1/N)(X_1 + X_2 + X_3 \dots + X_N)$ Sample Standard Deviation (S_s) = $\sqrt{(\sum(X-X_i)^2)/(N-1)}$ Sampling Error = $Z(S_s/\sqrt{N})$ Confidence Level = $X_i \pm Z(S_s/\sqrt{N})$ % of Sample Mean (E) = % Tolerance * X_i Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model Iterations | | Sample Size Outputs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Measure of Effectiveness (MOE): Confidence Interval: Tolerance Error: Number of Model Runs: | | <table border="1" style="margin-bottom: 10px; border-collapse: collapse;"> <tr><td style="background-color: #e0e0e0;">Speed</td><td style="background-color: #e0e0e0;"></td></tr> <tr><td style="background-color: #c0e0c0;">95%</td><td style="background-color: #c0e0c0;"></td></tr> <tr><td style="background-color: #c0e0c0;">10%</td><td style="background-color: #c0e0c0;"></td></tr> <tr><td style="background-color: #e0e0e0;">10</td><td style="background-color: #e0e0e0;"></td></tr> </table> <table border="1" style="border-collapse: collapse;"> <tr><td style="background-color: #e0e0e0;">Run Number</td><td style="background-color: #e0e0e0;">Speed</td></tr> <tr><td>1</td><td>93.73</td></tr> <tr><td>2</td><td>101.88</td></tr> <tr><td>3</td><td>98</td></tr> <tr><td>4</td><td>106.96</td></tr> <tr><td>5</td><td>94.75</td></tr> <tr><td>6</td><td>105.36</td></tr> <tr><td>7</td><td>96.63</td></tr> <tr><td>8</td><td>101.11</td></tr> <tr><td>9</td><td>102.98</td></tr> <tr><td>10</td><td>92.69</td></tr> </table> | Speed | | 95% | | 10% | | 10 | | Run Number | Speed | 1 | 93.73 | 2 | 101.88 | 3 | 98 | 4 | 106.96 | 5 | 94.75 | 6 | 105.36 | 7 | 96.63 | 8 | 101.11 | 9 | 102.98 | 10 | 92.69 | <table border="1" style="margin-bottom: 10px; border-collapse: collapse;"> <tr><td style="background-color: #e0e0e0;">N</td><td style="background-color: #e0e0e0;">= 10.0</td></tr> <tr><td style="background-color: #c0e0c0;">X_i</td><td style="background-color: #c0e0c0;">= 99.4</td></tr> <tr><td style="background-color: #e0e0e0;">S_s</td><td style="background-color: #e0e0e0;">= 5.0</td></tr> <tr><td style="background-color: #c0e0c0;">E</td><td style="background-color: #c0e0c0;">= 9.9</td></tr> <tr><td style="background-color: #e0e0e0;">Z</td><td style="background-color: #e0e0e0;">= 1.96</td></tr> </table> <table border="1" style="border-collapse: collapse;"> <tr><td style="background-color: #e0e0e0;">Sampling Error</td><td style="background-color: #e0e0e0;">= 3.09</td></tr> <tr><td style="background-color: #c0e0c0;">95% Confidence Interval</td><td style="background-color: #c0e0c0;">= 96.3 to 102.5</td></tr> <tr><td style="background-color: #e0e0e0;">Percentage of Mean</td><td style="background-color: #e0e0e0;">= 3.10% Good</td></tr> <tr><td style="background-color: #e0e0e0;">Sample Size Needed</td><td style="background-color: #e0e0e0;">= 10</td></tr> </table> <p style="font-size: small; margin-top: 10px;"><i>Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.</i></p> | N | = 10.0 | X _i | = 99.4 | S _s | = 5.0 | E | = 9.9 | Z | = 1.96 | Sampling Error | = 3.09 | 95% Confidence Interval | = 96.3 to 102.5 | Percentage of Mean | = 3.10% Good | Sample Size Needed | = 10 |
| Speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Run Number | Speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 93.73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 101.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 106.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 94.75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 105.36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 96.63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 101.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 102.98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 92.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | = 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X _i | = 99.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S _s | = 5.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | = 9.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Z | = 1.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sampling Error | = 3.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95% Confidence Interval | = 96.3 to 102.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percentage of Mean | = 3.10% Good | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample Size Needed | = 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Calibration Parameters and Adjustments

Calibrating the AM and PM peak period existing VISSIM models involved adjusting specific parameters to achieve the target volume, travel time, speed, and queueing thresholds. The primary parameters that were adjusted included the following:

- Lane Change Distances – lane-change look-back distance is the distance in the VISSIM model where a vehicle will start attempting to make a lane change to a target lane prior to an off-ramp, a lane-drop, or change in direction in travel. This lane-change distance is a parameter on every connector in the VISSIM network, and its default change distance value is 656 feet (200 m). This distance is typically acceptable for low speed, intersection turning movements; however, it would provide extremely challenging lane changing behavior for freeway diverges and lane drops. Where applicable, lane-change distance may be modified to more appropriately match distances between a ramp and upstream wayfinding signage.
- Driver Behavior – driver behavior in VISSIM encompasses both car-following and lane-changing behavior models.
 - VISSIM incorporates two different car-following models – one for freeways and one for arterials. Modifications to car-following parameters can effectively change roadway capacity, vehicle spacing, and headways. As a starting point in the VISSIM models, Washington Boulevard was coded with the freeway car-following behavior model, while all arterial links were coded with the arterial car-following behavior model. Adjustments from default parameters in the car-following models followed guidance from the TOSAM.



- For lane-changing behavior, VISSIM includes parameters for necessary (in order to make a turning movement) and discretionary lane changes (for more room/higher speed). Lane-changing parameters may be modified from their default value in order to achieve more realistic lane-changing behavior, especially in congested merge areas or oversaturated conditions. Adjustments from default parameters in the car-following models followed guidance from the TOSAM.
- Adjustments for External Congestion – during both the AM and PM peak hours, congestion external to the study area causes queue spillback onto Washington Boulevard which affects operations in the study area. During the AM peak, this congestion is along Washington Boulevard northbound and stems from downstream congestion near the Arlington Memorial Bridge. During the PM peak, this congestion is along Washington Boulevard southbound and stems from downstream congestion on I-395. To replicate both of these instances of external congestion, time-sensitive reduced speed areas were coded on dummy links downstream of model study area links in order to replicate observed queueing from the field.

VISSIM Calibration Results

Existing AM Model

Volume Calibration Results

Simulated throughput volumes produced by the VISSIM model were compared to balanced field-collected traffic counts based on the criteria described in previous section. **Table 2** summarizes the comparison of freeways and ramps based on volume criteria for northbound and wbound Washington Boulevard. Overall, 100 percent of all freeway and ramp segments on the network meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates that the AM model is meeting the volume targets for freeways and ramps. **Table 3** provides comparison results for all arterial approaches within the study area. As shown, 97 percent of all arterial approaches meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates that the AM model is meeting the volume target for arterials. Tables within **Attachment A** provide the individual freeway segments, ramps and intersection demand versus throughput comparison.

Table 2. Existing AM – Summary of Freeway/Ramp Volume Calibration

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|------------------------------|---|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within ± 20% for < 100 vph | 4 | 23 | 100% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | 11 | | | | |
| | Within ± 10% for ≥ 1,000 vph | 8 | | | | |

Table 3. Existing AM – Summary of Arterial Volume Calibration

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|--------------------------------|---|----------|-------|---------|--------|------------|
| Approaches (n = 33) | Within ± 20% for < 100 vph | 6 | 32 | 97% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | 25 | | | | |
| | Within ± 10% for ≥ 1,000 vph | 1 | | | | |

Travel Time Calibration Results

Simulated travel times produced from the VISSIM model were compared to field-collected travel time runs based on the criteria described in previous sections. **Table 4** summarizes the comparison of simulated travel time results against field-collected travel time runs. As shown, average travel times across all routes are consistent with field travel time runs. Note that for Route D1 (eastbound Washington Boulevard from I-395 to Route 110), INRIX travel time data was used for calibration, as field travel time data did not indicate the expected congestion along eastbound Washington Boulevard. Based on field observations and experience, a review of Google typical weekday traffic, and a review of INRIX data for all weekdays from January to May 2019, the INRIX data was determined to be a much more representative sample of travel time data for this particular route.

Table 4. Existing AM – Summary of Travel Time Calibration

| | Travel Time Criteria | Total | Percent | Target | Target Met |
|-------------------|---|-------------------------|-------------------|-----------------------|-------------------|
| Routes (n = 9) | Within ± 30% for average travel time on arterials | 9 | 100% | 85% | Yes |
| Segment ID | Route | Peak Period Travel Time | | | |
| | | Field (MM:SS) | VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |

| Segment ID | Route | Field (MM:SS) | VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |
|------------|---|---------------|----------------|--------------------|----------------|
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:02 | 03:13 | 00:11 | 6% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:18 | 03:06 | -00:12 | -6% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 01:59 | 02:17 | 00:18 | 15% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:33 | 02:50 | -00:43 | -20% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:06 | 02:13 | 00:07 | 6% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 01:59 | 02:12 | 00:13 | 11% |
| 7 | Route D1: Eastbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:28 | 02:26 | -00:02 | -1% |
| 8 | Route D2: Westbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:08 | 01:09 | 00:01 | 1% |
| 9 | Route D3: Westbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 02:49 | -00:10 | -6% |

Bottleneck Locations, Length, and Duration of Backups

Comparison of INRIX data with simulated travel speeds provides a useful way for checking bottleneck locations as well as the extent and temporal distribution of mainline queues and overall congestion.

Figure 4 depicts the INRIX “heat map” diagrams for the entire corridor for northbound and southbound Washington Boulevard in the AM peak hour. As shown, INRIX data and VISSIM results are consistent;

The results for the AM model are reasonably close to what is observed from INRIX data in terms of specific bottleneck locations, length, and duration of backups. **Figure 5** provides screen captures of observed queueing in the VISSIM model, which reflects field observations of eastbound queue spillback into the Washington Boulevard interchange toward the end of the network peak hour.

Figure 4. Freeway Average Speed Comparisons versus INRIX Data for Washington Boulevard

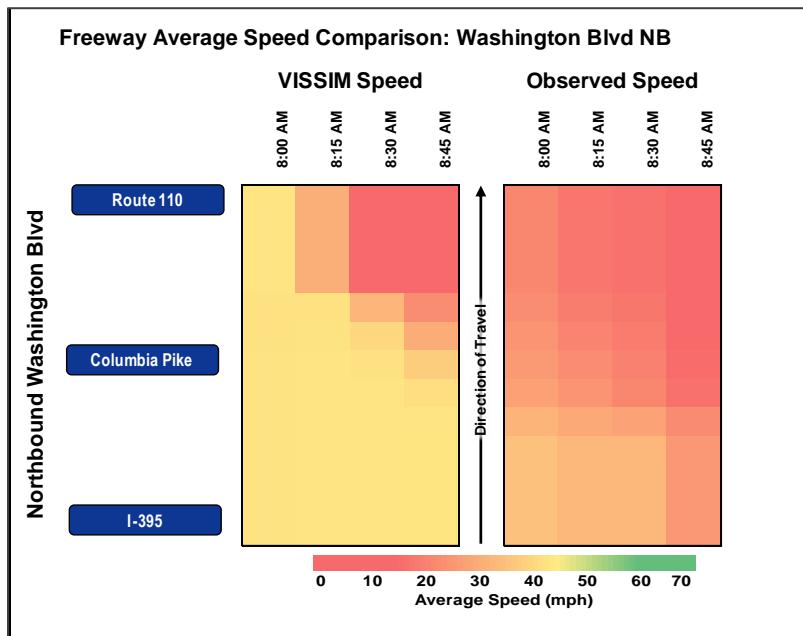
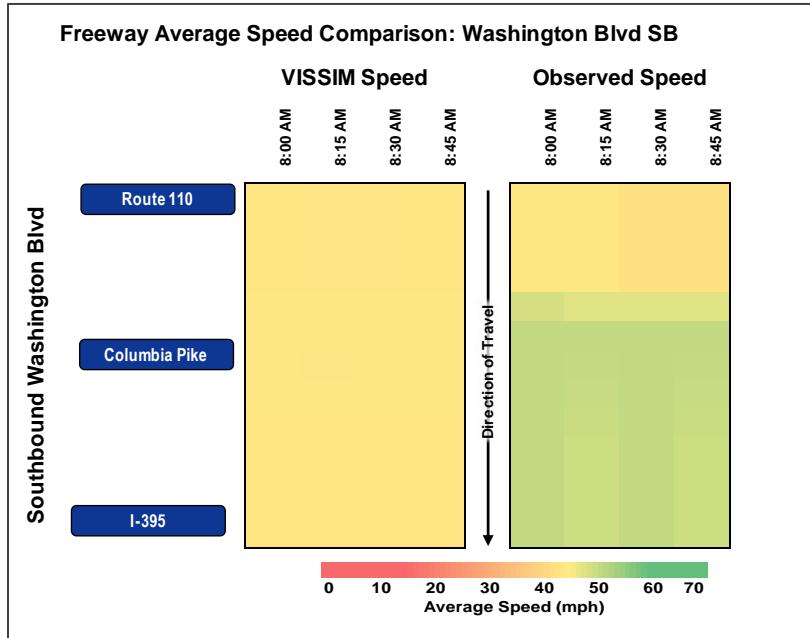
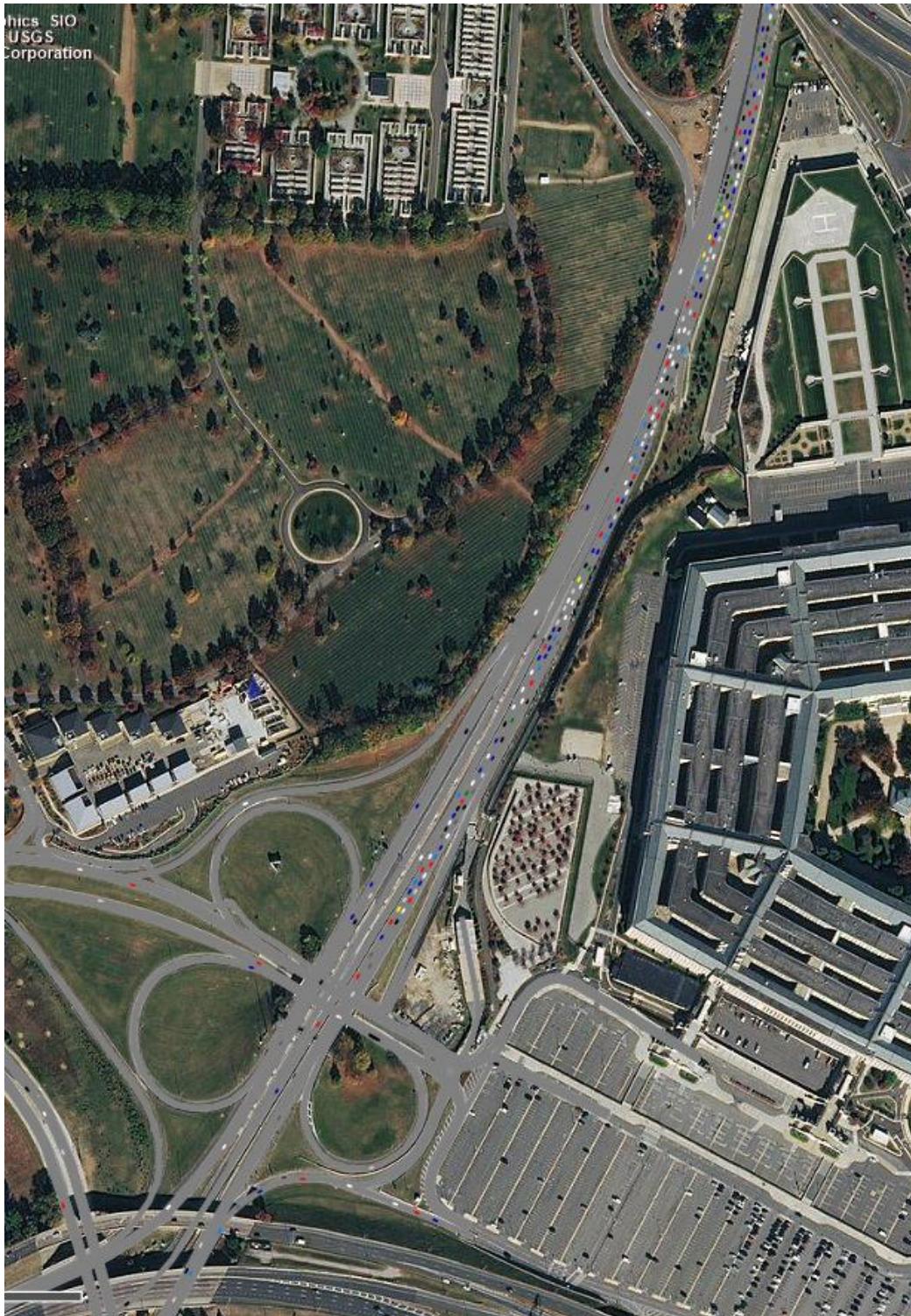


Figure 5. Screen Capture of Observed Queueing on Northbound Washington Boulevard, AM Peak Hour



Existing PM Model

Volume Calibration Results

Simulated throughput volumes produced by the VISSIM model were compared to balanced field-collected traffic counts based on the criteria described in previous section. **Table 2** summarizes the comparison of freeways and ramps based on volume criteria for northbound and southbound Washington Boulevard. Overall, 100 percent of all freeway and ramp segments on the network meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates that the AM model is meeting the volume targets for freeways and ramps. **Table 3** provides comparison results for all arterial approaches within the study area. As shown, 97 percent of all arterial approaches meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates that the AM model is meeting the volume target for arterials. Tables within **Attachment A** provide the individual freeway segments, ramps and intersection demand versus throughput comparison.

Simulated throughput volumes produced by the VISSIM model were compared to balanced field-collected traffic counts based on the criteria described in previous section. **Table 5** summarizes the comparison of freeways and ramps based on volume criteria for northbound and southbound Washington Boulevard. Overall, 100 percent of all freeway and ramp segments on the network meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates that the PM model is meeting the volume targets for freeways and ramps. **Table 6** provides comparison results for all arterial approaches within the study area. As shown, 100 percent of all arterial approaches meet the volume difference threshold, which is greater than the calibration target of 85 percent. This indicates the model is meeting the volume target for arterials. Tables within **Attachment B** provide the individual freeway segments, ramps and intersection demand versus throughput comparison.

Table 5. Existing PM – Summary of Freeway/Ramp Volume Calibration

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|------------------------------|--|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within \pm 20% for < 100 vph | 2 | 23 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 8 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 13 | | | | |

Table 6. Existing PM – Summary of Arterial Volume Calibration

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|--------------------------------|--|----------|-------|---------|--------|------------|
| Approaches (n = 33) | Within \pm 20% for < 100 vph | 5 | 33 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 25 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 3 | | | | |

Travel Time Calibration Results

Simulated travel times produced from the VISSIM model were compared to field-collected travel time runs based on the criteria described in previous sections. **Table 7** summarizes simulated travel time results against field-collected travel time runs. As shown, average travel times across all routes are consistent with field-collected travel time runs.

Table 7. Existing PM – Summary of Travel Time Calibration

| | Travel Time Criteria | Total | Percent | Target | Target Met |
|----------------|---|---------------|----------------|--------------------|----------------|
| Routes (n = 9) | Within ± 30% for average travel time on arterials | 9 | 100% | 85% | Yes |
| Segment ID | Route | Field (MM:SS) | VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |

| | | | | | |
|---|--|-------|-------|--------|------|
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:34 | 02:51 | -00:43 | -20% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:51 | 04:51 | 01:00 | 26% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:05 | 02:29 | 00:24 | 19% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:18 | -00:05 | -2% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:14 | 02:18 | 00:04 | 3% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 01:59 | 02:14 | 00:15 | 13% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:14 | 01:13 | -00:01 | -1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:19 | 01:39 | 00:20 | 25% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:47 | 02:57 | 00:10 | 6% |

Bottleneck Locations, Length, and Duration of Backups

Comparison of INRIX data with simulated travel speeds provides a useful way for checking bottleneck locations as well as the extent and temporal distribution of mainline queues and overall congestion.

Figure 6 depicts the INRIX “heat map” diagrams for the entire corridor for northbound and southbound Washington Boulevard in the PM peak hour. As shown, INRIX data and VISSIM results are consistent; The results for the AM model are reasonably close to what is observed from INRIX data in terms of specific bottleneck locations, length, and duration of backups. **Figure 7** provides a screen capture of observed queueing in the VISSIM model, which reflects field observations of southbound queue spillback

into the Washington Boulevard interchange during the network peak hour.

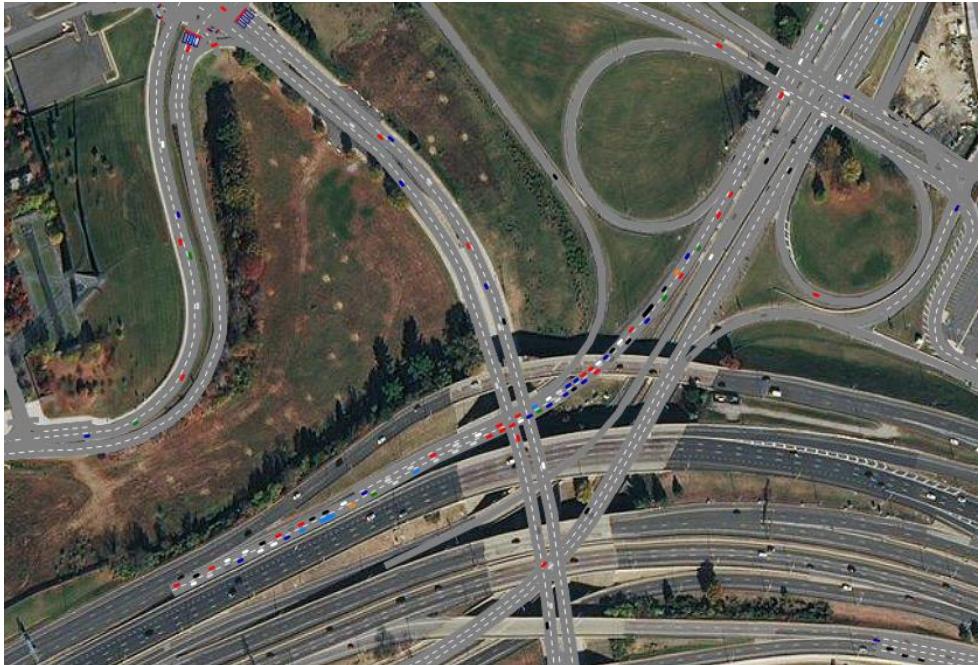


Figure 8 provides a screen capture of northbound queue spillback along S. Joyce Street at its intersection with Columbia Pike.

Figure 6. Freeway Average Speed Comparisons versus INRIX Data for Washington Boulevard

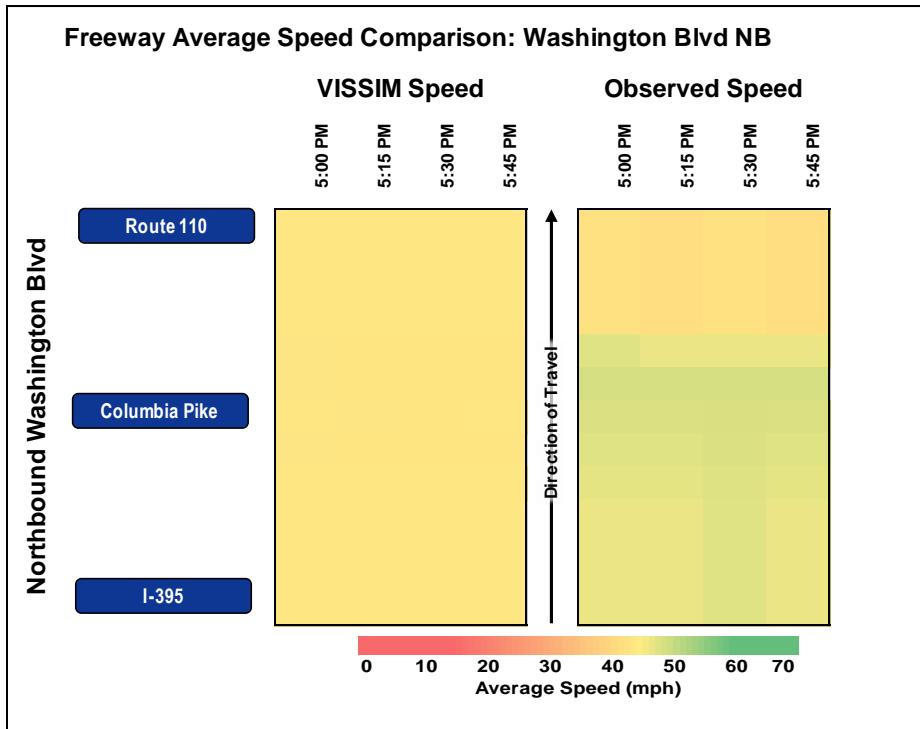
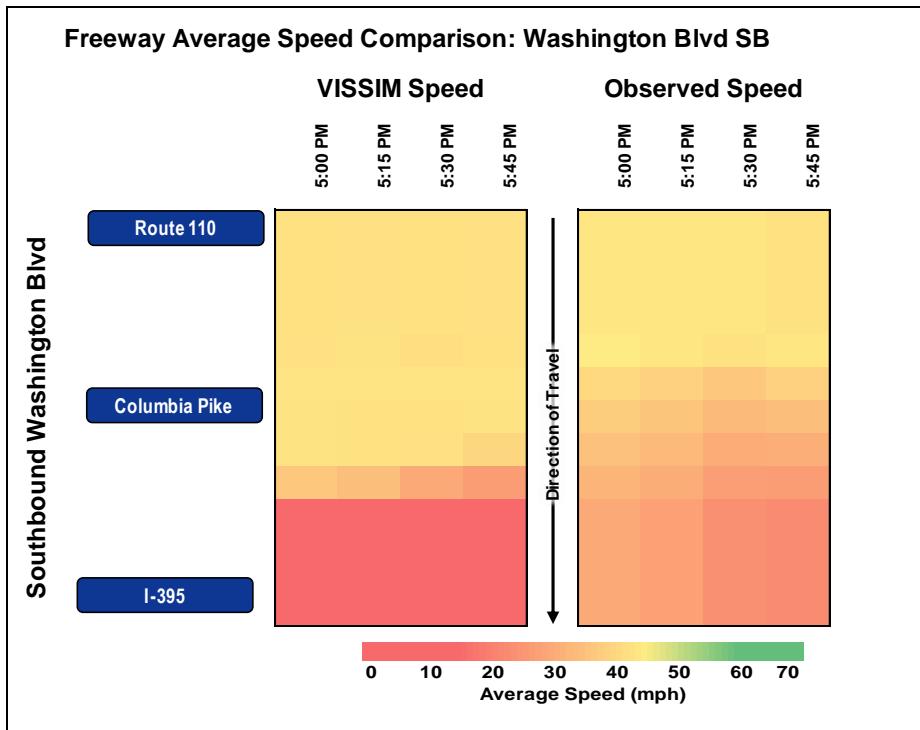


Figure 7. Screen Capture of Observed Queueing on Southbound Washington Boulevard, PM Peak Hour

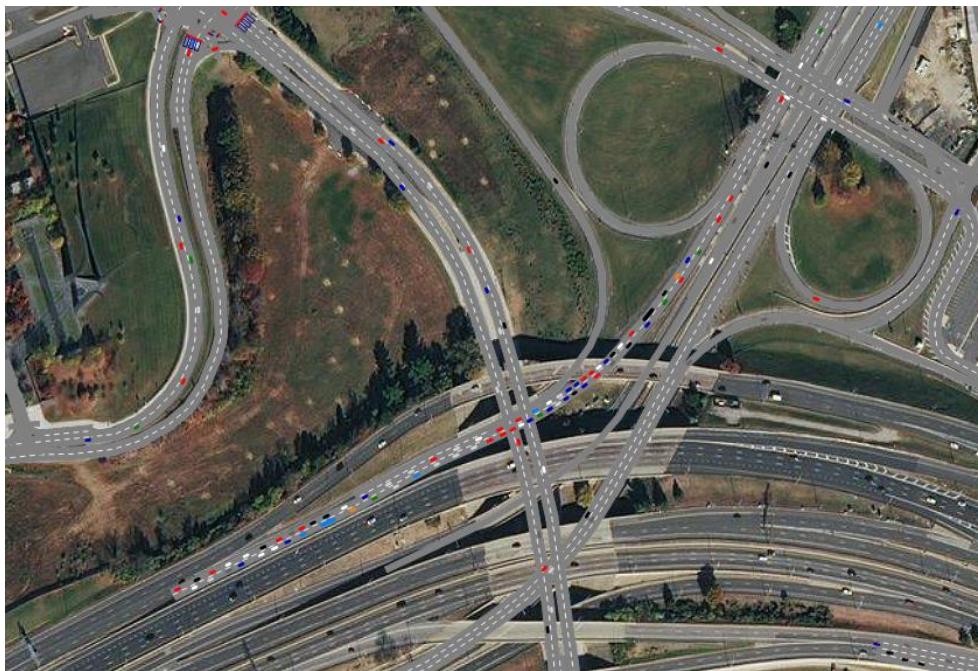


Figure 8. Screen Capture of Observed Queueing on S. Joyce Street Northbound, PM Peak Hour



Summary

Based on the results obtained from the VISSIM AM and PM models, and their comparison with field data for all the calibration measures listed in previous sections, the models are reasonably calibrated to the standards and guidelines established by VDOT and agreed upon by project stakeholder. Therefore these models are suitable to use as a base model to develop future scenarios.



Attachment A: AM Peak Hour Calibration Detailed Summary Tables

- Freeway/Ramp Individual Link Volume Calibration
- Arterial Intersection Volume Calibration

AM Intersection MOEs

Volume Calibration and MOEs (Intersections)

AM Peak Hour (8:00 AM - 9:00 AM)

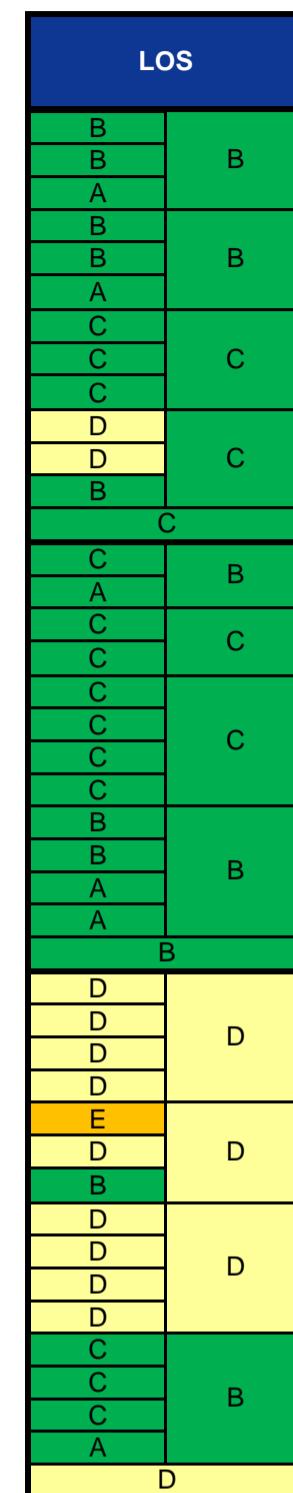
| Approaches (n = 33) | Volume Criteria | | Subtotal | Total | Percent | Target | Target Met |
|------------------------|---|--|----------|-------|---------|--------|------------|
| | Within ± 20% for < 100 vph | | 6 | 32 | 97% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | | 25 | | | | |
| | Within ± 10% for ≥ 1,000 vph | | 1 | | | | |

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) |
|---|---|--------------|----------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 140 | 136 | -4 | -3% | 18.1 | 19 | 180 |
| | | | TH | 110 | 112 | 2 | 2% | 20.8 | 19 | 180 |
| | | | RT | 29 | 31 | 2 | 7% | 5.1 | 22 | 186 |
| | | SB | LT | 24 | 25 | 1 | 4% | 27.4 | 4 | 63 |
| | | | RT | 85 | 90 | 5 | 6% | 7.4 | 6 | 71 |
| | | | U | 5 | 5 | 0 | 0% | 29.6 | 18 | 156 |
| | | EB | LT | 65 | 88 | 23 | 35% | 26.3 | 18 | 156 |
| | | | TH | 347 | 359 | 12 | 3% | 9.5 | 18 | 165 |
| | | | RT | 210 | 210 | 0 | 0% | 6.1 | 12 | |
| | | WB | U | 5 | 5 | 0 | 0% | 16.4 | 11 | 119 |
| | | | TH | 173 | 187 | 14 | 8% | 16.3 | 11 | 119 |
| | | | RT | 7 | 10 | 3 | 43% | 11.8 | 13 | 123 |
| | | Intersection | | 1,200 | 1,258 | 58 | 5% | 13.3 | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 0% | 13.0 | 0 | 83 |
| | | | RT | 5 | 5 | 0 | 0% | 9.9 | 0 | 83 |
| | | EB | TH | 400 | 414 | 14 | 4% | 0.4 | 0 | 7 |
| | | | RT | 5 | 4 | -1 | -20% | 1.5 | 0 | 11 |
| | | WB | LT | 5 | 5 | 0 | 0% | 1.2 | 0 | 27 |
| | | | TH | 180 | 198 | 18 | 10% | 0.2 | 0 | 21 |
| | | Intersection | | 600 | 631 | 31 | 5% | 0.5 | | |
| | | | | | | | | | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 0% | 15.2 | 0 | 31 |
| | | | RT | 5 | 5 | 0 | 0% | 10.6 | 0 | 31 |
| | | EB | LT | 5 | 6 | 1 | 20% | 1.2 | 0 | 7 |
| | | | TH | 400 | 418 | 13 | 3% | 0.4 | 0 | 7 |
| | | WB | LT | 5 | 5 | 0 | 0% | 0.2 | 0 | 38 |
| | | | TH | 180 | 197 | 18 | 20% | 1.1 | 0 | 21 |
| | | Intersection | | 600 | 631 | 31 | 5% | 0.5 | | |
| | | | | | | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 90 | 96 | 6 | 7% | 35.6 | 21 | 181 |
| | | | TH | 85 | 87 | 2 | 2% | 32.3 | 21 | 181 |
| | | | RT | 265 | 265 | 0 | 0% | 10.3 | 26 | 182 |
| | | SB | LT | 90 | 87 | -3 | -3% | 34.3 | 18 | 152 |
| | | | TH | 60 | 59 | -1 | -2% | 29.8 | 9 | 152 |
| | | | RT | 5 | 5 | 0 | 0% | 17.1 | 13 | 168 |
| | | EB | LT | 5 | 5 | 0 | 0% | 32.8 | 12 | 232 |
| | | | TH | 190 | 186 | -4 | -2% | 21.2 | 19 | 212 |
| | | | RT | 210 | 216 | 6 | 3% | 7.6 | 9 | 232 |
| | | WB | U | 5 | 4 | -1 | -20% | 45.8 | 36 | 130 |
| | | | LT | 125 | 123 | -2 | -2% | 43.9 | 36 | 130 |
| | | | TH | 90 | 93 | 3 | 3% | 21.9 | 36 | 130 |
| | | | RT | 85 | 83 | -2 | -2% | 10.8 | 31 | 141 |
| | | Intersection | | 1,305 | 1,309 | 4 | 0% | 21.4 | | |
| | | | | | | | | | | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 5 | 20 | 5 | 0% | 9.4 | 0 | 28 |
| | | | RT | 15 | 16 | 1 | 7% | 7.5 | 0 | 28 |
| | | EB | LT | 30 | 28 | -2 | -7% | 1.6 | 0 | 0 |
| | | | TH | 405 | 400 | -5 | -1% | 0.1 | 0 | 0 |
| | | WB | U | 10 | 10 | 0 | 0% | 1.8 | 0 | 32 |
| | | | TH | 290 | 288 | -2 | -1% | 0.4 | 0 | 0 |
| | | | RT | 20 | 20 | 0 | 0% | 1.1 | 0 | 20 |
| | | Intersection | | 775 | 767 | -8 | -1% | 0.5 | | |
| | | | | | | | | | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 83 | 88 | -1 | -1% | 10.6 | 3 | 61 |
| | | | RT | 5 | 5 | 0 | 0% | 8.3 | 3 | 58 |
| | | SB | TH | 10 | 11 | 1 | 20% | 12.5 | 1 | 86 |
| | | | RT | 5 | 6 | 1 | 20% | 6.3 | 1 | 59 |
| | | EB | U | 5 | 330 | 6 | 20% | 1.2 | 0 | 2 |
| | | | RT | 325 | 326 | 1 | 0% | 0.4 | 0 | 2 |
| | | WB | LT | 30 | 32 | 2 | 7% | 18.9 | 10 | 127 |
| | | | TH | 292 | 290 | 0 | -1% | 9.4 | 11 | 127 |
| | | Intersection | | 755 | 758 | 3 | 0% | 6.0 | | |
| | | | | | | | | | | |

| LOS | | % of Demand Served |
|-----|---|--------------------|
| B | C | 97% |
| C | A | 102% |
| A | C | 107% |
| C | A | 104% |
| A | C | 106% |
| C | C | 100% |
| A | A | 135% |
| A | A | 103% |
| A | A | 100% |
| B | B | 100% |
| B | B | 108% |
| B | B | 143% |
| B | B | 105% |
| B | B | 100% |
| A | B | 100% |
| A | A | 100% |
| A | A | 104% |
| A | A | 80% |
| A | A | 100% |
| A | A | 110% |
| A | A | 105% |
| C | B | 100% |
| A | A | 100% |
| A | A | 120% |
| A | A | 103% |
| A | A | 109% |
| A | A | 11 |

AM Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | | % of Demand Served | |
|---|--|--------------|----------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|------|-----|--------------------|-----|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 30 | 298 | 35 | 308 | 5 | 17% | 15.4 | 13 | 15 | 109 | 116 | |
| | | | TH | 210 | | 215 | | 5 | | | 13 | | 109 | | |
| | | | RT | 58 | | 58 | | 0 | | | 15 | | 116 | | |
| | | SB | LT | 235 | 395 | 246 | 406 | 11 | 5% | 12.8 | 14 | 14 | 121 | 130 | |
| | | | TH | 135 | | 136 | | 1 | | | 14 | | 121 | | |
| | | | RT | 25 | | 24 | | -1 | | | 13 | | 130 | | |
| | | EB | LT | 135 | 469 | 148 | 492 | 13 | 10% | 30.9 | 37 | 45 | 185 | 199 | |
| | | | TH | 264 | | 276 | | 12 | | | 37 | | 185 | | |
| | | | RT | 70 | | 68 | | -2 | | | 45 | | 199 | | |
| | | WB | LT | 59 | 213 | 56 | 222 | -3 | -5% | 30.2 | 20 | 20 | 150 | 152 | |
| | | | TH | 59 | | 70 | | 11 | | | 20 | | 150 | | |
| | | | RT | 95 | | 96 | | 1 | | | 9 | | 152 | | |
| | | Intersection | | 1,375 | 1,428 | | 53 | 4% | 22.3 | | | | | | |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 4 | 8 | 4 | 10 | 0 | 0% | 25% | 27.8 | 12.6 | 0 | 22 | 22 |
| | | | RT | 4 | | 5 | | 1 | | | 0.8 | | 0 | | 4 |
| | | SB | LT | 4 | 8 | 4 | 8 | 0 | 0% | 0% | 25.8 | 24.5 | 1 | 63 | 63 |
| | | | RT | 4 | | 4 | | 0 | | | 23.1 | | 1 | | 63 |
| | | EB | U | 10 | 557 | 10 | 580 | 0 | 0% | 4% | 23.2 | 24.6 | 34 | 195 | 195 |
| | | | LT | 25 | | 28 | | 3 | | | 22.1 | | 34 | | 195 |
| | | | TH | 402 | | 422 | | 20 | | | 24.2 | | 34 | | 195 |
| | | | RT | 120 | | 120 | | 0 | | | 26.8 | | 34 | | 195 |
| | | WB | U | 65 | 542 | 60 | 548 | -5 | -8% | 1% | 14.8 | 13.2 | 21 | 156 | 156 |
| | | | LT | 242 | | 241 | | -1 | | | 16.4 | | 21 | | 156 |
| | | | TH | 195 | | 207 | | 12 | | | 9.6 | | 21 | | 156 |
| | | | RT | 40 | | 40 | | 0 | | | 9.8 | | 21 | | 156 |
| | | Intersection | | 1,115 | 1,146 | | 31 | 3% | 19.0 | | | | | | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 371 | 5 | 371 | 0 | 0% | 0% | 51.7 | 40.9 | 35 | 129 | 129 |
| | | | LT | 51 | | 58 | | 7 | | | 53.3 | | 35 | | 129 |
| | | | TH | 270 | | 264 | | -6 | | | 38.7 | | 35 | | 129 |
| | | | RT | 45 | | 44 | | -1 | | | 36.5 | | 35 | | 129 |
| | | SB | LT | 755 | 1,934 | 718 | 1,870 | -37 | -5% | -3% | 76.9 | 47.9 | 265 | 663 | 663 |
| | | | TH | 875 | | 858 | | -17 | | | 35.0 | | 265 | | 663 |
| | | | RT | 304 | | 294 | | -10 | | | 14.9 | | 0 | | 59 |
| | | | U | 5 | 475 | 5 | 487 | 0 | 0% | 3% | 46.6 | 49.5 | 55 | 190 | 203 |
| | | EB | LT | 35 | | 34 | | -1 | | | 44.5 | | 55 | | 190 |
| | | | TH | 350 | | 360 | | 10 | | | 53.3 | | 55 | | 190 |
| | | | RT | 85 | | 88 | | 3 | | | 36.2 | | 27 | | 203 |
| | | WB | U | 5 | 617 | 5 | 613 | 0 | 0% | -1% | 32.1 | 13.4 | 20 | 154 | 154 |
| | | | LT | 55 | | 55 | | 0 | | | 24.1 | | 20 | | 154 |
| | | | TH | 182 | | 187 | | 5 | | | 31.2 | | 20 | | 154 |
| | | | RT | 375 | | 366 | | -9 | | | 2.4 | | 0 | | 92 |
| | | Intersection | | 3,397 | 3,341 | | -56 | -2% | 41.0 | | | | | | |



| LOS | | % of Demand Served |
|-----|---|--------------------|
| B | B | 117% |
| B | | 102% |
| A | | 100% |
| B | | 105% |
| B | | 101% |
| A | | 96% |
| C | | 110% |
| C | | 105% |
| C | | 97% |
| D | | 95% |
| D | | 119% |
| B | | 101% |
| C | C | 104% |
| C | | 100% |
| A | | 125% |
| C | | 100% |
| C | | 100% |
| C | | 100% |
| C | | 112% |
| C | | 105% |
| C | | 100% |
| B | | 92% |
| B | | 100% |
| | | |

Volume Calibration and MOEs (Freeways)

AM Peak Hour (8:00 AM - 9:00 AM)

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|----------------------|--|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within \pm 20% for < 100 vph | 3 | 23 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 11 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 9 | | | | |

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,550 | 2,581 | 31 | 1% | 40 | 21.8 | 101% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 530 | 547 | 17 | 3% | 28 | 18.8 | 103% |
| | Off-ramp to Columbia Pike EB | Ramp | 88 | 88 | 0 | 0% | 15 | 3.2 | 100% |
| | Off-ramp to Rotary Road | Ramp | 442 | 459 | 17 | 4% | 24 | 18.9 | 104% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,020 | 2,044 | 24 | 1% | 43 | 23.5 | 101% |
| | On-ramp from Columbia Pike EB | Ramp | 165 | 159 | -6 | -4% | 22 | 7.2 | 96% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,185 | 2,204 | 19 | 1% | 40 | 23.4 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 160 | 161 | 1 | 1% | 35 | 4.6 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,345 | 2,355 | 10 | 0% | 28 | 41.9 | 100% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 640 | 645 | 5 | 1% | 42 | 15.4 | 101% |
| Southbound Washington Boulevard | Mainline north of on-ramp from I-395 HOV | Basic | 2,985 | 2,930 | -55 | -2% | 11 | 94.4 | 98% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 745 | 748 | 3 | 0% | 41 | 6.0 | 100% |
| | On-ramp from Route 110 SB | Ramp | 385 | 385 | 0 | 0% | 42 | 9.1 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,130 | 1,122 | -8 | -1% | 44 | 6.4 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | - |
| | Off-ramp to Columbia Pike WB | Ramp | 190 | 189 | -1 | -1% | 26 | 7.2 | 99% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 940 | 945 | 5 | 1% | 44 | 10.6 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 95 | 96 | 1 | 1% | 25 | 3.8 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 1,035 | 1,021 | -14 | -1% | 44 | 7.8 | 99% |
| | Off-ramp to Columbia Pike EB | Ramp | 75 | 76 | 1 | 1% | 24 | 3.2 | 101% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 960 | 966 | 6 | 1% | 44 | 11.0 | 101% |
| | On-ramp from Columbia Pike EB | Ramp | 115 | 115 | 0 | 0% | 29 | 3.9 | 100% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 1,075 | 1,082 | 7 | 1% | 44 | 10.6 | 101% |



Attachment B: PM Peak Period Calibration Detailed Summary Tables

- Freeway/Ramp Individual Link Volume Calibration
- Arterial Intersection Volume Calibration

PM Intersection MOEs

Volume Calibration and MOEs (Intersections)

PM Peak Hour (5:00 PM - 6:00 PM)

| Approaches (n = 33) | Volume Criteria | | Subtotal | Total | Percent | Target | Target Met |
|------------------------|---|--|----------|-------|---------|--------|------------|
| | Within ± 20% for < 100 vph | | 5 | 33 | 100% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | | 25 | | | | |
| | Within ± 10% for ≥ 1,000 vph | | 3 | | | | |

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | | |
|---|---|--------------|--------------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|----|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 410 | 402 | -8 | -2% | 20.4 | 36 | 283 | 289 | |
| | | | TH | 60 | 62 | 2 | 3% | 23.1 | 36 | 283 | 289 | |
| | | | RT | 40 | 42 | 2 | 5% | 5.6 | 39 | 289 | 289 | |
| | | SB | LT | 20 | 21 | 1 | 5% | 32.6 | 5 | 70 | 78 | |
| | | | RT | 140 | 142 | 2 | 1% | 7.9 | 7 | 78 | 78 | |
| | | | LT | 40 | 41 | 1 | 3% | 28.6 | 14 | 131 | 140 | |
| | | EB | TH | 250 | 267 | 17 | 7% | 10.2 | 14 | 131 | 140 | |
| | | | RT | 105 | 104 | -1 | -1% | 5.2 | 8 | 140 | 140 | |
| | | | U | 5 | 5 | 0 | 0% | 13.1 | 28 | 232 | 236 | |
| | | WB | TH | 545 | 556 | 11 | 2% | 16.5 | 28 | 232 | 236 | |
| | | | RT | 10 | 10 | 0 | 0% | 13.1 | 30 | 236 | 236 | |
| | | Intersection | | 1,625 | 1,652 | 27 | 2% | 15.4 | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 5 | 0 | 0% | 19.8 | 0 | 85 | 85 | |
| | | | RT | 5 | 5 | 0 | 0% | 11.0 | 0 | 85 | 85 | |
| | | EB | TH | 310 | 330 | 20 | 6% | 0.6 | 0 | 0 | 0 | |
| | | | RT | 5 | 4 | -1 | -20% | 1.1 | 0 | 2 | 2 | |
| | | WB | LT | 5 | 4 | -1 | -20% | 1.5 | 0 | 17 | 17 | |
| | | | TH | 555 | 562 | 7 | 1% | 0.4 | 0 | 7 | 17 | |
| | | Intersection | | 885 | 910 | 25 | 3% | 0.6 | | | | |
| | | | | | | | | | | | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 0% | 18.4 | 0 | 30 | 30 | |
| | | | RT | 5 | 5 | 0 | 0% | 11.5 | 0 | 30 | 30 | |
| | | EB | LT | 5 | 7 | 2 | 40% | 3.7 | 0 | 26 | 26 | |
| | | | TH | 310 | 327 | 17 | 5% | 0.3 | 0 | 26 | 26 | |
| | | WB | TH | 555 | 560 | 5 | 1% | 0.6 | 0 | 75 | 75 | |
| | | | RT | 5 | 5 | 0 | 0% | 1.6 | 0 | 11 | 11 | |
| | | Intersection | | 885 | 909 | 24 | 3% | 0.7 | | | | |
| | | | | | | | | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | U | 5 | 5 | 0 | 0% | 92.5 | 177 | 561 | 561 | |
| | | | LT | 255 | 260 | 5 | 2% | 107.4 | 177 | 561 | 561 | |
| | | | TH | 85 | 89 | 4 | 5% | 98.0 | 177 | 561 | 561 | |
| | | | RT | 315 | 314 | -1 | 0% | 20.7 | 180 | 561 | 561 | |
| | | SB | LT | 80 | 78 | -2 | -3% | 47.1 | 49 | 337 | 353 | |
| | | | TH | 155 | 152 | -3 | -2% | 44.8 | 32 | 337 | 353 | |
| | | | RT | 10 | 10 | 0 | 0% | 37.6 | 37 | 353 | 353 | |
| | | | U | 5 | 4 | -1 | -20% | 84.0 | 11 | 243 | 243 | |
| | | EB | LT | 5 | 6 | 1 | 20% | 68.3 | 11 | 243 | 243 | |
| | | | TH | 80 | 81 | 1 | 1% | 29.9 | 17 | 236 | 243 | |
| | | | RT | 225 | 240 | 15 | 7% | 6.2 | 7 | 235 | 243 | |
| | | | U | 5 | 4 | -1 | -20% | 77.4 | 110 | 391 | 402 | |
| | | WB | LT | 290 | 266 | -24 | -8% | 76.7 | 110 | 391 | 402 | |
| | | | TH | 290 | 289 | -1 | 0% | 22.4 | 110 | 391 | 402 | |
| | | | RT | 120 | 116 | -4 | -3% | 20.8 | 97 | 402 | 402 | |
| | | Intersection | | 1,925 | 1,914 | -11 | -1% | 46.4 | | | | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 10 | 15 | 10 | 0% | 9.8 | 0 | 30 | 30 | |
| | | | RT | 5 | 5 | 0 | 0% | 9.2 | 0 | 30 | 30 | |
| | | EB | U | 5 | 6 | 1 | 20% | 3.7 | 0 | 0 | 0 | |
| | | | TH | 310 | 309 | -1 | 0% | 0.1 | 0 | 0 | 0 | |
| | | WB | U | 15 | 17 | 2 | 13% | 2.2 | 0 | 62 | 62 | |
| | | | TH | 695 | 685 | -10 | -8 | 2.0 | 0 | 5 | 25 | |
| | | | RT | 5 | 5 | 0 | 0% | 2.0 | 0 | 5 | 25 | |
| | | Intersection | | 1,045 | 1,037 | -8 | -1% | 1.5 | | | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 46 | 51 | 49 | 3 | 7% | 8.8 | 2 | 56 | 56 |
| | | | RT | 5 | 6 | 1 | 20% | 7.5 | 1 | 53 | 56 | |
| | | SB | TH | 30 | 31 | 1 | 3% | 14.5 | 11 | 119 | 119 | |
| | | | RT | 87 | 84 | -3 | -3% | 9.4 | 8 | 90 | 119 | |
| | | EB | RT | 205 | 205 | 213 | 8 | 4% | 0.4 | 0 | 3 | 3 |
| | | | LT | 15 | 16 | 1 | 7% | 19.2 | 12 | 127 | 127 | |
| | | WB | TH | 382 | 379 | -3 | -1% | 9.3 | 12 | 127 | 127 | |
| | | | Intersection | | 770 | 778 | 8 | 1% | 7.2 | | | |

| LOS | | % of Demand Served |
|-----|---|--------------------|
| C | B | 98% 99% |
| C | A | 103% 105% |
| C | B | 105% 101% |
| C | A | 101% 102% |
| C | B | 103% 102% |
| B | C | 100% 100% |
| B | A | 106% 80% |
| B | A | 80% 101% |
| A | A | 101% 103% |
| C | B | 100% 100% |
| A | A | 140% 105% |
| A | A | 105% 101% |
| A | A | 100% 100% |
| F | E | 100% 102% |
| F | F | 1 |

PM Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served |
|---|--|--------------|----------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 135 | 547 | 141 | 6 | 4% | 22.9 | 22 | 115 | 104% |
| | | | TH | 282 | | 286 | | | | | | |
| | | | RT | 130 | | 126 | | | | | | |
| | | SB | LT | 178 | 675 | 179 | 1 | 1% | 16.3 | 19 | 200 | 101% |
| | | | TH | 284 | | 298 | | | | | | |
| | | | RT | 213 | | 203 | | | | | | |
| | | EB | LT | 55 | 285 | 58 | 3 | 5% | 35.2 | 19 | 131 | 101% |
| | | | TH | 125 | | 130 | | | | | | |
| | | | RT | 105 | | 103 | | | | | | |
| | | WB | U | 5 | 975 | 5 | 21 | 0% | 29.1 | 89 | 387 | 105% |
| | | | LT | 219 | | 216 | | | | | | |
| | | | TH | 428 | | 439 | | | | | | |
| | | | RT | 323 | | 336 | | | | | | |
| | | Intersection | | 2,482 | 2,520 | | 38 | 2% | | 24.3 | | |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 165 | 400 | 156 | -9 | -5% | 25.2 | 15 | 109 | 95% |
| | | | TH | 5 | | 5 | | | | | | |
| | | | RT | 230 | | 222 | | | | | | |
| | | SB | LT | 40 | 85 | 42 | 2 | 5% | 27.1 | 11 | 105 | 100% |
| | | | TH | 5 | | 9 | | | | | | |
| | | | RT | 40 | | 41 | | | | | | |
| | | EB | U | 20 | 438 | 20 | 0 | 0% | 23.2 | 27 | 143 | 100% |
| | | | LT | 10 | | 8 | | | | | | |
| | | | TH | 352 | | 358 | | | | | | |
| | | | RT | 56 | | 54 | | | | | | |
| | | WB | U | 55 | 1,055 | 55 | 0 | 0% | 22.6 | 47 | 251 | 100% |
| | | | LT | 190 | | 192 | | | | | | |
| | | | TH | 750 | | 794 | | | | | | |
| | | | RT | 60 | | 63 | | | | | | |
| | | Intersection | | 1,978 | 2,019 | | 41 | 2% | | 21.4 | | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 20 | 716 | 19 | -1 | -5% | 63.0 | 87 | 255 | 95% |
| | | | LT | 176 | | 188 | | | | | | |
| | | | TH | 375 | | 373 | | | | | | |
| | | | RT | 145 | | 152 | | | | | | |
| | | SB | LT | 355 | 1,407 | 351 | -4 | -1% | 24.1 | 65 | 306 | 99% |
| | | | TH | 700 | | 712 | | | | | | |
| | | | RT | 352 | | 357 | | | | | | |
| | | | U | 20 | 677 | 21 | 1 | 5% | 17.0 | 34 | 201 | 105% |
| | | | LT | 226 | | 219 | | | | | | |
| | | | TH | 329 | | 326 | | | | | | |
| | | | RT | 102 | | 110 | | | | | | |
| | | EB | U | 5 | 1,062 | 5 | -7 | -3% | 21.5 | 34 | 201 | 102% |
| | | | LT | 90 | | 93 | | | | | | |
| | | | TH | 507 | | 517 | | | | | | |
| | | | RT | 460 | | 462 | | | | | | |
| | | Intersection | | 3,862 | 3,905 | | 43 | 1% | | 25.0 | | |

Volume Calibration and MOEs (Freeways)

PM Peak Hour (5:00 PM - 6:00 PM)

| | | Subtotal | Total | Percent | Target | Target Met |
|----------------------|--|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within \pm 20% for < 100 vph | 2 | 23 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 8 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 13 | | | | |

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,615 | 1,625 | 10 | 1% | 42 | 13.0 | 101% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 405 | 414 | 9 | 2% | 29 | 14.0 | 102% |
| | Off-ramp to Columbia Pike EB | Ramp | 51 | 54 | 3 | 6% | 15 | 1.9 | 106% |
| | Off-ramp to Rotary Road | Ramp | 354 | 359 | 5 | 1% | 24 | 14.7 | 101% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,210 | 1,216 | 6 | 1% | 44 | 13.7 | 101% |
| | On-ramp from Columbia Pike EB | Ramp | 205 | 201 | -4 | -2% | 22 | 9.1 | 98% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,415 | 1,418 | 3 | 0% | 44 | 13.3 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 125 | 127 | 2 | 2% | 35 | 3.6 | 102% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,540 | 1,545 | 5 | 0% | 44 | 14.8 | 100% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| Southbound Washington Boulevard | Mainline north of on-ramp from I-395 HOV | Basic | 1,540 | 1,537 | -3 | 0% | 44 | 11.7 | 100% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 1,795 | 1,820 | 25 | 1% | 40 | 14.9 | 101% |
| | On-ramp from Route 110 SB | Ramp | 1,360 | 1,390 | 30 | 2% | 41 | 33.4 | 102% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,155 | 3,177 | 22 | 1% | 37 | 21.9 | 101% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 633 | 643 | 10 | 2% | 43 | 14.9 | 102% |
| | Off-ramp to Columbia Pike WB | Ramp | 445 | 440 | -5 | -1% | 26 | 17.2 | 99% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 2,077 | 2,126 | 49 | 2% | 42 | 24.8 | 102% |
| | On-ramp from Columbia Pike WB | Ramp | 120 | 121 | 1 | 0% | 25 | 4.8 | 100% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 2,197 | 2,200 | 3 | 0% | 43 | 17.2 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 75 | 80 | 5 | 6% | 23 | 3.4 | 106% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 2,122 | 2,168 | 46 | 2% | 39 | 28.7 | 102% |
| | On-ramp from Columbia Pike EB | Ramp | 165 | 161 | -4 | -2% | 29 | 5.5 | 98% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 2,287 | 2,319 | 32 | 1% | 15 | 79.6 | 101% |

Appendix F

Existing Conditions Operational Results

AM Peak Hour Calibration Summary

| Calibration Item | Basis | Criteria | Total | Percent | Target | Target Met |
|---|------------------------------------|--|-------|---------|--------|-----------------------|
| Simulated Traffic Volume (Intersections) | Approaches (n = 33) | Within \pm 20% for <100 vph | 32 | 97% | 85% | Yes |
| | | Within \pm 15% for \geq 100 vph to < 1,000 vph | | | | |
| | | Within \pm 10% for \geq 1,000 vph | | | | |
| Simulated Traffic Volume (Freeways) | Segments (n = 23) | Within \pm 20% for <100 vph | 23 | 100% | 85% | Yes |
| | | Within \pm 15% for \geq 100 vph to < 1,000 vph | | | | |
| | | Within \pm 10% for \geq 1,000 vph | | | | |
| Simulated Travel Time | Routes (n = 9) | Within \pm 30% for average travel time on freeways | 9 | 100% | 85% | Yes |
| Simulated Travel Speed | Segments (n = 56) | Within \pm 7 mph for average speeds on freeways (compared in 15-minute intervals to INRIX) | 47 | 84% | 85% | No |
| Maximum Simulated Queue Length | Locations (n = 1) | Modeled queues qualitatively reflect the impacts of observed queues | | | | Reasonably Calibrated |
| Visual Review of Bottleneck Locations | Targeted Critical Locations | Speed heat maps qualitatively reflect patterns and duration of congestions | | | | Reasonably Calibrated |

Intersection MOEs

Volume Calibration and MOEs (Intersections)

AM Peak Hour (7:45 AM - 8:45 AM)

| Approaches (n = 33) | Volume Criteria | | Subtotal | Total | Percent | Target | Target Met |
|------------------------|---|--|----------|-------|---------|--------|------------|
| | Within ± 20% for < 100 vph | | 6 | 32 | 97% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | | 25 | | | | |
| | Within ± 10% for ≥ 1,000 vph | | 1 | | | | |

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | |
|---|---|--------------|----------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 140 | 279 | 136 | -4 | 18.0 | 22 | 187 | 193 |
| | | | TH | 110 | | 112 | 2 | 22.1 | 22 | 187 | 193 |
| | | | RT | 29 | | 31 | 2 | 5.3 | 25 | 193 | |
| | | SB | LT | 24 | 108 | 24 | 0 | 30.8 | 5 | 81 | 89 |
| | | | RT | 85 | | 84 | -1 | 7.6 | 7 | 89 | |
| | | EB | U | 5 | 625 | 5 | 0 | 29.3 | 20 | 176 | |
| | | | LT | 65 | | 69 | 4 | 28.1 | 20 | 176 | 185 |
| | | | TH | 347 | | 341 | -6 | 9.6 | 20 | 176 | |
| | | | RT | 210 | | 210 | 0 | 7.0 | 14 | 185 | |
| | | WB | U | 5 | 186 | 5 | 0 | 18.4 | 13 | 122 | |
| | | | TH | 173 | | 173 | 0 | 16.3 | 13 | 122 | 126 |
| | | | RT | 7 | | 8 | 1 | 16.6 | 14 | 126 | |
| | | Intersection | | 1,200 | 1,198 | | -2 | 0% | 13.6 | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 0 | 16.2 | 0 | 92 | 92 |
| | | | RT | 5 | | 5 | 0 | 9.9 | 0 | 92 | |
| | | EB | TH | 400 | 405 | 397 | -3 | 0.3 | 0 | 12 | 16 |
| | | | RT | 5 | | 4 | -1 | 2.3 | 0 | 16 | |
| | | WB | LT | 5 | 185 | 5 | 0 | 1.6 | 0 | 46 | 46 |
| | | | TH | 180 | | 182 | 2 | 0.2 | 0 | 36 | |
| | | Intersection | | 600 | 598 | | -2 | 0% | 0.5 | | |
| | | | | | | | | | | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 0 | 14.2 | 0 | 36 | 36 |
| | | | RT | 5 | | 4 | -1 | 10.8 | 0 | 36 | |
| | | EB | LT | 5 | 405 | 6 | 1 | 0.9 | 12.7 | 0 | 36 |
| | | | TH | 400 | | 395 | -5 | 0.6 | 0 | 9 | 9 |
| | | WB | TH | 180 | 185 | 182 | 2 | 0.3 | 0 | 50 | 50 |
| | | | RT | 5 | | 6 | 1 | 2.3 | 0 | 36 | |
| | | Intersection | | 600 | 598 | | -2 | 0% | 0.7 | | |
| | | | | | | | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 90 | 440 | 90 | 0 | 35.9 | 24 | 189 | 190 |
| | | | TH | 85 | | 83 | -2 | 32.7 | 24 | 189 | |
| | | | RT | 265 | | 264 | -1 | 9.8 | 28 | 190 | |
| | | SB | LT | 90 | 155 | 89 | -1 | 35.4 | 22 | 164 | 180 |
| | | | TH | 60 | | 60 | 0 | 28.8 | 12 | 164 | |
| | | | RT | 5 | | 6 | 1 | 17.1 | 15 | 180 | |
| | | EB | LT | 5 | 405 | 5 | 0 | 36.8 | 17 | 261 | |
| | | | TH | 190 | | 184 | -6 | 22.1 | 22 | 231 | 261 |
| | | | RT | 210 | | 211 | 1 | 8.4 | 8 | 209 | |
| | | WB | U | 5 | 305 | 4 | -1 | 46.3 | 39 | 134 | |
| | | | LT | 125 | | 121 | -4 | 44.7 | 39 | 134 | 145 |
| | | | TH | 90 | | 92 | 2 | 21.4 | 39 | 134 | |
| | | | RT | 85 | | 81 | -4 | 10.9 | 34 | 145 | |
| | | Intersection | | 1,305 | 1,290 | | -15 | -1% | 21.7 | | |
| | | | | | | | | | | | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 5 | 20 | 5 | 0 | 8.7 | 0 | 40 | 40 |
| | | | RT | 15 | | 15 | 0 | 7.5 | 0 | 40 | |
| | | EB | LT | 30 | 435 | 27 | -3 | 1.9 | 0 | 0 | 0 |
| | | | TH | 405 | | 400 | -5 | 0.2 | 0 | 0 | |
| | | WB | U | 10 | 320 | 9 | -1 | 2.6 | 0 | 28 | |
| | | | TH | 290 | | 283 | -7 | 0.7 | 0 | 0 | 28 |
| | | | RT | 20 | | 20 | 0 | 1.5 | 0 | 19 | |
| | | Intersection | | 775 | 759 | | -16 | -2% | 0.7 | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 83 | 88 | 80 | -3 | 12.1 | 4 | 77 | 77 |
| | | | RT | 5 | | 5 | 0 | 10.4 | 3 | 74 | |
| | | SB | TH | 10 | 15 | 10 | 0 | 12.8 | 1 | 96 | 96 |
| | | | RT | 5 | | 5 | 0 | 7.0 | 1 | 69 | |
| | | EB | U | 5 | 330 | 6 | 1 | 1.8 | 0 | 0 | 3 |
| | | | RT | 325 | | 326 | 1 | 0.6 | 0 | 0 | |
| | | WB | LT | 30 | 322 | 32 | 2 | 19.3 | 12 | 137 | 137 |
| | | | TH | 292 | | 290 | 0 | 9.7 | 12 | 137 | |
| | | Intersection | | 755 | 754 | | -1 | 0% | 6.4 | | |
| | | | | | | | | | | | |

||
||
||

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | | % of Demand Served | |
|---|--|--------------|----------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|---|--------------------|------|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 30 | 298 | 34 | 298 | 4 | 13% | 17.6 | 15 | 108 | B | 113% | |
| | | | TH | 210 | | 207 | | -3 | | | | | | | 99% |
| | | | RT | 58 | | 57 | | -1 | | | | | | | 98% |
| | | SB | LT | 235 | 395 | 234 | 391 | -1 | 0% | 14.9 | 15 | 108 | B | 100% | |
| | | | TH | 135 | | 133 | | -2 | | | | | | | 99% |
| | | | RT | 25 | | 24 | | -1 | | | | | | | 96% |
| | | EB | LT | 135 | 469 | 139 | 464 | 4 | 3% | 34.0 | 64 | 135 | B | 103% | |
| | | | TH | 264 | | 258 | | -6 | | | | | | | 98% |
| | | | RT | 70 | | 67 | | -3 | | | | | | | 96% |
| | | WB | LT | 59 | 213 | 57 | 207 | -2 | -3% | 52.5 | 23 | 173 | C | 97% | |
| | | | TH | 59 | | 58 | | -1 | | | | | | | 98% |
| | | | RT | 95 | | 92 | | -3 | | | | | | | 97% |
| | | Intersection | | 1,375 | 1,360 | | -15 | -1% | | 22.1 | | | | 99% | |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 4 | 8 | 4 | 9 | 0 | 0% | 18.6 | 8.9 | 0 | B | 100% | |
| | | | RT | 4 | | 5 | | 1 | | | | | | | 113% |
| | | SB | LT | 4 | 8 | 3 | 6 | -1 | -25% | 22.7 | 25.6 | 1 | A | 125% | |
| | | | RT | 4 | | 3 | | -1 | | | | | | | 75% |
| | | EB | U | 10 | 557 | 10 | 545 | 0 | 0% | 24.6 | 35 | 205 | C | 75% | |
| | | | LT | 25 | | 24 | | -1 | | | | | | | 100% |
| | | | TH | 402 | | 394 | | -8 | | | | | | | 96% |
| | | | RT | 120 | | 117 | | -3 | | | | | | | 98% |
| | | WB | U | 65 | 542 | 62 | 538 | -3 | -5% | 15.6 | 21 | 172 | B | 98% | |
| | | | LT | 242 | | 242 | | 0 | | | | | | | 95% |
| | | | TH | 195 | | 194 | | -1 | | | | | | | 100% |
| | | | RT | 40 | | 40 | | 0 | | | | | | | 99% |
| | | Intersection | | 1,115 | 1,098 | | -17 | -2% | | 17.9 | | | | 98% | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 371 | 5 | 368 | 0 | 0% | 51.3 | 40.4 | 40 | D | 100% | |
| | | | LT | 51 | | 53 | | 2 | | | | | | | 104% |
| | | | TH | 270 | | 265 | | -5 | | | | | | | 98% |
| | | | RT | 45 | | 45 | | 0 | | | | | | | 100% |
| | | SB | LT | 755 | 1,934 | 708 | 1,869 | -47 | -6% | 45.0 | 187 | 630 | D | 94% | |
| | | | TH | 875 | | 862 | | -13 | | | | | | | 99% |
| | | | RT | 304 | | 299 | | -5 | | | | | | | 98% |
| | | | U | 5 | 475 | 5 | 461 | 0 | 0% | 40.0 | 57 | 57 | C | 100% | |
| | | | LT | 35 | | 34 | | -1 | | | | | | | 104% |
| | | | TH | 350 | | 340 | | -10 | | | | | | | 98% |
| | | | RT | 85 | | 82 | | -3 | | | | | | | 97% |
| | | EB | U | 5 | 617 | 5 | 614 | 0 | 0% | 41.5 | 57 | 199 | D | 97% | |
| | | | LT | 55 | | 56 | | 1 | | | | | | | 97% |
| | | | TH | 182 | | 181 | | -1 | | | | | | | 96% |
| | | | RT | 375 | | 372 | | -3 | | | | | | | 100% |
| | | Intersection | | 3,397 | 3,312 | | -85 | -3% | | 30.5 | | | | 100% | |

Volume Calibration and MOEs (Freeways)

AM Peak Hour (7:45 AM - 8:45 AM)

| | Volume Criteria | Subtotal | Total | Percent | Target | Target Met |
|----------------------|--|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within \pm 20% for < 100 vph | 3 | 23 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 11 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 9 | | | | |

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,550 | 2,528 | -22 | -1% | 29 | 29.3 | 99% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 530 | 534 | 4 | 1% | 28 | 18.4 | 101% |
| | Off-ramp to Columbia Pike EB | Ramp | 88 | 85 | -3 | -3% | 15 | 3.1 | 97% |
| | Off-ramp to Rotary Road | Ramp | 442 | 449 | 7 | 2% | 24 | 18.4 | 102% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,020 | 1,983 | -37 | -2% | 23 | 44.2 | 98% |
| | On-ramp from Columbia Pike EB | Ramp | 165 | 160 | -5 | -3% | 22 | 7.1 | 97% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,185 | 2,095 | -90 | -4% | 19 | 47.1 | 96% |
| | On-ramp from Columbia Pike WB | Ramp | 160 | 159 | -1 | -1% | 31 | 5.1 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,345 | 2,220 | -125 | -5% | 16 | 57.7 | 95% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 640 | 635 | -5 | -1% | 31 | 20.4 | 99% |
| Southbound Washington Boulevard | Mainline north of on-ramp from I-395 HOV | Basic | 2,985 | 2,776 | -209 | -7% | 11 | 82.1 | 93% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 745 | 744 | -1 | 0% | 49 | 5.1 | 100% |
| | On-ramp from Route 110 SB | Ramp | 385 | 383 | -2 | 0% | 48 | 8.0 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,130 | 1,116 | -14 | -1% | 52 | 5.3 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | - |
| | Off-ramp to Columbia Pike WB | Ramp | 190 | 186 | -4 | -2% | 28 | 6.6 | 98% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 940 | 941 | 1 | 0% | 53 | 8.9 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 95 | 96 | 1 | 2% | 26 | 3.7 | 102% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 1,035 | 1,018 | -17 | -2% | 51 | 6.6 | 98% |
| | Off-ramp to Columbia Pike EB | Ramp | 75 | 76 | 1 | 1% | 24 | 3.1 | 101% |
| Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 960 | 963 | 3 | 0% | 52 | 9.1 | 100% | |
| | On-ramp from Columbia Pike EB | Ramp | 115 | 115 | 0 | 0% | 30 | 3.8 | 100% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 1,075 | 1,079 | 4 | 0% | 52 | 8.9 | 100% |

Travel Times

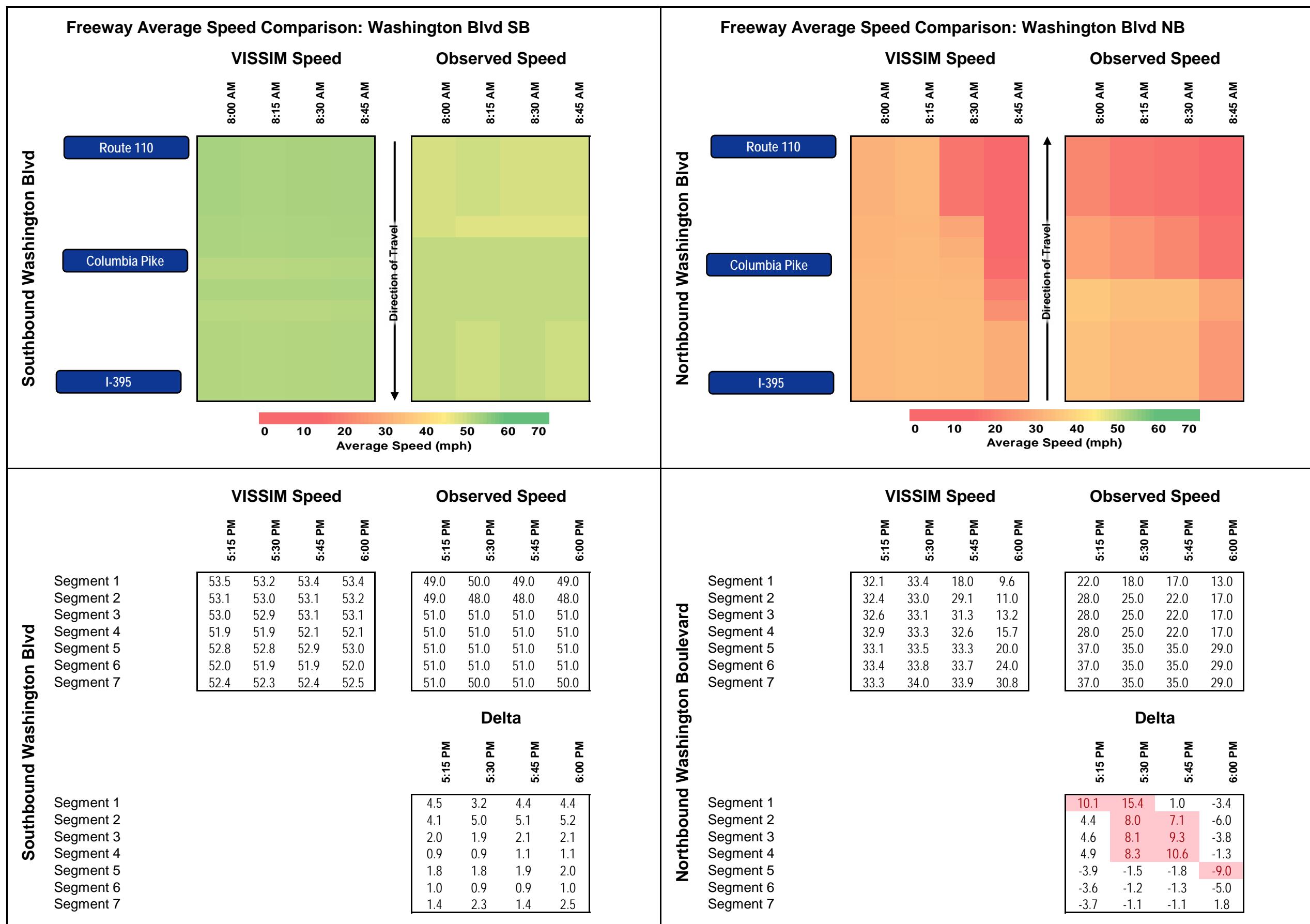
Travel Time Calibration

AM Peak Hour (7:45 AM - 8:45 AM)

| Travel Time Criteria | | Total | Percent | Target | Target Met |
|----------------------|---|-------|---------|--------|------------|
| Routes (n = 9) | Within \pm 30% for average travel time on arterials | 9 | 100% | 85% | Yes |

| Segment ID | Route | Peak Period Travel Time | | | |
|------------|--|-------------------------|-------------------|-----------------------|-------------------|
| | | Field (MM:SS) | VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:02 | 03:14 | 00:12 | 7% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:18 | 03:07 | -00:11 | -6% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 01:59 | 02:15 | 00:16 | 13% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:33 | 02:41 | -00:52 | -24% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:06 | 02:11 | 00:05 | 4% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 01:59 | 02:07 | 00:08 | 7% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:28 | 02:46 | 00:18 | 12% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:08 | 00:57 | -00:11 | -16% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 02:43 | -00:16 | -9% |

Speed Comparisons

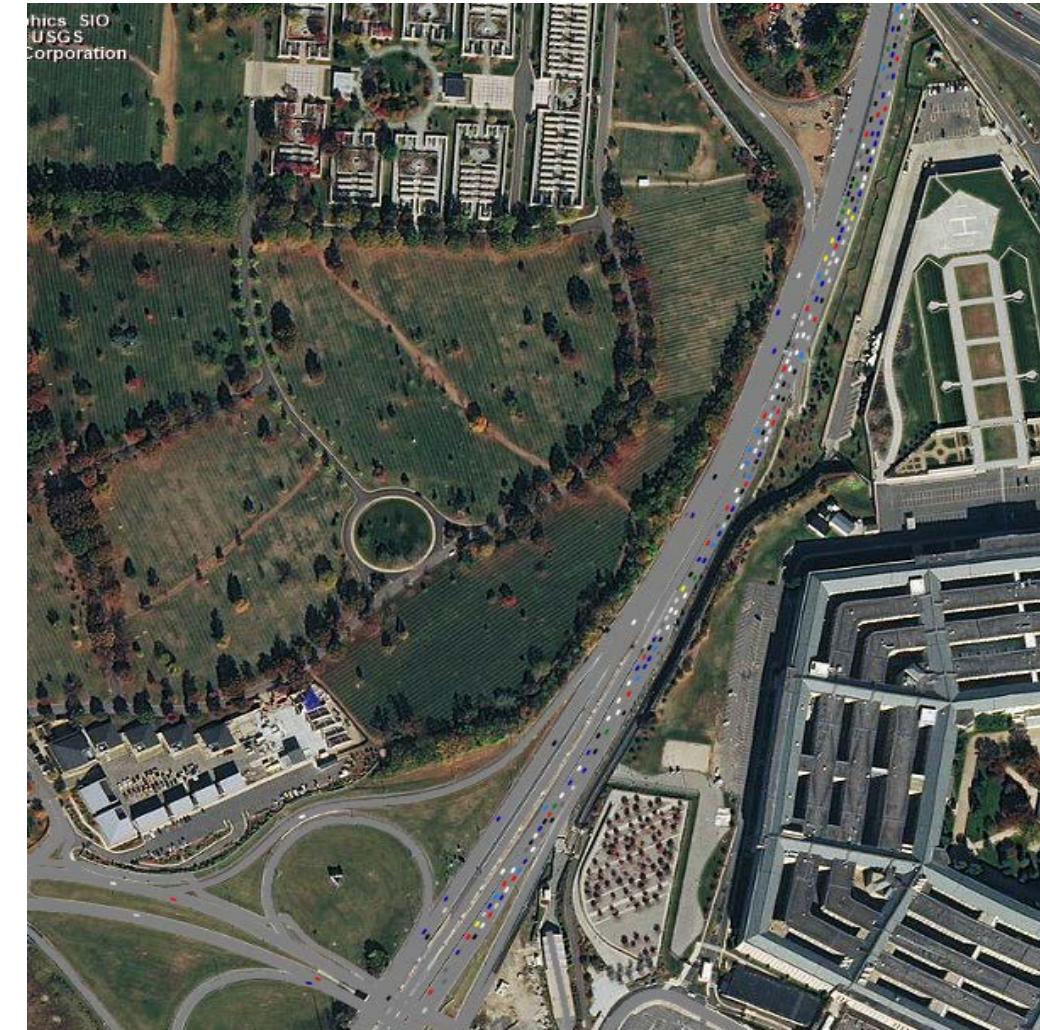


Queues

Queue Length Calibration

AM Peak Hour (7:45 AM - 8:45 AM)

| | Queue Criteria | Total | Percent | Target | Target Met |
|------------------------------|---|--------------|----------------|---------------|-------------------|
| Locations (n = 1) | Modeled queues qualitatively reflect the impacts of observed queues (e.g., spillback from ramp intersections, turn bay, or downstream intersection) | 1 | 100% | 85% | Yes |

| Location | Approach | Field-Observed Queue Description | VISSIM Queue Description | Field Conditions Represented (Yes/No) | VISSIM Queue Screen Capture |
|---|-----------------|--|---|--|--|
| Washington Blvd northbound north of Columbia Pike | N/A | Queues observed to spill back from outside of study area into Washington Boulevard interchange by 8:45 AM. | Queues spill back into interchange area between 8:30 and 8:45 AM. | Y |  |

PM Peak Hour Calibration Summary

| Calibration Item | Basis | Criteria | Total | Percent | Target | Target Met |
|---|------------------------------------|--|-------|---------|--------|-----------------------|
| Simulated Traffic Volume (Intersections) | Approaches (n = 33) | Within \pm 20% for <100 vph | 33 | 100% | 85% | Yes |
| | | Within \pm 15% for \geq 100 vph to < 1,000 vph | | | | |
| | | Within \pm 10% for \geq 1,000 vph | | | | |
| Simulated Traffic Volume (Freeways) | Segments (n = 23) | Within \pm 20% for <100 vph | 23 | 100% | 85% | Yes |
| | | Within \pm 15% for \geq 100 vph to < 1,000 vph | | | | |
| | | Within \pm 10% for \geq 1,000 vph | | | | |
| Simulated Travel Time | Routes (n = 9) | Within \pm 30% for average travel time on freeways | 9 | 100% | 85% | Yes |
| Simulated Travel Speed | Segments (n = 56) | Within \pm 7 mph for average speeds on freeways (compared in 15-minute intervals to INRIX) | 52 | 93% | 85% | Yes |
| Maximum Simulated Queue Length | Locations (n = 2) | Modeled queues qualitatively reflect the impacts of observed queues | | | | Reasonably Calibrated |
| Visual Review of Bottleneck Locations | Targeted Critical Locations | Speed heat maps qualitatively reflect patterns and duration of congestions | | | | Reasonably Calibrated |

Intersection MOEs

Volume Calibration and MOEs (Intersections)

PM Peak Hour (5:00 PM - 6:00 PM)

| Approaches (n = 33) | Volume Criteria | | Subtotal | Total | Percent | Target | Target Met |
|------------------------|---|--|----------|-------|---------|--------|------------|
| | Within ± 20% for < 100 vph | | 5 | 33 | 100% | 85% | Yes |
| | Within ± 15% for ≥ 100 vph to < 1,000 vph | | 25 | | | | |
| | Within ± 10% for ≥ 1,000 vph | | 3 | | | | |

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | | |
|---|---|--------------|--------------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 410 | 406 | -4 | -1% | 20.8 | 41 | 296 | 303 | |
| | | | TH | 60 | 61 | 1 | 2% | 23.9 | 41 | 296 | 303 | |
| | | | RT | 40 | 43 | 3 | 8% | 6.7 | 45 | 303 | | |
| | | SB | LT | 20 | 20 | 0 | 0% | 31.7 | 5 | 88 | | |
| | | | RT | 140 | 138 | -2 | -1% | 8.2 | 8 | 96 | 96 | |
| | | | LT | 40 | 41 | 1 | 3% | 28.5 | 16 | 139 | | |
| | | EB | TH | 250 | 246 | -4 | -2% | 11.0 | 16 | 139 | 148 | |
| | | | RT | 105 | 104 | -1 | -1% | 5.9 | 10 | 148 | | |
| | | WB | U | 5 | 5 | 0 | 0% | 16.4 | 34 | 238 | | |
| | | | TH | 545 | 521 | -24 | -4% | 17.4 | 34 | 238 | 242 | |
| | | | RT | 10 | 10 | 0 | 0% | 17.0 | 36 | 242 | | |
| | | Intersection | | 1,625 | 1,595 | -30 | -2% | 16.2 | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 4 | -1 | -20% | 15.7 | 0 | 89 | 89 | |
| | | | RT | 5 | 5 | 0 | 0% | 9.2 | 0 | 89 | 89 | |
| | | EB | TH | 310 | 310 | 0 | 0% | 0.2 | 0 | 14 | | |
| | | | RT | 5 | 4 | -1 | -20% | 0.8 | 0 | 17 | 17 | |
| | | WB | LT | 5 | 4 | -1 | -20% | 2.4 | 0 | 45 | | |
| | | | TH | 555 | 529 | -26 | -5% | 0.9 | 0 | 36 | 45 | |
| | | Intersection | | 885 | 856 | -29 | -3% | 0.8 | | | | |
| | | SB | LT | 5 | 5 | 0 | 0% | 17.2 | 0 | 28 | 28 | |
| | | | RT | 5 | 5 | 0 | 0% | 11.1 | 0 | 28 | 28 | |
| | | | LT | 5 | 7 | 2 | 40% | 3.3 | 0.6 | 37 | | |
| | | | TH | 310 | 306 | -4 | -1% | 0.6 | 0 | 37 | 37 | |
| | | | TH | 555 | 525 | -30 | -5% | 1.1 | 0 | 83 | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | EB | RT | 5 | 5 | 0 | 0% | 3.5 | 1.2 | 37 | 83 | |
| | | | Intersection | | 885 | 853 | -32 | -4% | 1.1 | | | |
| | | | LT | 5 | 10 | 0 | 0% | 17.2 | 14.2 | 0 | 28 | |
| | | | RT | 5 | 5 | 0 | 0% | 11.1 | 0 | 28 | 28 | |
| | | | LT | 5 | 7 | 2 | 40% | 3.3 | 0.6 | 37 | | |
| | | WB | TH | 310 | 306 | -4 | -1% | 0.6 | 0 | 37 | 37 | |
| | | | TH | 555 | 525 | -30 | -5% | 1.1 | 0 | 83 | | |
| | | | RT | 5 | 5 | 0 | 0% | 3.5 | 1.2 | 37 | 83 | |
| | | | Intersection | | 885 | 853 | -32 | -4% | 1.1 | | | |
| | | | LT | 5 | 5 | 0 | 0% | 99.1 | 223 | 657 | 657 | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 255 | 234 | -21 | -8% | 118.5 | 223 | 657 | 657 | |
| | | | TH | 85 | 83 | -2 | -2% | 113.4 | 223 | 657 | 657 | |
| | | | RT | 315 | 312 | -3 | -1% | 23.9 | 226 | 657 | 657 | |
| | | | LT | 80 | 78 | -2 | -3% | 47.4 | 61 | 352 | 368 | |
| | | SB | TH | 155 | 155 | 0 | 0% | 45.5 | 42 | 352 | 368 | |
| | | | RT | 10 | 10 | 0 | 0% | 39.2 | 46 | 368 | | |
| | | | U | 5 | 4 | -1 | -20% | 63.7 | 18 | 306 | | |
| | | | LT | 5 | 6 | 1 | 20% | 63.3 | 18 | 306 | | |
| | | EB | TH | 80 | 79 | -1 | -1% | 32.4 | 21 | 287 | 306 | |
| | | | RT | 225 | 221 | -4 | -2% | 9.0 | 12 | 286 | | |
| | | | U | 5 | 4 | -1 | -20% | 80.3 | 127 | 461 | | |
| | | | LT | 290 | 258 | -32 | -11% | 81.4 | 127 | 461 | 472 | |
| | | WB | TH | 290 | 284 | -6 | -2% | 22.8 | 127 | 461 | 472 | |
| | | | RT | 120 | 115 | -5 | -4% | 21.4 | 119 | 461 | 472 | |
| | | | Intersection | | 1,925 | 1,848 | -77 | -4% | 49.6 | | | |
| | | | LT | 10 | 15 | 0 | 0% | 11.5 | 0 | 32 | 32 | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | RT | 5 | 5 | 0 | 0% | 9.9 | 0 | 32 | 32 | |
| | | | U | 5 | 6 | 1 | 20% | 5.4 | 0 | 0 | 0 | |
| | | EB | TH | 310 | 305 | -5 | -2% | 0.1 | 0 | 0 | 0 | |
| | | | U | 15 | 16 | 1 | 7% | 4.0 | 0 | 86 | | |
| | | WB | TH | 695 | 675 | -20 | -3% | 3.5 | 0 | 13 | 86 | |
| | | | RT | 5 | 5 | 0 | 0% | 2.0 | 0 | 27 | | |
| | | Intersection | | 1,045 | 1,022 | -23 | -2% | 2.6 | | | | |
| | | NB | LT | 46 | 48 | 2 | 4% | 9.4 | 2 | 66 | 66 | |
| | | | RT | 5 | 6 | 1 | 20% | 8.4 | 2 | 63 | 66 | |
| | | | TH | 30 | 30 | 0 | 0% | 15.0 | 12 | 138 | | |
| | | | RT | 87 | 85 | -2 | -2% | 10.0 | 8 | 109 | 138 | |
| | | | EB | 205 | 208 | 3 | 1% | 0.6 | 0 | 7 | 7 | |
| 6 | Columbia Pike and S. Rotary Road | SB | RT | 15 | 15 | 0 | 0% | 20.1 | 15 | 131 | 131 | |
| | | | TH | 382 | 380 | -2 | -1% | 9.8 | 15 | 131 | 131 | |
| | | Intersection | | 770 | 772 | 2 | 0% | 7.7 | | | | |

| LOS | | % of Demand Served |
|-----|--|--------------------|
|-----|--|--------------------|

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served |
|---|--|--------------|----------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 135 | 547 | 137 | 545 | 2 | 16.9 | 26 | 161 | 168 |
| | | | TH | 282 | | 283 | | 1 | | 26 | | |
| | | | RT | 130 | | 125 | | -5 | | 27 | | |
| | | SB | LT | 178 | 675 | 163 | 639 | -15 | 16.3 | 25 | 228 | 237 |
| | | | TH | 284 | | 281 | | -3 | | 27 | | |
| | | | RT | 213 | | 195 | | -18 | | 27 | | |
| | | EB | LT | 55 | 285 | 58 | 285 | 3 | 20.7 | 22 | 159 | 173 |
| | | | TH | 125 | | 126 | | 1 | | 22 | | |
| | | | RT | 105 | | 101 | | -4 | | 28 | | |
| | | WB | U | 5 | 975 | 5 | 958 | 0 | 36.3 | 95 | 377 | 385 |
| | | | LT | 219 | | 214 | | -5 | | 95 | | |
| | | | TH | 428 | | 420 | | -8 | | 95 | | |
| | | | RT | 323 | | 319 | | -4 | | 90 | | |
| | | Intersection | | | | 2,482 | 2,427 | | 55 | -2% | | 24.8 |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 165 | 400 | 159 | 392 | -6 | 11.2 | 16 | 122 | 122 |
| | | | TH | 5 | | 6 | | 1 | | 16 | | |
| | | | RT | 230 | | 227 | | -3 | | 1 | | |
| | | SB | LT | 40 | 85 | 38 | 83 | -2 | 24.4 | 9 | 90 | 90 |
| | | | TH | 5 | | 5 | | 0 | | 9 | | |
| | | | RT | 40 | | 40 | | 0 | | 9 | | |
| | | EB | U | 20 | 438 | 19 | 416 | -1 | 25.3 | 30 | 160 | 160 |
| | | | LT | 10 | | 8 | | -2 | | 30 | | |
| | | | TH | 352 | | 336 | | -16 | | 30 | | |
| | | | RT | 56 | | 53 | | -3 | | 30 | | |
| | | WB | U | 55 | 1,055 | 55 | 1,059 | 0 | 23.5 | 52 | 295 | 295 |
| | | | LT | 190 | | 190 | | 0 | | 52 | | |
| | | | TH | 750 | | 752 | | 2 | | 52 | | |
| | | | RT | 60 | | 62 | | 2 | | 52 | | |
| | | Intersection | | | | 1,978 | 1,950 | | -28 | -1% | | 21.4 |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 20 | 716 | 19 | 714 | -1 | 43.4 | 110 | 322 | 322 |
| | | | LT | 176 | | 169 | | -7 | | 110 | | |
| | | | TH | 375 | | 375 | | 0 | | 110 | | |
| | | | RT | 145 | | 151 | | 6 | | 110 | | |
| | | SB | LT | 355 | 1,407 | 344 | 1,391 | -11 | 23.0 | 72 | 325 | 325 |
| | | | TH | 700 | | 697 | | -3 | | 72 | | |
| | | | RT | 352 | | 350 | | -2 | | 3 | | |
| | | | U | 20 | 677 | 21 | 658 | 1 | 19.9 | 36 | 200 | 229 |
| | | EB | LT | 226 | | 220 | | -6 | | 36 | | |
| | | | TH | 329 | | 316 | | -13 | | 36 | | |
| | | | RT | 102 | | 101 | | -1 | | 12 | | |
| | | WB | U | 5 | 1,062 | 5 | 1,058 | 0 | 22.7 | 54 | 301 | 301 |
| | | | LT | 90 | | 91 | | 1 | | 54 | | |
| | | | TH | 507 | | 501 | | -6 | | 54 | | |
| | | | RT | 460 | | 461 | | 1 | | 6 | | |
| | | Intersection | | | | 3,862 | 3,821 | | -41 | -1% | | 26.2 |

Volume Calibration and MOEs (Freeways)

PM Peak Hour (5:00 PM - 6:00 PM)

| | | Subtotal | Total | Percent | Target | Target Met |
|----------------------|--|----------|-------|---------|--------|------------|
| Segments (n = 23) | Within \pm 20% for < 100 vph | 2 | 23 | 100% | 85% | Yes |
| | Within \pm 15% for \geq 100 vph to < 1,000 vph | 8 | | | | |
| | Within \pm 10% for \geq 1,000 vph | 13 | | | | |

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,615 | 1,609 | -6 | 0% | 43 | 12.4 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 405 | 410 | 5 | 1% | 29 | 13.7 | 101% |
| | Off-ramp to Columbia Pike EB | Ramp | 51 | 54 | 3 | 5% | 15 | 1.9 | 105% |
| | Off-ramp to Rotary Road | Ramp | 354 | 356 | 2 | 1% | 25 | 14.4 | 101% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,210 | 1,204 | -6 | 0% | 46 | 12.9 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 205 | 201 | -4 | -2% | 22 | 9.0 | 98% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,415 | 1,405 | -10 | -1% | 46 | 12.5 | 99% |
| | On-ramp from Columbia Pike WB | Ramp | 125 | 128 | 3 | 3% | 36 | 3.6 | 103% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,540 | 1,532 | -8 | 0% | 46 | 14.0 | 100% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| Southbound Washington Boulevard | Mainline north of on-ramp from I-395 HOV | Basic | 1,540 | 1,526 | -14 | -1% | 46 | 11.0 | 99% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 1,795 | 1,794 | -1 | 0% | 41 | 14.3 | 100% |
| | On-ramp from Route 110 SB | Ramp | 1,360 | 1,358 | -2 | 0% | 42 | 32.1 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,155 | 3,122 | -33 | -1% | 31 | 25.7 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 633 | 632 | -1 | 0% | 44 | 14.3 | 100% |
| | Off-ramp to Columbia Pike WB | Ramp | 445 | 434 | -11 | -3% | 25 | 17.1 | 97% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 2,077 | 2,091 | 14 | 1% | 43 | 24.0 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 120 | 120 | 0 | 0% | 26 | 4.7 | 100% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 2,197 | 2,164 | -33 | -2% | 44 | 16.4 | 98% |
| | Off-ramp to Columbia Pike EB | Ramp | 75 | 78 | 3 | 4% | 24 | 3.2 | 104% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 2,122 | 2,133 | 11 | 1% | 45 | 23.9 | 101% |
| | On-ramp from Columbia Pike EB | Ramp | 165 | 160 | -5 | -3% | 30 | 5.3 | 97% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 2,287 | 2,296 | 9 | 0% | 36 | 29.1 | 100% |

Travel Times

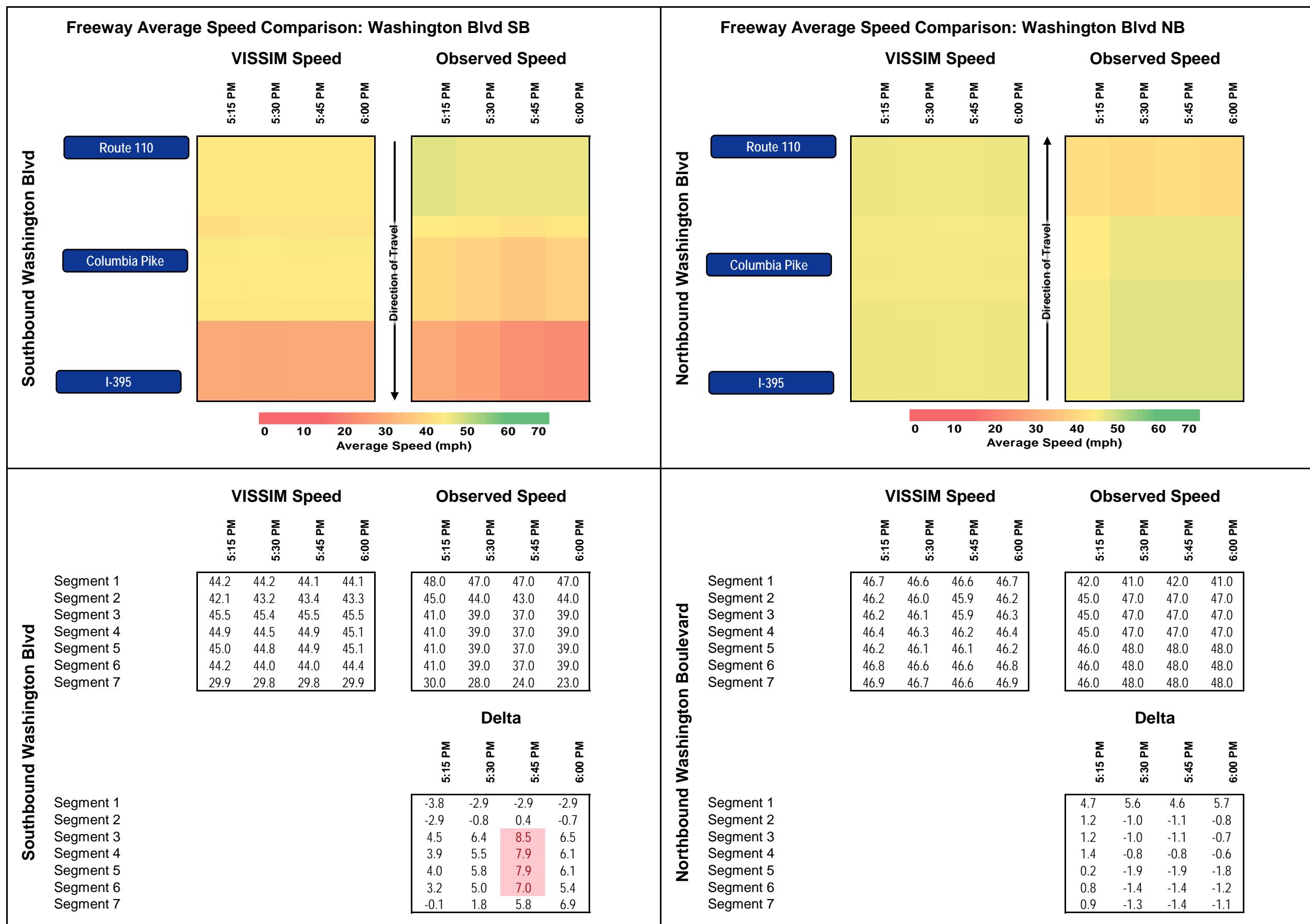
Travel Time Calibration

PM Peak Hour (5:00 PM - 6:00 PM)

| Travel Time Criteria | | Total | Percent | Target | Target Met |
|----------------------|---|-------|---------|--------|------------|
| Routes (n = 9) | Within \pm 30% for average travel time on arterials | 9 | 100% | 85% | Yes |

| Segment ID | Route | Peak Period Travel Time | | | |
|------------|--|-------------------------|-------------------|-----------------------|-------------------|
| | | Field (MM:SS) | VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:34 | 02:53 | -00:41 | -19% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:51 | 04:54 | 01:03 | 27% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:05 | 02:27 | 00:22 | 18% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:23 | 00:00 | 0% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:14 | 02:22 | 00:08 | 6% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 01:59 | 02:12 | 00:13 | 11% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:14 | 01:09 | -00:05 | -7% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:19 | 01:18 | -00:01 | -1% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:47 | 02:59 | 00:12 | 7% |

Speed Comparisons



Queues

Queue Length Calibration

PM Peak Hour (5:00 PM - 6:00 PM)

| | Queue Criteria | Total | Percent | Target | Target Met |
|----------------------|---|----------------------------------|--------------------------|---------------------------------------|-----------------------------|
| Locations (n = 2) | Modeled queues qualitatively reflect the impacts of observed queues (e.g., spillback from ramp intersections, turn bay, or downstream intersection) | 2 | 100% | 85% | Yes |
| Location | Approach | Field-Observed Queue Description | VISSIM Queue Description | Field Conditions Represented (Yes/No) | VISSIM Queue Screen Capture |

| | | | | | |
|---|------------|---|--|---|---|
| Washington Blvd southbound south of Columbia Pike | N/A | During the PM peak hour, rolling queues are observed along Washington Boulevard stemming from congestion outside of the study area along I-395; these queues spill back approximately to the south side of the Columbia Pike interchange. | Queues spill back approximately to the southbound off-ramp to Columbia Pike eastbound. | Y |  |
| S. Joyce St northbound south of Columbia Pike | Northbound | During PM peak hour, northbound left-turning vehicles spill back out of turn bay and obstruct northbound mainline traffic. Queues are occasionally observed extending as far back as the I-395 overpass. | Queues spill out of the northbound left-turn bay on average and occasionally spill back to approximately the I-395 overpass. | Y |  |



MEMORANDUM

TO: Mr. Tom Shifflett, P.E., LS, PMP, DBIA, Special Projects Manager, FHWA EFLHD
Mr. Ivan Horodyskyj, P.E. NOVA District Traffic Engineer, VDOT

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE
Anthony Gallo, P.E.

DATE: September 26, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR)
Columbia Pike/Washington Boulevard IMR Update
Response to VDOT Comments on the Framework Document and Existing Conditions VISSIM
Model Calibration Memorandum

This memo describes Kimley-Horn's Responses to the comments received from the Virginia Department of Transportation (VDOT) Northern Virginia District on September 17, 2019. Kimley-Horn comment responses are provided in orange. In addition to the responses contained herein, an updated snapshot of VISSIM calibration results (reflecting the changes) is attached.

Comments on ANCSE DAR - Col Pike Wash Blvd IMR Framework Document Rev 3 2019-08-30

1. *Page 12 of 27. It is noted that TOSAM Version 2.0 may be in effect prior to the delivery of the IMR Update. VISSIM calibration and analysis conducted under this IMR Update will be aligned to the most current understanding of the anticipated TOSAM Version 2.0 changes. Deviations from TOSAM Version 1.0 will be documented – TOSAM version 2 is not an official manual and is being discussed for feedbacks to our knowledge as of today when this comment is made. Applying TOSAM version 2 would create confusion and would not be consistent with TOSAM 1 in developing the VISSIM models. We strongly recommend TOSAM version 1 for the existing VISSIM calibration.*

This comment is not consistent with the agreed upon methodology.

During the project kickoff meeting on July 17, 2019, it was recommended that deviations from TOSAM Version 1 should be applied during the calibration process. The rationale given was that TOSAM Version 2 will likely be in effect as of the publishing of the final report and that TOSAM Version 2 will have queue calibration focused on targeted critical locations – which aligns with the methodology used in the previously approved IMR.

The proposed calibration criteria were documented and shared with VDOT and other project stakeholders on August 5th, with feedback and concurrence provided via email on August 12th.

The request to use anticipated TOSAM Version 2 requirements is practical given the anticipated completion date of the IMR and the desire to be in alignment with the recommended guidance's that will be in effect at the time the report is available for broader consumption.

Page 20 of 27. Synchro Professional (latest version) will be used to optimize signal timings at all study area intersections. Once timings at each signalized intersection are optimized, the timings will be input into the VISSIM networks, and arterial signal operations will be analyzed within VISSIM in conjunction with freeway/ramp operations to best capture the impacts of the interplay between the arterial intersections and adjacent freeway. – Is the existing current traffic signal timing in the field optimized described above? Is the optimized signal timing is for future optimized signal timing? We strongly recommend the existing current actual signal timing that is run in the field now without an optimization for the existing VISSIM model calibration.

No VISSIM model adjustments resulting from this comment.

The existing traffic signal timings were provided by Arlington County and are coded into the VISSIM models. Signal timings will only be optimized for future scenarios.

2. Page 26 of 27. In **Freeway Performance Measures**, we recommend adding travel time for calibration and performance comparisons. Simulated Average Speed (mph) is not recommended for calibration purpose unless this speed is spot speed because it is not technically possible to calibrate for existing condition. We recommend Simulated Average Speed (mph) for performance comparisons only for different scenario-performance comparisons.

No VISSIM model adjustments resulting from this comment.

The proposed approach is consistent with the methodology used in the approved IMR.

Travel time is included for calibration on Washington Boulevard, which operates more like a freeway than an arterial though it has a posted 45 mph speed limit and sub-freeway-standard design elements.

There are three travel time routes that include usage of the Washington Boulevard freeway (Routes D1, D2, and D3). Calibration for these routes is provided on page 7 (AM peak hour) and page 11 (PM peak hour).

3. Page 27 of 27. For existing VISSIM model calibration purpose, we recommend vehicle delays (sec/veh) for each movement (e.g., right-turning, through and left-turning movements) in addition to presented link volume calibration as required in TOSAM.

No VISSIM model adjustments resulting from this comment.

Vehicle delay is not being used in calibration; it is simply being reported as an MOE for existing conditions. While technically a calibration memo, MOEs are also reported as well for added context.

4. Page 27 of 27. *Percent of Demand Served. Simulated Volume (processed volumes) divided by Actual Volume (input volumes)* should not be used for the existing VISSIM model calibration because the existing VISSIM models should process all input vehicles, considering and including proper queue calibration. We recommend *Percent of Demand Served. Simulated Volume (processed volumes) divided by Actual Volume (input volumes)* should be used for comparisons for different scenario performances only.

No VISSIM model adjustments resulting from this comment.

Percent of demand served is not being used in calibration; it is simply being reported as an MOE for existing conditions. While technically a calibration memo, MOEs are also reported as well for added context.

Comments on 2019_08_30_ANC DAR IMR UPDATE_VISSIM Calibration Memorandum.pdf (8/30/2019)

5. Page 3. *Table 1*. As recommended in Framework Doc, we strongly recommend current TOSAM calibration thresholds in Table 5 in TOSAM version 1. TOSAM version 2 is still being discussed with feedback from statewide engineers, we believe, and should not be assumed as in Table 1 in this memo.

See response to comment 1.

6. Page 3. *Table 1*. Visual acceptable speed reductions and queueing in Table 1 are not strongly recommended for calibration. This method is very subjective and technically impossible for some points. Again, we strongly recommend current TOSAM calibration thresholds in Table 5 in TOSAM version 1.

See response to comment 1.

7. Page 7-9. We cannot agree with the result of calibration (i.e., *consistent*) of bottleneck locations, length, and duration of backups as described in Page 7-9. No bottleneck locations, queue lengths and duration of backups are discussed at all in the calibration memo. You cannot simply throw two Speed Heat Maps and conclude that they are similar.

This comment is not consistent with the agreed upon methodology.

See page 4 of the Calibration Methodology memo for the description of the three (3) targeted locations for queue calibration: Washington Boulevard northbound (AM peak hour), Washington Boulevard southbound (PM peak hour), and the NBL from S. Joyce St to Columbia Pike WB (PM peak hour).

Commentary on and screen shots for these targeted locations is provided in the VISSIM calibration memo.

In general, there is minimal study area queueing and congestion and the IMR is driven by a land use change, not an existing traffic operations issue.

The observed congestion on Washington Boulevard in the study area in both directions is attributable to downstream congestion outside of the study area and not due to an operational deficiency within the study area.

It would not be practical and add little value to the study to perform a detailed queuing observation for this report given how little impact the queues on Washington Boulevard have on the current and proposed future interchange.

8. In Figure 4, for Southbound Washington Blvd, we do not see any evidence that two Speed Heat Maps are reasonably close because VISSIM speed Heat Map shows entire yellow and Observed speed Heat Map shows green in about 2/3 in Direction of Travel starting from Columbia Pike to I-395 (about 1000 feet). In Average Speed Legend, yellow indicates about 45 mph and green indicate about 55 mph - 10 mph difference). That is (if yellow of 45 mph indicates a bottleneck, which we do not agree) Observed Speed Heat Map shows bottleneck is released from Columbia Pike to I-395 with better speed (10 mph faster) over AM peak hour period but VISSIM Speed Heat Map shows continuous bottleneck for the same area (Columbia Pike to I-395). In other words, the VISSIM Speed Heat Map shows about 1000 feet longer queue (Columbia Pike to I-395) than Observed Speed Heat Map in AM peak hour. We strongly recommend thresholds in Table 5 in TOSAM 1.

The VISSIM model has been updated to reflect the comment.

The desired speed distributions along Washington Boulevard has been adjusted.

Comparison of speeds for every 15-minute interval for each segment in the speed heat map will be provided to illustrate whether or not the difference is within 7 mph, as noted in TOSAM.

The proposed approach (queues being produced in the VISSIM models are being introduced artificially via dummy reduced speed areas to mimic external congestion from operational issues outside the study area) is consistent with the methodology used in the approved IMR.

9. In Figure 4, in for Northbound Washington Blvd Speed Heat Map comparisons, it is visually obvious that bottleneck location and corresponding congestion (queue length over time) are not similar at all. Observed Speed Heat Map shows low speed (about 20 mph) at beginning of temporal scale (8 AM) while VISSIM speed Heat Map shows low speed (about 30 mph) after 8AM (about 5: 15 PM or after). Also, Observed Speed Heat Map shows low-speed congestion lasts to 9 AM to the location of I-395 and VISSIM Speed Heat Map shows low-speed congestion ends at Columbia Pike at 6 PM and the area below Columbia Pike to I-395 shows no low-speed congestion at all for entire time period (yellow color of about 40 mph). It is visually obvious that VISSIM Speed Heat Map is much better in speeds during this time period than Observed Speed Heat Map. We strongly recommend thresholds in Table 5 in TOSAM 1.

[See Response to Comment 8.](#)

10. In Figure 5, the screen capture of observed queuing on NB Washington Blvd does not provide any value in proper calibration of queue length. As described in this memo, 10 runs of simulation was made for analysis period of one-hour. There will be about 36,000 possible screen captures available (3600 simulation seconds x 10 animations) if the animation screen capture is assumed to be made in a simulation-second. This means that this screen capture for queue does not represent typical queue from VISSIM results. Even the screenshot does not show congested queue because vehicles in the end of queue shows large gaps between cars compared to those between vehicles at the beginning of queue. VISSIM generates queue lengths (average and maximum) as MOEs for calibration, which should be used for calibration instead of subjective visual queue length calibration. In summary, it is our strong recommendation that calibration should be conducted using quantitative measures with thresholds as recommended in TOSAM version 1.

[This comment is not consistent with the agreed upon methodology.](#)

A qualitative assessment of queueing was agreed upon. This is done through visual observation (with supporting screen shots) and a map of queueing via the speed heat map comparison.

11. Speed Heat Maps show NB and SB both of Washington Blvd but not in the queue screen capture presented for SB. What are the major and critical approaches for queue analysis in this study? Is Washington Blvd the only critical locations for congestion analysis in the study area? Are other areas, such as Columbia Pike and S Joyce St and intersections, not critical to overlook congestion in these areas? We recommended the list of critical approaches and locations and submitting queue calibrations for these major critical locations (e.g., intersections) or approaches.

[No VISSIM model adjustments resulting from this comment.](#)

See page 4 of the Calibration Methodology memo for the description of the targeted locations for queue calibration.

Based on field observations and the findings of the approved IMR, queueing along arterials (Columbia Pike, S. Joyce St) in the study area is minimal.

The only observed queue exceeding storage along arterials is the NBL from S. Joyce St to Columbia Pike WB, which was included in the visual queue assessment.

It would not be practical and add little value to the study to perform a detailed queuing observation for this report given how little impact the queues on Washington Boulevard have on the current and proposed future interchange.

12. Page 10-14. Please see our comments on AM calibration. Basically, it is repeating comments that are the same as in AM calibration.

[See responses to Comments 6 to 12.](#)

13. Figure numbering are not correct. There are two Figure 8s. We recommend QC for writing.

[Text will be corrected.](#)

14. Page 15. We are afraid that we do not agree with summary conclusions. We strongly recommend the calibration efforts comply with TOSAM version 1 calibration procedure and thresholds. We do not see any evidence that the submitted existing VISSIM models are properly calibrated.

[See response to comment 1.](#)

15. We recommend vehicle entering inputs information for VISSIM in the calibration memo in study area figures. Also, Transits, HOVs, bicycle riders, and pedestrians information are strongly recommended for existing VISSIM model review.

[No VISSIM model adjustments resulting from this comment.](#)

Multimodal traffic volume data and figures will be provided as part of the IMR submission.

16. We strongly recommend “heavy vehicle” percentage of total vehicles for each routes in VISSIM models.

[Clarification will be added to the calibration memorandum.](#)

Based on the existing traffic count data for both freeways and arterials, a 2% heavy vehicle rate was determined to be appropriate. Many movements are at less than 1%, but per TOSAM guidance, a 2% heavy vehicle percentage was used for all movements.

Appendix

17. AM & PM Volume Calibration, we strongly recommend turning movement-based comparisons for intersection-based calibrations. Please update the table, reflecting turning movement-based calibration.

This comment is not consistent with the agreed upon methodology.

TOSAM states that arterials should be calibrated according to "simulated traffic volume"

The agreed upon calibration methodology recommends use of total approach volume, consistent with the approach used on several recent VDOT-approved projects, as well as the approach generally applied in calibrating the VISSIM models of the previously approved IMR.

18. We also strongly recommend Max Queue Calibration comply with TOSAM version 1 calibration thresholds. Please update the table, reflecting maximum queue length calibration (differences and % changes).

This comment is not consistent with the agreed upon methodology.

During the project kickoff meeting on July 17, 2019, it was recommended that deviations from TOSAM Version 1 should be applied during the calibration process. The rationale given was that TOSAM Version 2 will likely be in effect as of the publishing of the final report and that TOSAM Version 2 will have queue calibration focused on targeted critical locations – which aligns with the methodology used in the previously approved IMR. The proposed calibration criteria were documented and shared with VDOT and other project stakeholders on August 5th, with feedback and concurrence provided via email on August 12th.

The calibration document demonstrates that the agreed upon calibration criteria have been satisfied.

It is impractical given the scope and timeline of the IMR Update to collect field data to compare queues for every individual turning movement.

Existing VISSIM reviews

19. Please address following warnings (see a snapshot below). Are no transit inputs made for the VISSIM models? We strongly recommend transits in the models (AM and PM).

| Messages | | | | |
|-----------------------|---------|------------------|-------|--|
| | Time | Priority | Type | ID |
| Read network | | | | |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 163 | PT line 163: Pentagon (16C) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 165 | PT line 165: Culmore (16E South @ Joyce) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 167 | PT line 167: Pentagon City Station (16G) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 168 | PT line 168: Pentagon City Station (16H) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 1650 | PT line 1650: Culmore (16E North @ Joyce) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 1670 | PT line 1670: Pentagon City Station (16G) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 1680 | PT line 1680: Pentagon City Station (16H) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 8716 | PT line 8716: Pentagon Metro-Army Navy Drive (87P) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 87160 | PT line 87160: Pentagon Metro-Army Navy Drive (87P) does not have any departure times. |
| ⚠ 10.09.2019 09:51:59 | Warning | Public Transp... | 87240 | PT line 87240: Pentagon Metro-Army Navy Drive-Shirlington (87X) does not have any departure times. |
| ⚠ 10.09.2019 09:52:01 | Warning | 2D/3D Model ... | 18-1 | 18 - 1: The data of the 3D file does not match the geometry of this Model2D3D. |

No VISSIM model adjustments resulting from this comment.

All transit routes that operate in either the AM or PM are coded into both models; "inputs" as to whether or not that route operates in the AM or PM scenario is controlled via PT line departure times. If a PT line has no departure times in the AM or PM model, that means that PT line only operates in the opposite time period. For example, there are some Metrobus routes that only serve during certain time periods. In summary, the correct bus routes and headways are shown in both the AM and PM models, with only the relevant routes operating in each model.

20. All vehicle and others inputs should be “Exact” instead of “Stochastic” as recommended in the TOSAM. We strongly recommend fix all input volume types (AM and PM).

All inputs will be updated to be “Exact.”

21. We strongly recommend “American vehicle types” for VISSIM models as described in TOSAM (AM and PM).

Vehicle types will be updated as recommended.

22. Pentagon Hays Street Parking exit (SB) shows two lanes (RT and Thru & LT). The VISSIM models show only one lane for all movements. We recommend proper geometry (AM and PM).

Geometry will be updated.

No impact to model outputs are anticipated.

23. S Hayes St NB at Army Navy Dr (NB and SB) has a bike lane. In the VISSIM modeling, there is no bike lane. We recommend proper geometry (AM and PM).

No VISSIM model adjustments resulting from this comment.

There are no counted bike volumes in the AM or PM peak hour at this location. As such the bike lanes were not added. No impact to model outputs are anticipated.

24. Is I-395 HOV lane 65 mph posted speed limit? Then desired speed distribution should not be 45 mph as in the VISSIM model. We strongly recommend verification (AM and PM).

No VISSIM model adjustments resulting from this comment.

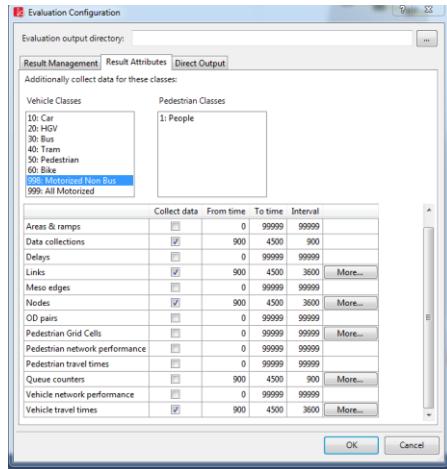
Washington Boulevard is posted at 45 mph; this is a ramp for traffic joining Washington Boulevard NB.

25. Columbia Pike EB from S Joyce St intersection to I-395 SB entering ramp shows 35 mph speed on the ramp. The VISSIM model (link # 23) shows 45 mph. We strongly recommend verification (AM and PM).

No VISSIM model adjustments resulting from this comment.

The desired speed distribution is set to 45 mph as that is the speed that vehicles will want to obtain once they are on the Washington Boulevard mainline; the reduced speed areas are used to force the traffic to maintain the posted warning ramp speeds.

26. Please address why only Vehicle Classes (#998: Motorized Non Bus) is selected instead of All Motorized in Evaluation Configuration. See a snapshot below. In Vehicle Inputs in VISSIM Models, vehicle classes are All Motorized (#999) (AM and PM).



No VISSIM model adjustments resulting from this comment.

The inputs use vehicle composition 999 (98% cars/2% trucks) at all locations except for the I-395 HOV ramp input, which uses composition 998 (100% cars). The evaluation configuration is pulling results for vehicle class 998, which is all cars and trucks but no buses.

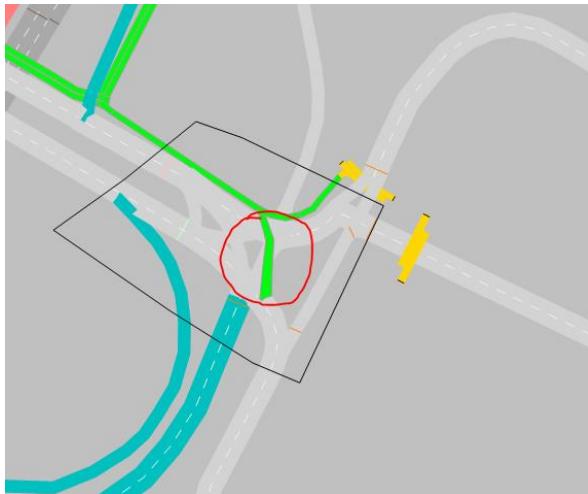
Bus inputs are controlled completely separately through the VISSIM model. The reason this is coded for the evaluation is solely to obtain travel times for vehicles that aren't buses, as we do not want bus stop and dwell as part of our travel time calibration.

27. Signal group 7 of SC 7 (Army Navy Dr & S Joyce St) SB LT is protected only in Synchro model. This LT is prot/per in the VISSIM model (AM). From Google map street view, it seems Prot/Perm. Same for signal head #16. We recommend verification and correction if any (AM and PM).

No VISSIM model adjustments resulting from this comment.

The SBL at Army Navy/S. Joyce has been verified to operate protected/permisive. The VISSIM model is correct.

28. Cycle Track (Link 10196) that is not in the map (red circled). Is this overpassing cycle track? Please address this cycle track (AM and PM).



No VISSIM model adjustments resulting from this comment.

That circled link represents a connector for bikes heading EB on the sidewalk/bike path to get to Rotary Road into the Pentagon. There is a low volume (< 5 bikes during peak hour) making this movement.

29. Is vehicle input to Washington Blvd SB (Vehicle Input # 2002) reflecting exit volume (red circled) before VA 110 (Richmond Hwy SB) merging ramp to Washington Blvd SB (VA 27). Please see below snapshot. Please address (AM and PM)?



No VISSIM model adjustments resulting from this comment.

The vehicle input volume at this location is correct and represents the volume along Washington Boulevard south of the off-ramp to Route 110 SB and north of the on-ramp from Route 110 SB. This link has been pulled back in the VISSIM model to allow vehicles a longer distance to get up to their desired speed and change lanes for their desired routes. The ramp from Washington Boulevard SB to Route 110 SB is not included in the study area per the framework document, consistent with the previous IMR.

30. We strongly recommend vehicle detectors comply with Synchro detectors. In VISSIM models, all detectors are presence detectors while Synchro models show passage detectors too (AM and PM).

No VISSIM model adjustments resulting from this comment.

Detectors are coded per standard VISSIM process. No impact to model outputs are anticipated.

31. Army Navy Dr (EB) at S Joyce St outer lane is an exclusive right-turning ONLY lane (Link # 13 & 14). In the VISSIM model, this lane is coded for a shared thru movement, resulting in thru & right-turning lane and vehicles in the VISSIM model uses as through lane. We strongly recommend correct lane usage (AM and PM).

VISSIM model link geometry has been updated to reflect the comment.

32. Pedestrian signal group and a corresponding detector at the intersection of Army Navy Dr at Pentagon Hayes St Parking EB (Ped SG 102 EB) in the VISSIM models are coded vehicle signal group (1-2). We strongly recommend correct signal SG (AM and PM).

Crosswalk detector and pedestrian signal head coding has been updated to reflect the comment.

33. Pedestrian Inputs for pedestrian crossings show the same inputs for opposing approaches. For example, Ped input (#90023 – link 147) EB at the intersection of Army Navy Dr and S Hayes St show ped inputs in figure (up screenshot) and Ped input (#90024 – link 148) WB at the same intersection (down screenshot) show the same inputs. Should these inputs for both directions (EB and WB) together in the field? If so, ped signal activation will be up to double the actual activation. The intersection of South Hayes shows the same ped volumes. We strongly recommend verifications (AM and PM).

| Count: 5 | Cont | TimeInt | Volume | VehComp | VolType |
|----------|--------------------------|-----------|--------|----------------|------------|
| 1 | <input type="checkbox"/> | 0-900 | 32.0 | 50: Pedestrian | Stochastic |
| 2 | <input type="checkbox"/> | 900-1800 | 36.0 | 50: Pedestrian | Stochastic |
| 3 | <input type="checkbox"/> | 1800-2700 | 36.0 | 50: Pedestrian | Stochastic |
| 4 | <input type="checkbox"/> | 2700-3600 | 40.0 | 50: Pedestrian | Stochastic |
| 5 | <input type="checkbox"/> | 3600-MAX | 28.0 | 50: Pedestrian | Stochastic |

| Count: 5 | Cont | TimeInt | Volume | VehComp | VolType |
|----------|--------------------------|-----------|--------|----------------|------------|
| 1 | <input type="checkbox"/> | 0-900 | 32.0 | 50: Pedestrian | Stochastic |
| 2 | <input type="checkbox"/> | 900-1800 | 36.0 | 50: Pedestrian | Stochastic |
| 3 | <input type="checkbox"/> | 1800-2700 | 36.0 | 50: Pedestrian | Stochastic |
| 4 | <input type="checkbox"/> | 2700-3600 | 40.0 | 50: Pedestrian | Stochastic |
| 5 | <input type="checkbox"/> | 3600-MAX | 28.0 | 50: Pedestrian | Stochastic |

No VISSIM model adjustments resulting from this comment.

Certain input data includes counts provided by subcontractors and other parties (Arlington County, ANC, etc.); these counts only identified the total pedestrian volume on each leg, not the directional pedestrian volume.

In these cases, the ped count was divided by 2, with half applied to each direction on the leg. The total pedestrian activations should equal the total counted pedestrians on each leg.

34. Speed distributions for turning speeds (right and left) are different from TOSAM requires. Unless these are field observed speed distributions, we strongly recommend TOSAM requirements (AM and PM).

Speed distributions will be updated per the comment.

35. Vehicle Compositions show Peds for Desired Speed Distribution (DesSpeedDistr) persistently for other vehicle types (see a snapshot below). We recommend correct DesSpeedDistr for different vehicle types even though Desired Speed Distributions are assigned to links (AM and PM).

| Count | No. | Name |
|-------|-----|---------------------|
| 1 | 10 | Car |
| 2 | 20 | HGV |
| 3 | 30 | Bus |
| 4 | 40 | Tram |
| 5 | 50 | Pedestrian |
| 6 | 60 | Bike |
| 7 | 998 | All Motorized - HOV |

| Count: | 1 | VehType | DesSpeedDistr | RelFlow |
|--------|---|----------|---------------|---------|
| | 1 | 100: Car | 1: Pedestrian | 1.000 |

No VISSIM model adjustments resulting from this comment.

The vehicle compositions used for all input locations (998 and 999) are set to a 30-mph input speed by default; at every entry link we have desired speed distributions for vehicles entering the network to immediately adjust.

36. Desired speed distribution for Washington Blvd to Orme (Link # 129) is 40 mph. Is this correct speed? We recommend verification (AM and PM).

No VISSIM model adjustments resulting from this comment.

We feel that 40 mph is an appropriate entry link speed at this location; the inputs are using a 30 mph input speed (based on the composition), and the downstream reduced speed areas will force all vehicles to slow to 20 mph as posted via the warning signage on the exit ramp.

37. S Joyce St NB approach (Link # 1) is 25 mph for desired speed distribution. This approach is 30 mph for speed in Synchro. We recommend verification (AM and PM).

No VISSIM model adjustments resulting from this comment.

The speed limit is posted as 25 mph along S. Joyce St south of Army Navy Drive - see <https://www.google.com/maps/@38.8622212,-77.0635073,3a,75y,302.11h,63.64t/data=!3m6!1e1!3m4!1svLxRcd6xvRt-s8vtenfKOW!2e0!7i13312!8i6656>

38. Hayes Street NB (Link # 117) is 25 mph and SB is 35 mph for desired speed distributions. They are 30 mph for both approaches in Synchro model. We recommend verification (AM and PM).

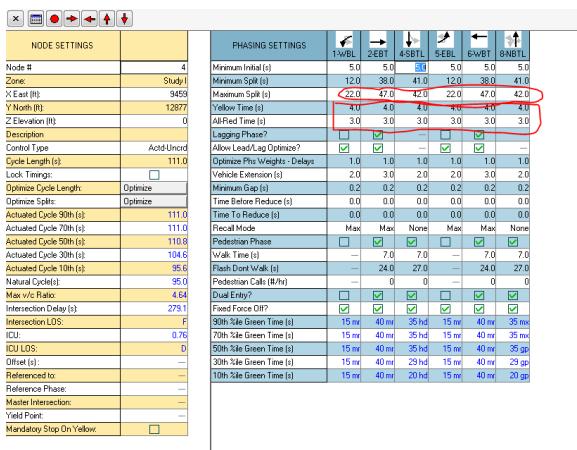
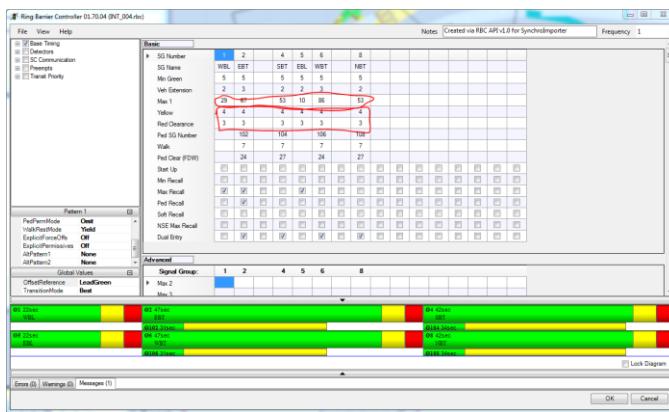
No VISSIM model adjustments resulting from this comment.

South of Army Navy Drive, the speed limit is posted as 25 mph. For the link representing the off-ramp from I-395, we feel that 35 mph is an appropriate speed distribution for this approach. For the NB S. Hayes St link leaving the network, the speed distribution will have no impact on model operations as this is volume exiting the network.

39. VISSIM errors (AM and PM) after the simulations show Vehicle Input ID 902 generated unfinished vehicles of 50s after the simulations. We strongly recommend verification if there is any unusual traffic behaviors that prevent the vehicle input from entering in the following links (AM).

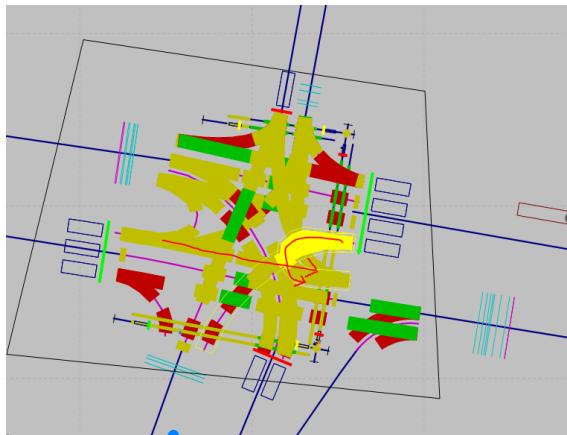
[Link geometry has been extended to provide more queue storage.](#)

40. In VISSIM PM existing condition, signal timing for Max 1 is supposed to be Maximum Split – Clearance Time (Yellow+All Red) as given in the Synchro model below. Instead, they were added for Max 1 in the PM VISSIM model (see snapshots below). For example, controller 4 in VISSIM model shows 29 sec of Max 1 (22 + (4+3)) of SG 1 in the VISSIM model. In the given PM Synchro timing, this Max 1 is supposed to be 22-(4+3) = 15 sec, which is supposed to be Max 1 in the PM VISSIM model. Existing AM shows correct time for Max 1 but in PM they are not. We strongly recommend verification and correction of all signal timing in PM (PM).



[Updated timing will be provided by Arlington County.](#)

41. U-Turn (link 10161) at mall Exit and Parking Lot intersection does not yield to EB through traffic movement so that U-turning vehicles would not stop (see a snapshot below) and even passing over a waiting and yielding EB left-turning vehicle. We recommend correct Conflict Area for this movement (AM and PM).



Conflict area will be adjusted.

Appendix G

Environmental Constraints Review

Environmental Constraints Review

The study area reviewed in this section was developed to incorporate all potential areas that may be impacted by the proposed improvements. It is referred to as the environmental constraints area in this section. This review assesses the potential for significant impacts to the human or natural environment. Based on this analysis as described in the sections below, the review did not reveal any prohibitive concerns, yet future regulatory coordination regarding the resources reviewed may be warranted as the project progresses. The environmental constraints area was reviewed for the following resources to identify potential significant impacts within the study area:

- Right of Way and Relocation
- Hazardous Materials
- Air Quality
- Land Use
 - Agricultural/Forest
 - Farmland
 - Open Space Easements
 - Federal Lands
- Parks and Recreation/Section 4(F)/Section 6(F)
- Community Facilities
- Cultural Resources
 - Architectural and Archaeological/Section 106
 - Scenic
- Natural Resources Impacts
 - Geology
 - Threatened and Endangered Species
- Noise
- Environmental Justice

This analysis is not intended to provide extensive examination of environmental and community impact issues that will be accomplished in the NEPA process. Of note, Any findings in that document will supersede the environmental review contained herein.

1.1.1. Right of Way and Relocations

No residential or commercial right-of-way acquisitions or relocations are currently proposed.

1.1.2. Hazardous Materials

The Virginia Department of Environmental Quality's (DEQ) Virginia Environmental Geographic Information Systems (VEGIS) application was reviewed for known petroleum releases, tank facilities, and Voluntary Remediation Program (VRP) sites within proximity to the environmental constraints area (Accessed:07-24-2019). A map generated from the GIS search is provided in attachments. The following is a summary of the sites identified:

- Three (3) petroleum releases were identified within the environmental constraints area:
- FAC ID# 200000096641: Release occurred on 2/22/2017 at 801 S Joyce Street, Arlington VA. This case was closed by the DEQ on 3/9/2017.
- FAC ID# 200000096641: Release occurred on 10/20/1994 at Navy Annex Gas Station. Case was closed by DEQ on 7/14/1995.
- FAC ID# 200000078179: Release occurred on 5/26/1994 at Columbia Pike and Old Ridge Road. This case was closed by DEQ on 2/23/1999.
- Twenty-six (26) cases of petroleum releases were identified within a ½ mile buffer of the environmental constraints area.
- One registered petroleum facility was identified within the environmental constraints area: The VDOT Columbia Pike Area Headquarters on Columbia Pike at 1510 Columbia Pike.
- 72 registered petroleum facilities were identified within one mile of the environmental constraints area, and one within the environmental constraints area.
- Six Voluntary Remediation Program (VRP) sites were identified between one-half and one-mile east of the environmental constraints area. One VRP site was identified approximately 1.5 miles west of the study area.

Based on the known releases and facilities in proximity to the environmental constraints area, and the proposed depth of improvements, it is recommended that further investigation be conducted to determine the potential for encountering contaminated material during construction.

Should any additional right-of-way acquisitions be required for the proposed interchange modification, beyond completed and agreed upon land conveyance between VDOT, Arlington County, and ANC, Phase I Environmental Site Assessments (ESA) (in accordance with American Society of Testing and Materials (ASTM) Standard 1527-13) should be conducted. This will provide All Appropriate Inquiries (AAI) under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and may be required by VDOT or Arlington County for each property acquisition.

1.1.3. Air Quality

The Metropolitan Washington Air Quality Committee (MWAQC), part of the Metropolitan Washington Council of Governments (MWCOG), is responsible for coordinating federal transportation and air quality planning in areas of northern Virginia designated as nonattainment or maintenance areas for air quality in accordance with the Clean Air Act. Arlington County is within the Northern VA/DC/MD PM2.5 and Ozone Nonattainment Area and a carbon monoxide attainment/maintenance area. As federal funding will be used for this project, studies regarding the conformance of the IMR with air quality requirements will be described in a NEPA document.

1.1.4. Land Use

The parcels immediately adjacent to the environmental constraints area are generally zoned for special districts (S-3A) and varying densities of commercial (C-) or residential (R-) uses. The special district designation covers the Joint Base Fort Myer-Henderson Hall, ANC, the Pentagon, the Air Force Memorial, and I-395 (Interstate). Most of the environmental constraints area encompasses these special districts.

Agricultural/Forest

No forestland or Agricultural Forestal Districts were identified in the Arlington County GIS data, in the Department of Forestry GIS data, or in the land use plans in proximity to the environmental constraints area.

Farmland

The Natural Resources Conservation Service (NRCS) Web Soil Survey online application was reviewed to identify prime farmland, unique farmland, and farmland of statewide or local importance within the environmental constraints area. None of these features were identified. Most of the study area is classified as Urban Land.

Open Space Easements

After a review of GIS data from the Virginia Department of Forestry or Virginia Outdoors Foundation (VOF), no easements were identified within the environmental constraints area. The Virginia Department of Conservation and Recreation's (DCR) Land Conservation Data Explorer identified ANC and The Pentagon as Federally Managed Conservation Lands. Maps showing these areas and other database results are included in attachments.

Federal Lands

The project area is adjacent to several federally owned and/or operated facilities.

- ANC is a federally-owned property under the jurisdiction of the DoD and is adjacent to the environmental constraints area north of Southgate Road and Columbia Pike. The cemetery functions as an active historical military shrine, a contemporary military cemetery honoring those who serve in the Armed Forces, and as a popular visitor attraction.
- The former Navy Annex property, located adjacent to Columbia Pike to the north, is federally owned. The Air Force Memorial is currently located on the same property.
- The Pentagon, including the Pentagon Memorial, is located east of the interchange.

1.1.5. Parks and Recreation/Section 4(f)/Section 6(f)

As it is anticipated that the project will go through the NEPA process, the interchange modification will be subject to the regulations in Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) stipulates that federal agencies cannot approve the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites unless: there is no prudent and feasible alternative to using that land; and the program or project includes all possible planning to minimize harm to the Section 4(f) resource. A “use” of a Section 4(f) property includes any acquisition of right-of-way or a permanent easement, temporary occupancy, or constructive use. The following park and recreational properties which may be protected under Section 4(f) were identified within the immediate area of the proposed project:

- The Great Falls Loop of Virginia Birding and Wildlife Trail – is a driving trail leading to wildlife viewing sites throughout Virginia and is located within the existing I-395. The trail occupies existing road right-of-way and is therefore unlikely to qualify for protection under Section 4(f). In addition, no improvements to I-395 are proposed and therefore, impacts to this resource are not anticipated.

The Land and Water Conservation Fund Act (LWCFA) of 1965 (16 USC 4601-4 *et seq.*) established a funding source to assist state and federal agencies in the acquisition and development of public outdoor recreational areas and facilities. Section 6(f) of the LWCFA requires that all properties “acquired or developed, either partially or wholly, with LWCFA funds” must be maintained as such in perpetuity. Based on the Virginia Outdoors Plan Mapper, these sites are not located within the environmental constraints area and therefore, no conversions of Section 6(f) properties are anticipated.

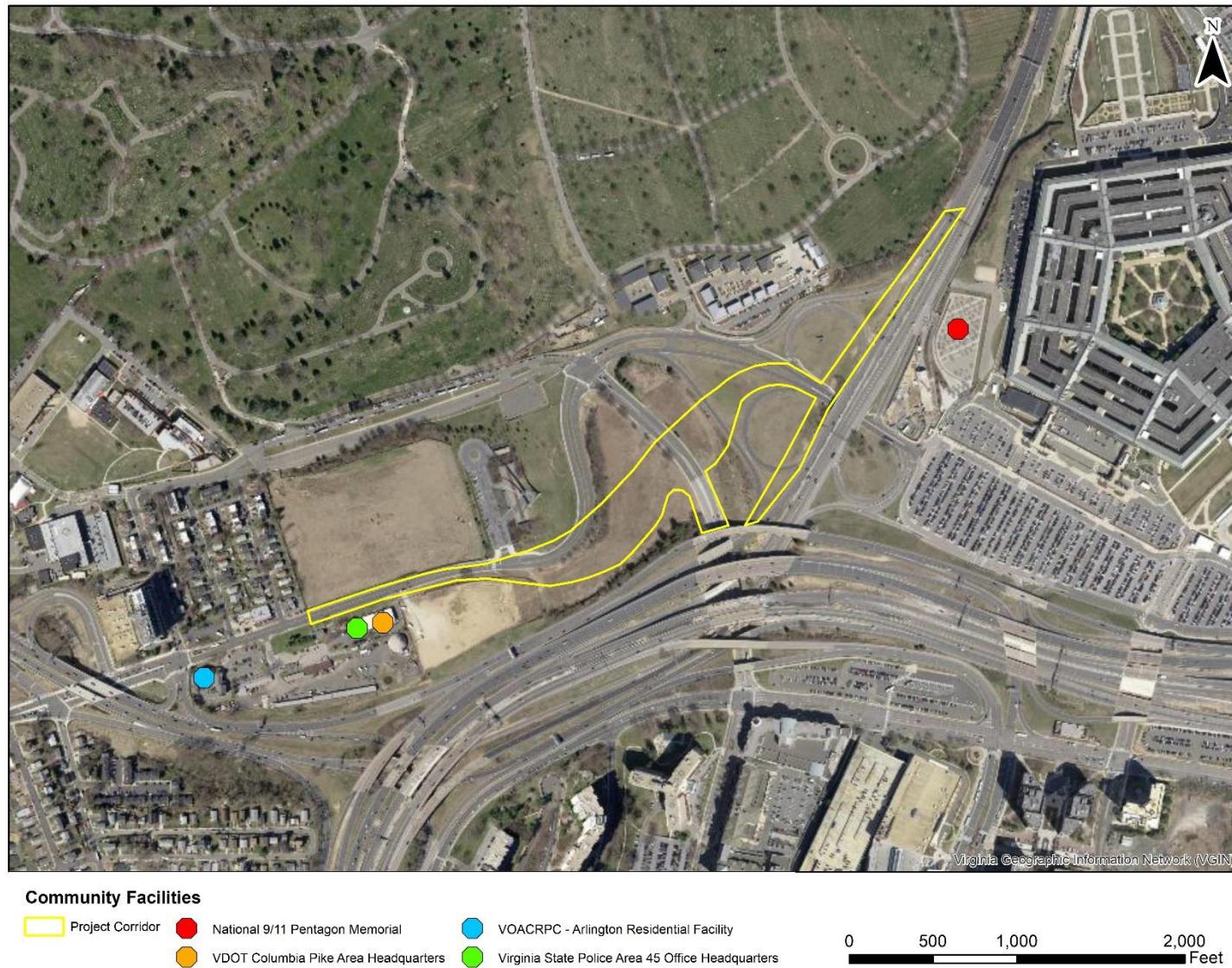
1.1.6. Community Facilities

The following community facilities are identified within the vicinity of the proposed environmental constraints area:

- The VDOT Columbia Pike Area Headquarters and the Area 45 Office of the Virginia State Police Department are adjacent to Columbia Pike to the south, across from Foxcroft Heights, and north of I-395.
- The United States Air Force Memorial is located at 1 Air Force Memorial Drive, along Columbia Pike and east of the former Navy Annex site.
- The National 9/11 Pentagon Memorial is located to the northeast of the interchange, immediately adjacent to the Pentagon.
- Volunteers of America Chesapeake's Residential Program Center (VOACRPC) is located south of Columbia Pike across from S. Orme Street, approximately 450 feet southwest of the project area. The Center provides 24-hour non-medical detoxification, substance abuse recovery and homeless services for single adults.

No right-of-way acquisition from these properties is anticipated. Minor temporary construction impacts may occur. These temporary impacts will be minimized to the maximum extent practicable. In addition to the above identified resources, an off-street sidewalk and bike path is located along westbound Columbia Pike. The trail provides a connection to the sidewalk along eastbound Washington Boulevard. This feature is within the footprint of the study area and is proposed to be improved as part of the realignment of Columbia Pike. No schools, visitors' centers, fire and rescue stations, libraries, or other community facilities were identified within the immediate vicinity of the proposed environmental constraints area. Identified community facilities are shown on **Figure 1**.

Figure 1: Section 4(f) and Community Facilities



1.1.7. Cultural Resources

Architectural and Archaeological Resources/Section 106

In accordance with Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966, NEPA, and other provisions of Federal law, a historic property is defined as any district, site, building, structure, or object that is listed or eligible for listing on the National Register of Historic Places (NRHP). To be eligible for listing, sites must meet at least one of the National Register Criteria for Evaluation, which involves examining the age, integrity, and significance of the site. Historic sites that are eligible for listing or listed on the NRHP and/or are recommended for preservation in place by Virginia Department of Historic Resources (VDHR) are also protected under Section 4(f). The “use” of a Section 4(f) property includes any acquisition of right-of-way or a permanent easement, temporary occupancy, or construction use. VDHR’s Virginia Cultural Resource Information System (V-CRIS) was searched to identify existing records of archaeological and architectural resources within the environmental constraints area that are eligible or potentially eligible for listing on the NRHP.

Error! Reference source not found. provides a summary of resources identified within the vicinity of the project corridor. These resources are depicted on **Figure-2**. Additional mapping and reports are contained in attachments. It is important to note that one of the resources identified within the project corridor is the Air Force Memorial (DHR ID# 000-9821). Temporary construction impacts may occur to the memorial property, but access will be maintained throughout construction. The Air Force Memorial is not listed as a National Historic Landmark. Additional cultural resources investigations are required. In addition, any impacts to eligible or listed historic resources, including temporary impacts and/or impacts to a resource’s view shed, need to be coordinated as part of the Section 106 and Section 4(f) processes. The extension of Hobson Drive (proposed new Nash Street) along the western side of the former Navy Annex property may result in indirect effects to the visual character of the residences on S. Oak Street that were not evaluated as a part of this interchange modification. Information on these resources can be found in Appendix G. Foxcroft Heights Historic District north of the environmental constraints area by approximately 350 feet with associated homes was identified, but not eligible for listing on VDHR. Therefore, these cultural resources were not included.

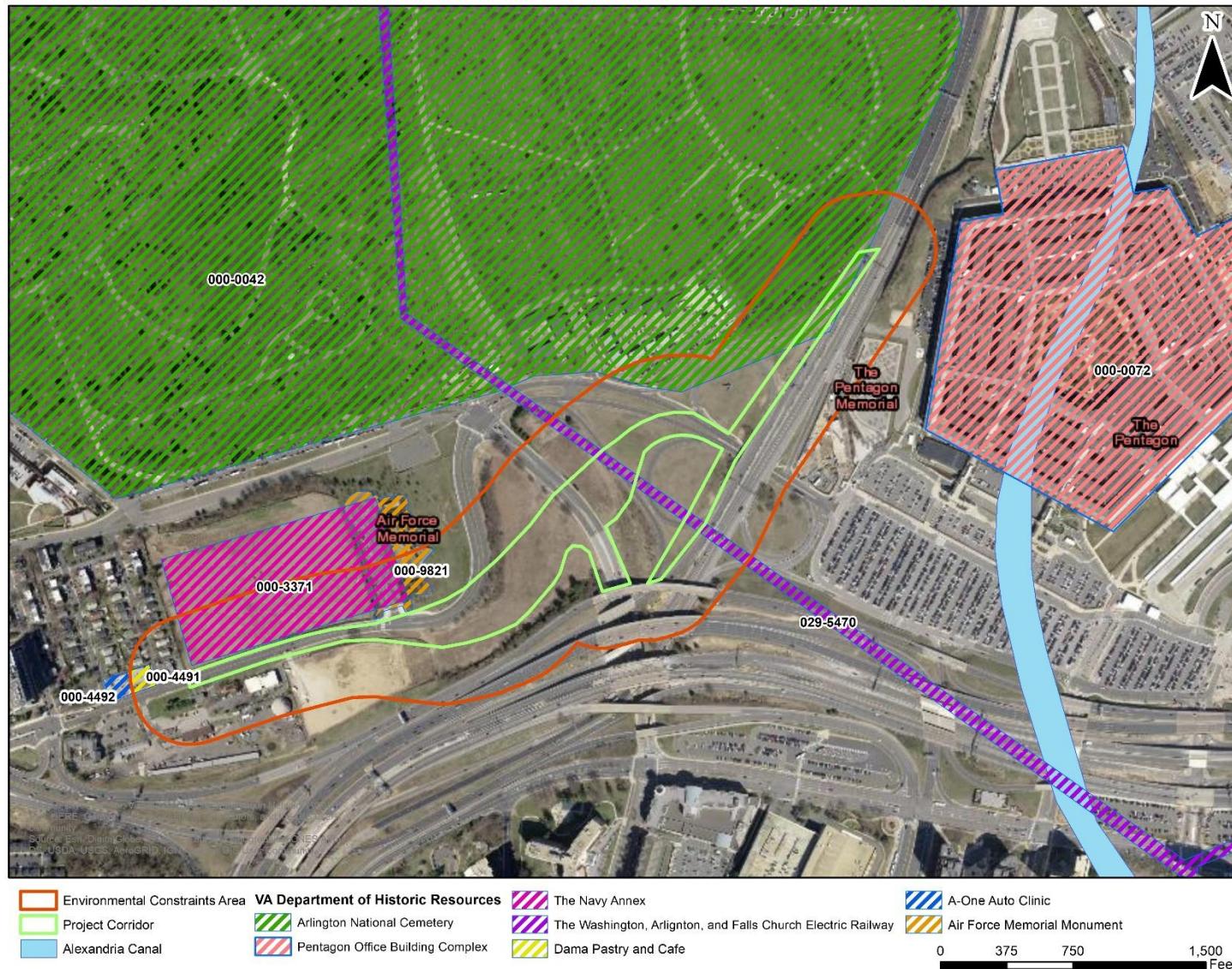
Table-1: Resources Identified in VCRIS

| VDHR ID | Name | Address/Location | Eligibility Status | Additional Info | Anticipated Impact |
|----------------|--|--|--|--|--|
| VDHR #000-0072 | Pentagon Office Building Complex | Within 500 feet of project area west of Washington Blvd. | Listed: NHL, NRHP, VLR | Listed as a National Historic Landmark | None |
| VDHR #000-9821 | Air Force Memorial Monument | 1 Air Force Memorial Drive | Potentially Eligible | Property formerly known as occupied by the Navy Annex | Possible temporary impacts during construction |
| VDHR #000-0042 | Arlington National Cemetery/ Arlington National Cemetery Historic District | Adjacent to the project area north of Hobson Drive and Southgate Road | Individually Listed, and associated with Arlington National Cemetery Historic District | The entirety of the cemetery is counted as one contributing site. No historic buildings or structures associated with the ANC Historic District are located within the project area. | None |
| VDHR #029-5470 | The Washington, Arlington and Falls Church Electric Railway | Traverses the project area between S. Joyce St. and the eastern 244/27 interchange | Not Evaluated | The resource is an early 20th century electric railway that formerly ran through Washington, DC, Fairfax | Resource no longer exists but falls within footprint of project. |

Columbia Pike/Washington Boulevard Interchange – IMR Update

| | | | | County, and the City of Fairfax. | Coordination with VDHR is required. |
|----------------|----------------------|---|---------------|--|---|
| VDHR #000-4491 | Dama Pastry and Café | Fronts westbound Columbia Pike between Oak St. and Ode St. | Not Evaluated | A surveyor recommended the property ineligible in 2014. Associated with Foxcroft Heights Historic District | Possible access impacts during construction |
| VDHR #000-4492 | A-One Auto Clinic | Fronts westbound Columbia Pike between Oak St. and Ode St. | Not Evaluated | Associated with the Foxcroft Heights Historic District. Recommended not eligible by a surveyor in 2014. | Possible access impacts during construction |
| VDHR #000-3371 | The Navy Annex | Located along the north side of Columbia Pike between Orme St. and the Air Force Memorial | Demolished | Previously eligible for listing on the NRHP; structure was demolished in 2013. | None |

Figure-2: Cultural Resources



Scenic Resources

After review of the Virginia Outdoors Plan Online Mapper, no scenic resources were identified within the study area.

1.1.8. Natural Resources

Geology

The western portion of the environmental constraints area is underlain by late Pliocene terrace deposits (Tt5) characterized by poorly to well sorted pebbles, cobbles, and coarse-grained sands that are comprised of quartz, quartzite, and sandstone. Interstitial silt and kaolinite clay particles were likely placed post-depositionally by infiltrating water.

Near the Air Force Memorial, the environmental constraints area is underlain by the Potomac formation, formed in the early Cretaceous period and characterized by fine- to coarse-grained feldsparthic quartz sand interbedded with silt and clay. The eastern portion of the project area is underlain by middle Pleistocene terrace deposits, characterized by deeply weathered, crudely to well bedded gravel, sand, silt, and clay and a yellowish color due to accumulated iron oxide. A desktop review of GIS data, including aerial maps, United States Geological Survey (USGS) topographic maps, Natural Resources Conservation Service's Web Soil Survey, United States Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), USGS National Hydrography Dataset, and County data, was conducted to identify wetlands, water bodies, streams, and RPAs that may be located within the environmental review area. Information on these databases is included in **attachments**.

Water Resources

Arlington County is required by the Chesapeake Bay Preservation Act of 1988 (CBPA) to establish Resource Protection Areas (RPAs) around water bodies with perennial flow; non-tidal wetlands connected by surface flow and contiguous to water bodies with perennial flow or tidal wetlands; tidal wetlands; tidal shores; and a 100-foot vegetated buffer landward of any of the above features. Public roadway projects and their appurtenant structures, including roadside drainage ditches, are exempt from RPA encroachment regulations; however, other types of stormwater management facilities may not be exempt, and encroachment within RPAs may still require a Water Quality Impact Assessment (WQIA) regardless of exemption status by Arlington County.

RPAs as shown on the County CBPA map are for guidance only and are subject to site-specific delineation and County approval.

Per a desktop review of readily available resources, including National Wetland Inventory (NWI) and National Hydrography Dataset (NHD, no streams or wetlands were depicted or identified within the environmental constraints area. One stream, an unnamed tributary to Long Branch, was identified approximately 750 feet southwest of the environmental constraints area. The stream flows under the western interchange of Columbia Pike and Washington Boulevard via several culverts and daylights just south of the interchange behind a residential area north of 10th Street. The stream and potential RPA buffer are depicted on **Figure 22**. It is not anticipated that the proposed project would encroach within wetlands, waters or RPA buffers. Therefore, no permits from the United States Army Corps of Engineers (USACE), DEQ, or the Virginia Marine Resources Commission (VMRC) are anticipated to be required.

The Federal Emergency Management Agency (FEMA) defines the 100-year floodplain as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. According to the FEMA Flood Map Service Center, the environmental constraints area is shown on two Flood Insurance Rate Map (FIRM) panels effective 8/19/2013: 51013C0077C and 51013C0081C (see **Appendix E**). No portion of the study area is within a 100-year floodplain.

Threatened and Endangered Species/Natural Heritage Resources

Section 7 of the Endangered Species Act requires Federal agencies to ensure that undertaking project is not likely to jeopardize the continued existence of species that are listed as endangered or threatened at the federal or state level. The Virginia Department of Game and Inland Fisheries' (DGIF) Virginia Fish and Wildlife Information Service (VaFWIS), Department of Conservation and Recreation's (DCR) Natural Heritage Data Explorer, USFWS Information, Planning, and Conservation system (IPaC), and the Center for Conservation Biology's (CCB) Eagle Nest Locator were reviewed to determine whether known federal or state threatened or endangered (T&E) species, wildlife or plant resources have been documented within the environmental constraints area or within a two-mile radius.

The DGIF VaFWIS identified predicted habitat for the American bittern (*Botaurus lentiginosus*) and the king rail (*Rallus elegans*) within the Roaches Run Waterfowl Sanctuary, which is located approximately one mile east of the study area. Four-Mile Run and the Potomac River were also identified as anadromous fish use streams, but these features are over 3,500 feet from the proposed project area. No confirmed Federally or State Endangered or Federally or State Threatened species were identified within the environmental constraints area. No impacts to the Roaches Run Waterfowl Sanctuary, Four-Mile Run, or the Potomac River are proposed.

The DCR Natural Heritage Data Explorer, USFWS IPaC system, and CCB Eagle Nest Locator revealed no documented natural heritage resources or federally protected species within the study area. Information on these databases can be found in attachments.

1.1.9. Noise

According to 23 CFR 772.5, this project is considered a Type I project, which will require a noise study during NEPA. Sensitive receptors are shown in **Figure-3**. The Tomb of the Unknowns in ANC, located approximately one-half mile north of the project area, is identified as an Activity Category A under the FHWA Noise Abatement Criteria meaning serenity and quiet are of extraordinary significance. The Foxcroft Heights residential neighborhood is identified as Activity Category B based on their land use as residential. Parks and recreational facilities are identified as Activity Category C. Noise considerations for these resources will be coordinated during NEPA.

Figure-3: Stream and Potential RPA buffer



1.1.10. Environmental Justice

A minority individual is defined as a person who is nonwhite (Black, Asian American, American Indian/Alaskan Native, Native Hawaiian/Pacific Islander, or a combination including any of these races) and/or identifies as Hispanic or Latino. A minority population is defined as any block group with a higher percentage of minority individuals than the percentage of the County as a whole. A low-income individual is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. Low-income populations are defined as any census tract with a higher percentage of low-income individuals than the percentage of the County as whole. Census tract data was used for poverty guidelines due to lack of available data at the block group level.

Population demographics are available from the U.S. Census Bureau for Arlington County from the 2010 Census. Poverty data was obtained from the American Community Survey (ACS) through the U.S. Census Bureau for 5-year averages for census tracts located within the study area. The study area includes two census tracts as shown in Table-2 and **Figure-4**. According to the 2010 Census, the population of Arlington County is composed of 25 percent minority groups. Three block groups within the study area have higher minority populations than Arlington County as a whole.

Three census tracts within the study area have a higher percent of the population below the poverty line than Arlington County as a whole. As right-of-way acquisitions are limited to local, state, and federal agencies properties and will not include any residential or commercial properties, there are no anticipated impacts on minority or low-income individuals. If the proposed right-of-way acquisitions change, additional studies and/or coordination may be required.

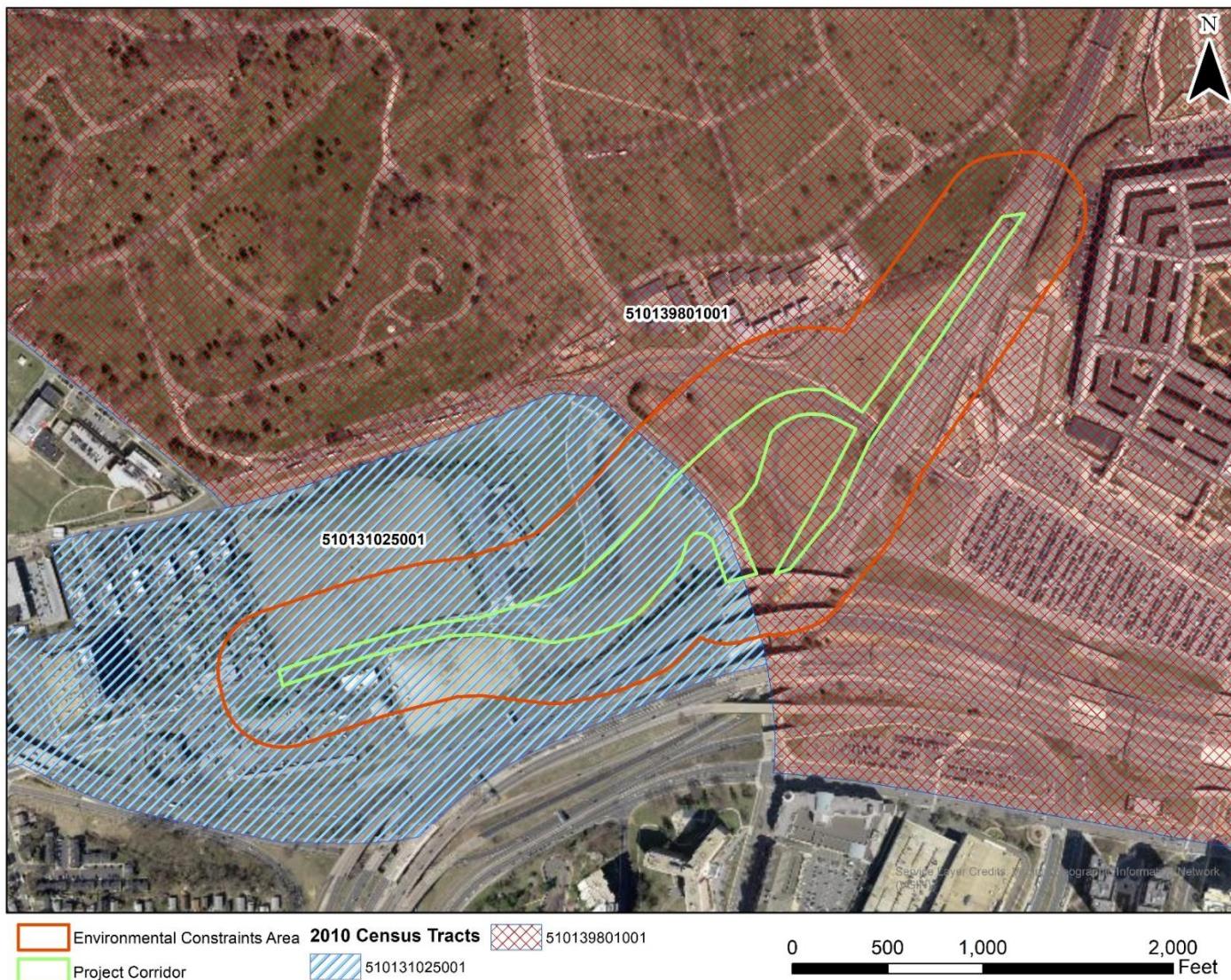
Table-2: 2010 Census Data Summary for Environmental Justice

| Location | % Below Poverty Level | % Nonwhite |
|-----------------------|-----------------------|------------|
| Arlington County | 8.2 | 28 |
| Tract 1025 | 5.3 | 39 |
| Tract 9801 (Cemetery) | 0 | 0 |

U.S. Census Bureau: American Fact Finder. Accessed 11/18/2019

Columbia Pike/Washington Boulevard Interchange – IMR Update

Figure-4: Census Block Group and Tracts



Columbia Pike/Washington Boulevard Interchange – IMR Update

Property Information**Property Names**

Name Explanation
NRHP Listing
Historic/Current

Name
Arlington National Cemetery Historic District
Arlington National Cemetery

Property Evaluation Status

NRHP Listing

This Property is associated with the Arlington National Cemetery Historic District.

Property Addresses

Current - 1 Memorial Drive

County/Independent City(s): Arlington (County)

Incorporated Town(s): Arlington

Zip Code(s): 22202, 22209, 22211

Magisterial District(s): No Data

Tax Parcel(s): No Data

USGS Quad(s): ALEXANDRIA, WASHINGTON
WEST

Additional Property Information

Architecture Setting: Urban

Acreage: 624

Site Description:

1998: Arlington National Cemetery occupies one of the most prominent sites within the Monumental Core of Washington, DC. The 612-acre site is located in Arlington County at the western terminus of Memorial Drive, directly across the Potomac River from the Lincoln Memorial. The cemetery dominates the visitor's view while crossing the Memorial Bridge from Washington, DC, and it affords breathtaking views of the capitol city from its slopes above the Potomac. The cemetery is surrounded primarily by lands owned and occupied by both the federal government and the Commonwealth of Virginia, including the Marine Corps' Henderson Hall and the Army's Fort Myer.

July 2007: This resource does not appear to have been altered in any significant way. Refer to previous description(s) for details.

2012 NRHP: Comprising 624 acres, ANC encompasses nearly one full square mile of land along the western edge of the Potomac River in Arlington County. The cemetery is bounded on the east by the Jefferson Davis Highway (Route 110); on the southeast by Washington Boulevard (Route 17); on the south by Southgate Road and Columbia Pike (Route 244); on the west by Joint Base Myer-Henderson Hall; and on the north by Fenton Drive. The main visitor access is from the east via the Arlington Memorial Bridge and Memorial Avenue which connects the cemetery with Washington, D.C. to the east (an additional service entrance is located on the south end of the cemetery). The terrain within the cemetery consists of a combination of flat uplands, gently rolling hills, and a few steep ravines in the western section, and flatter land on the eastern side. The cemetery is enclosed by a series of sandstone and granite walls, wrought iron fences and gates, and chain link fences. The landscape is characterized by mature trees arranged in a naturalistic way in the area west of Eisenhower Drive, as well as trees lining the streets in the areas east of Eisenhower Drive. The burial areas are sodded. Several large monuments, located within specially landscaped areas, are arranged within the cemetery such as the U.S.S. Maine Memorial and the Nurses Memorial. Circulation through the cemetery is via curvilinear paved roadways and pedestrian paths that are arranged for dramatic and scenic views of the headstones, monuments, historic structures, and mature vegetation that follow the rolling topography of the property. The imposing, columned portico of Arlington House (a National Park Service property), completed circa 1818 and placed on the property's highest hill, overlooks the cemetery and the Potomac River to the east. Significant features associated with the cemetery include the Old Amphitheater, the Memorial Amphitheater, Tomb of the Unknowns, and the Columbarium Courts. Late twentieth-century buildings include the Administration Building, the Welcome Center, and the Service Complexes.

The cemetery is divided into numbered burial sections that are defined by paved roadways as well as landscape buffers. Each section holds headstones set in linear rows. The arrangement of the rows reflects the contours of the topography in some areas. Privately installed headstones, which are executed in a variety of materials and a variety of funerary motifs, are located in sections that were open prior to 1947. After 1947, regulations were enacted requiring uniformity in the design and size of headstones; this has resulted in the iconic rows of white marble headstones seen in most areas of the cemetery and cenotaphs in steep sections that would not allow in-ground burials.

The ANC Historic District retains a high level of integrity that conveys its significance as the country's most sacred national cemetery. ANC combines an atmosphere of dignity and repose with facilities for public visitation, private burials, and public ceremonies. The cemetery's character results from its topography, heavy tree canopy and manicured appearance, picturesque circulation patterns, and distinctive rows of headstones.

2012 boundary justification: The boundary includes the area designated as Arlington National Cemetery (ANC), and with one exception follows the line of the cemetery boundary wall. The exception is the Millennium Extension to the cemetery on the northwest side, where the boundary extends beyond the historic stone wall. At present, this area is unfenced, and Joint Base Myer-Henderson Hall is located on the other side. The cemetery boundary in this area is the Joint Base Myer-Henderson Hall boundary. Areas owned by the National Park Service (Arlington House and two outbuildings, part of Section 29, Memorial Bridge, Memorial Drive, and the Arlington Hemicycle) are contributing to the ANC Historic District, but are not owned by ANC, therefore outside of the ANC Historic District boundary.

August 2014: There is what appears to be a temporary enclosure just inside the cemetery fence near the maintenance facilities at the southeast corner of the cemetery, near Columbia Pike. A construction trailer is adjacent to the enclosure.

Surveyor Assessment:

1998: Arlington National Cemetery is the nation's principal shrine honoring men and women who have served in the United States Armed Forces. Since its founding in 1864, the cemetery has functioned primarily as a military burial ground. In this regard, the cemetery performs an average of 20 funerals a day. The cemetery also is a popular visitor attraction, with 4 million visitors annually.

The site that the cemetery now occupies was first settled in the early 19th century by George Washington Parke Custis, namesake and adopted son of George Washington, the nation's first president. The site had been part of a 6,000-acre tract granted in 1669 to Robert Housing. Housing sold the tract within a few weeks of the grant to John Alexander, whose heirs, in 1778, sold a 1,100-acre parcel along the western banks of the Potomac River to John Parke Custis, son of Martha Dandridge Custis Washington and stepson of George Washington. After John Custis' death in 1781, ownership of the Arlington property passed to his infant son, who was adopted by George and Martha Washington and raised at Mount Vernon. After their deaths, G.W. Parke Custis moved into a small cottage on land inherited from his natural father and began planning for the construction of Arlington House.

In 1831 Custis' only child, Mary Anna Randolph Custis, married Robert E. Lee, then a young lieutenant in the US Army Corps of Engineers. Mary Custis Lee eventually inherited a life interest in Arlington House and its surrounding lands. The property remained in Custis ownership until occupied by Union troops at the start of the Civil War. Arlington House was initially used as headquarters for the capital's defense and portions of the estate were allocated for military installations, including Fort Whipple (now Fort Myer) and Fort McPherson. Additionally, part of the site was given over to the construction of Freedmen's Village, a federally-sponsored community for freed slaves.

In the spring of 1864, Arlington House and 200 acres were appropriated for use as a new military cemetery. Within six months, more than 7,000 Union soldiers were buried there. Initially burials took place away from the house, but in order to discourage the return of Confederate General Lee to Arlington, the US Quartermaster General Montgomery Meigs personally directed burials in Mrs. Lee's prized rose garden, as well as the construction soon after the war of two significant structures near the house: The Tomb of the Unknown Civil War Dead and the Temple of Fame (later demolished). Despite these actions, the son of the General and Mrs. Lee, Custis Lee, made several attempts to regain the property. His challenges reached the Supreme Court in 1882 and ownership of the land was returned to Lee's son. The federal government then formally purchased the property in 1883.

On May 30, 1868, Arlington was the site of the first observance of Decoration Day, later known as Memorial Day.

By 1933 the cemetery had expanded onto the former site of the Freedmen's Village. In addition, Memorial Amphitheater had been completed; Memorial Bridge was constructed to connect the cemetery to the Lincoln Memorial; and Arlington House was restored and opened as a historic home. During the 1930s much of the cemetery's current infrastructure was constructed.

President John F. Kennedy's burial at the cemetery in 1963 represented a major turning point in the cemetery's history. Visitation to the cemetery increased from approximately 2 million persons annually in 1962 to more than 7 million during the 12 months following Kennedy's assassination. The interment rate also increased from 4,000 to 7,000 burials per year.

July 2007: The Arlington National Cemetery was evaluated as eligible for listing on the NRHP in 1991 under Criterion C in the area of architecture. This property and its various contributing elements have retained sufficient physical and historical integrity to justify their continuing NRHP eligibility.

May 2012: Arlington National Cemetery is significant for its associations with specific events and long-term trends, and for its development as a national cemetery. It represents important aspects of history through its association with the Civil War. With its location close to Washington, D.C., and numerous military hospitals, the War Department saw the Arlington estate an ideal location for the burial of the casualties of war. Under the direction of Quartermaster General Montgomery Meigs, the Arlington estate received its first military burials in 1864, forever changing the use of the property.

As one of the early national cemeteries, ANC is associated with military history and the evolving views regarding the commemoration and memorialization of US military history. Its collection of monuments that pay respect to important national events, including the U.S.S Maine Memorial, the Spanish-American War Memorial, and the Tomb of the Unknowns, commemorate US military history. In addition, ANC played an important role in the establishment of Decoration Day, the predecessor to Memorial Day, which became a national holiday and yearly remembrance of the war dead.

ANC continues its association today as a shrine to members of the American military who have fought for the freedom of its citizens. Although the number of important persons buried at ANC is too great to list fully here, collectively the graves are significant under Criterion A as ANC contains graves of individuals who made an outstanding contribution to the history of the nation, further emphasizing the role of ANC as a national shrine. Examples of individuals buried at ANC who were major figures in the United States Government include President John F. Kennedy and President William Howard Taft, Senators Robert F. Kennedy and Edward Kennedy, and Supreme Court Justices William O. Douglas, Oliver Wendell Holmes, Thurgood Marshall, Potter Stewart, and Earl Warren. ANC is also the final resting place of numerous important military figures, including Omar Bradley, George Crook, Clair Chennault, William Halsey, William Leahy, George C. Marshall, Audie Murphy, John J. Pershing, Hyman Rickover, Philip Sheridan, Maxwell Taylor, Jonathan Wainwright, and Leonard Wood.

ANC contains an exceptional collection of gravestones and monuments, from standard marble tablets to elaborate decorative memorials, which collectively represent mortuary practices from the mid-nineteenth century to the present. The subtle differences between the white marble tablets issued for veterans of the Civil War and the Spanish-American War, as well as the early twentieth century "General"-type headstone, illustrates the changing ideals and regulations put in place to honor the war dead while at the same time achieving uniformity. Many of the non-standard headstones and monuments are representative of Victorian funeral practices with their elaborate design and ornamentation as well as their symbolic imagery. The continued use of the cemetery today, illustrated by the rows of white marble headstones, as well as through the more recent Niche Wall and Columbarium Courts, enhances the commemorative nature of the cemetery.

In addition to the individual headstones, ANC's compilation of large monuments that commemorate specific military events or military groups exemplifies the evolving views regarding the memorialization and commemoration of US military history. As a result of its role as the premier national cemetery, ANC contains monuments that commemorate nationally significant events and groups. Examples include the Tomb of the Civil War Unknowns, the U.S.S Maine Memorial, the Tomb of the Unknowns, the Pan Am Flight

103 memorial, and the Pentagon Group Burial Marker for September 11, 2001.

ANC meets Criterion C through the design of and the resources within the ANC cultural landscape which are characteristic of the Picturesque and Rural Cemetery movements as well as the characteristics associated with the properties which would become the first national cemeteries. George Washington Parke Custis first established the picturesque qualities for the design of his estate that would become ANC, and as the property developed as a cemetery, the design continued to follow the natural contours and vegetation of the picturesque landscape. The winding roads, informal plantings, and location on a rise above the Potomac River and Washington, DC are characteristic of nineteenth-century picturesque cemeteries. In addition, ANC's collection of gates, stone walls, and lodges that were built to recommendations and standards established by Quartermaster General Meigs are exemplary of national cemeteries established during the Civil War, about a dozen of which were in place by the end of 1862.

ANC meets Criterion C for its distinguishing characteristics of the City Beautiful Movement, established for the cemetery by the McMillan Plan in 1902. ANC along with Arlington House served as an anchor for the monumental core that was a key component of the McMillan Plan. The evolution of ANC during the twentieth century was a direct result of the implementation of the McMillan Plan and the involvement of the Commission of Fine Arts. The design influence of the Commission of Fine Arts is exhibited in the uniform rows of white headstones as well as through the visual and physical axis created by Arlington Memorial Bridge. Criterion C is also met by the significant designed memorials including the Memorial Amphitheater, designed by Carrere and Hastings, and the John F. Kennedy gravesite, designed by Carl Warnecke.

For all areas of significance claimed for ANC under Criterion A, B and C, ANC is significant at a national level. The ANC Historic District contains all features that contribute to these areas of significance, and conveys a sense of historic and architectural cohesiveness through its location, design, setting, materials, workmanship, feeling, and association.

2012 NRHP Period of Significance (justification): 1864 – Present. The first use of Arlington National Cemetery as a National cemetery was in 1864 and ANC has been used as a National cemetery continuously to the present day.

Significance Criteria Considerations: Cemeteries and graves do not qualify for listing in the NRHP unless they first meet certain special conditions known as Criteria Considerations. ANC meets Criteria Considerations D, F, and G. National Register Bulletin 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places specifically discusses national cemeteries and provides guidance for applying Criteria Considerations F and G to these types of cemeteries.

Criteria Consideration D states that a “cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events” (Potter and Boland 1992:16). Criteria Consideration D must be justified for any cemetery nominated individually under Criteria A, B, or C. ANC meets Criteria Consideration D as its primary significance derives from the graves of persons of national importance, including presidents, Supreme Court justices, and numerous military heroes. ANC also meets Criteria Consideration D for its resources that reflect the standardized plans Meigs set forth for national cemeteries, and for its role in the McMillan Plan and the City Beautiful Movement.

Criteria Consideration F states, “properties that are primarily commemorative in intent can be eligible if design, age, tradition, or symbolic value has invested it with its own historical significance.” National Register Bulletin 41 specifically states, “national cemeteries meet Criterion F because they have been designated by Congress as primary memorials to the country’s military history” (Potter and Boland 1992:17). ANC therefore meets Criteria Consideration F as a national memorial to the military history of the United States. The Nation views ANC as the preeminent national cemetery, although its developmental history is unique from the other national cemeteries.

Criteria Consideration G refers to properties that have achieved significance within the last 50 years. These properties can be eligible for the NRHP if they exhibit exceptional importance. The bulletin states: National cemeteries, collectively, possess inherent exceptional significance from associations with important events in our history. Because the cemeteries include the graves of military personnel associated with every war and branch of service, and draw their essential significance from the presence of the remains of those who have served their country throughout its history, the age of each cemetery is not necessarily the determining factor [Potter and Boland 1992:17].

Criteria Consideration G includes “recently-acquired cemetery tracts not yet developed for cemetery purposes even if added to existing cemeteries” as well as a “developed national cemetery that contains interments of veterans and their dependents, or one that has been clearly prepared for that purpose” (Potter and Boland 1992: 18). ANC therefore meets Criteria Consideration G as it includes graves of military personnel from the Civil War to the current wars in Iraq and Afghanistan and continues to serve as a national monument to the war dead.

Statement of Significance Summary Paragraph: As the final resting place of military veterans, from the well known to the unknown and materialized in the rows of white headstones, ANC is nationally significant as the country’s premier national cemetery and as a testament to the measures taken to honor and respect those who have played a role in our country’s history. With a period of significance from 1864 to the present, ANC retains its integrity and meets National Register Criteria A and C, and Criteria Considerations D, F, and G at national level. The Criterion A period of significance of ANC begins in 1864 and continues to the present day. The year 1864 marks the year the United States Army began to utilize the plantation as a cemetery. Recent additions to the cemetery in terms of land development as well as monuments and memorials are significant despite their age of less than 50 years. The Department of Defense continues to use the cemetery for burials for war veterans, and it continues to commemorate significant national events by the construction of memorials. The period of significance therefore extends to the present day as ANC continues to develop as a national cemetery and as a symbol for those who have fought for the freedoms of United States citizens. The Criterion C period of significance begins in 1864 and ends in 1966 with the massive expansion east of present-day Eisenhower Drive and is directly attributed to the picturesque planning and design of the cemetery under the direction of Quartermaster General Montgomery Meigs as well as the Beaux-Arts influences of the 1920s and 1930s at the hands of the Commission of Fine Arts.

See NRHP nomination for Narrative Statement of Significance.

Surveyor Recommendation: Recommended Eligible

Ownership

Ownership Category
Federal Govt

Ownership Entity
U.S. Department of the Army

Associate

| Property Associate Name | Property Associate Role |
|--------------------------------|--------------------------------|
| Carrere and Hastings | Designer |
| Ezekiel, Moses | Designer |
| Meigs, Quartermaster General | Designer |
| Montgomery C. | Designer |
| Warneke, Carl | Designer |

Primary Resource Information

| | |
|----------------------------------|--|
| Resource Category: | Other |
| Resource Type: | Historic District |
| NR Resource Type: | District |
| Historic District Status: | Contributing |
| Date of Construction: | 1864 |
| Date Source: | Written Data |
| Historic Time Period: | Civil War (1861 - 1865) |
| Historic Context(s): | Domestic, Funerary, Landscape, Military/Defense, Recreation/Arts |
| Other ID Number: | <i>No Data</i> |
| Architectural Style: | No Discernable Style |
| Form: | <i>No Data</i> |
| Number of Stories: | <i>No Data</i> |
| Condition: | Good |
| Threats to Resource: | None Known |

Architectural Description:

2012 NRHP Narrative Description Summary Paragraph: Arlington National Cemetery was established as a military cemetery during the Civil War on the Arlington House estate of Robert E. Lee. After the end of the Civil War, the Arlington estate was primarily used as a cemetery. Several memorials, beginning with the Tomb of the Civil War Unknown in 1866, were erected in the cemetery during that time. Planting of trees, shrubs, and grass took place within the cemetery, and roads were built as the property took shape as a picturesque rural cemetery. The picturesquely planning and design of the cemetery is attributable to the direction of Quartermaster General Montgomery Meigs during the first decades of ANC's existence. ANC is included in the architectural plan of the monumental corridor, which includes the Capitol, National Mall, and the Washington Monument. The Tomb of the Unknowns, placed at ANC in 1931, strongly emphasized the memorial nature of the cemetery. The death of President John F. Kennedy in 1963 and the construction of the monument and eternal flame on his gravesite in 1967 escalated the commemorative use of the cemetery. Although ANC had always attracted visitors since its establishment, the burial of President Kennedy greatly increased the number of visitors. ANC continues to be used as a cemetery today and also accommodates more than four million visitors a year and is administered by the Department of the Army, which oversees all burial, maintenance, and visitor services. More than 400,000 people are buried at the cemetery, veterans and military casualties from every American conflict. Burials primarily occur in the eastern sections of the cemetery, east of Eisenhower Drive and south of Memorial Drive. Although visitors are allowed in all sections of the cemetery, the Visitors Center, visitor parking, and the main Tourmobile stop adjacent to Memorial Drive serve as the nucleus of visitor services. Administration use is located adjacent to the Visitors Center in the Administration Building. Within ANC are two areas dedicated to maintenance use. The Old Warehouse Area, located in Section 29 on the western edge of ANC, and the Facility and Service Maintenance Areas, located in the southeast corner of the cemetery, are both currently used for maintenance purposes, although the Old Warehouse area is transitioning to burial space. The predominant land use of ANC continues to be for burial and commemorative purposes.

See NRHP nomination for additional details.

August 2014: There is what appears to be a temporary enclosure just inside the cemetery fence near the maintenance facilities at the southeast corner of the cemetery, near Columbia Pike. A construction trailer is adjacent to the enclosure.

Secondary Resource Information**Secondary Resource #1**

| | |
|------------------------------|--|
| Resource Category: | Funerary |
| Resource Type: | Cemetery |
| Date of Construction: | 1864 |
| Date Source: | Written Data |
| Historic Time Period: | Civil War (1861 - 1865) |
| Historic Context(s): | Domestic, Funerary, Landscape, Military/Defense, Recreation/Arts |
| Architectural Style: | No Discernable Style |

Form: *No Data*
Condition: Excellent
Threats to Resource: None

Architectural Description:

July 2007: The Arlington National Cemetery was officially established on May 13, 1864. It occupies over 600 contiguous acres (242.81 hectares) of land situated between Virginia Route 110 on east, Interstate-395 to the south, and Interstate Highway 66 to the north. The property's most prominent built element is the Arlington House, a two-story, Greek Revival home built with the aid of slave laborers by George Washington Parke Custis between 1802 and 1818. This residence was once the centerpiece of a 1,100-acre (445.16-hectare) plantation estate. Well-known Confederate General Robert E. Lee, who married Mary Anna Randolph Custis in 1831, also called the estate home. It was seized by Union Army troops in 1861 and subsequently utilized as a hospital facility during the First and Second Battles of Bull Run in Manassas. The Arlington National Cemetery was officially established in May 1864 and today houses approximately 300,000 burials. A number of well-known monuments are spaced throughout the grounds. The Tomb of the Unknown Soldier for instance, was erected in 1920 as a memorial to the unidentified men and women who had died in World War I. Other notable resources include the new Memorial Amphitheater, the Women in Military Service to America Monument, and the JFK Memorial (Arlington Historical Society [AHS] 1976; Traceries 1996:46).

May 2012: Comprising 637 acres, Arlington National Cemetery encompasses nearly one full square mile of land along the western edge of the Potomac River in Arlington County. The cemetery is bounded on the east by the Jefferson Davis Highway (Route 110); on the southeast by Washington Boulevard (Route 17); on the south by Southgate Road and Columbia Pike (Route 244); on the west by Joint Base Fort Myer-Henderson Hall; and on the north by Fenton Drive. The main visitor access is from the east via the Memorial Bridge and Memorial Avenue which connects the cemetery with Washington, D.C. to the east (an additional service entrance is located on the south end of the cemetery). The terrain within the cemetery consists of a combination of flat uplands, gently rolling hills, and a few steep ravines in the western section, and flatter land on the eastern side. The cemetery is enclosed by a series of sandstone and granite walls, wrought iron fences and gates, and chain link fences. The landscape is characterized by mature trees arranged in a naturalistic way, as well as trees lining streets, and the burial areas are sodded. Several large monuments, located within specially landscaped areas, are arranged within the cemetery. Circulation through the cemetery is via curvilinear paved roadways and pedestrian paths that are arranged for dramatic and scenic views of the headstones, monuments, historic structures, and mature vegetation that follow the rolling topography of the property. The imposing, columned portico of Arlington House, completed circa 1818 and placed on the property's highest hill, overlooks the cemetery and the Potomac River to the east. Significant features associated with the cemetery include the Memorial Amphitheater and the Columbarium. Late twentieth-century buildings include the Administration Building, the Visitors Center, and the Service Complex.

The cemetery is divided into numbered burial sections that are defined by paved roadways as well as landscape buffers (see Figure 1). Each section holds headstones set in linear rows; in some areas, the arrangement of the rows reflects the contours of the topography. Privately installed headstones, which are executed in a variety of materials and a variety of funerary motifs, are located in sections that were open prior to 1947. After 1947, regulations were enacted requiring uniformity in the design and size of headstones; this has resulted in the iconic rows of white marble headstones seen in most areas of the cemetery and cenotaphs in steep sections that would not allow in-ground burials.

The ANC Historic District retains a high level of integrity that conveys its significance as the country's most sacred national cemetery. ANC combines an atmosphere of dignity and repose with facilities for public visitation, private burials, and public ceremonies. The cemetery's character results from its topography, heavy tree canopy and manicured appearance, picturesque circulation patterns, and distinctive rows of headstones.

August 2014: There is what appears to be a temporary enclosure just inside the cemetery fence near the maintenance facilities at the southeast corner of the cemetery, near Columbia Pike. A construction trailer is adjacent to the enclosure.

Current Use: Military
Historic Religious Affiliation: None
Ethnic Affiliation: *No Data*
Has Marked Graves: True
Has Unmarked Graves: True
Enclosure Type: Other
Number Of Gravestones: 1000 - 0
Earliest Marked Death Year: *No Data*
Latest Marked Death Year: *No Data*

Historic District Information

Historic District Name: Arlington National Cemetery Historic District
Local Historic District Name: *No Data*
Historic District Significance: From the district nomination:

"Arlington National Cemetery is significant for its associations with specific events and long-term trends, and for its development as a national cemetery. It represents important aspects of history through its association with the Civil War. With its location close to Washington, D.C., and numerous military hospitals, the War Department saw the Arlington estate an ideal location for the burial of the casualties of war. Under the direction of Quartermaster General Montgomery Meigs, the Arlington estate received its first military burials in 1864, forever changing the use of the property."

As one of the early national cemeteries, ANC is associated with military history and the evolving views

regarding the commemoration and memorialization of US military history. Its collection of monuments that pay respect to important national events, including the U.S.S Maine Memorial, the Spanish-American War Memorial, and the Tomb of the Unknowns, commemorate US military history. In addition, ANC played an important role in the establishment of Decoration Day, the predecessor to Memorial Day, which became a national holiday and yearly remembrance of the war dead.

ANC continues its association today as a shrine to members of the American military who have fought for the freedom of its citizens. Although the number of important persons buried at ANC is too great to list fully here, collectively the graves are significant under Criterion A as ANC contains graves of individuals who made an outstanding contribution to the history of the nation, further emphasizing the role of ANC as a national shrine. Examples of individuals buried at ANC who were major figures in the United States Government include President John F. Kennedy and President William Howard Taft, Senators Robert F. Kennedy and Edward Kennedy, and Supreme Court Justices William O. Douglas, Oliver Wendell Holmes, Thurgood Marshall, Potter Stewart, and Earl Warren. ANC is also the final resting place of numerous important military figures, including Omar Bradley, George Crook, Clair Chennault, William Halsey, William Leahy, George C. Marshall, Audie Murphy, John J. Pershing, Hyman Rickover, Philip Sheridan, Maxwell Taylor, Jonathan Wainwright, and Leonard Wood.

ANC contains an exceptional collection of gravestones and monuments, from standard marble tablets to elaborate decorative memorials, which collectively represent mortuary practices from the mid-nineteenth century to the present. The subtle differences between the white marble tablets issued for veterans of the Civil War and the Spanish-American War, as well as the early twentieth century "General"-type headstone, illustrates the changing ideals and regulations put in place to honor the war dead while at the same time achieving uniformity. Many of the non-standard headstones and monuments are representative of Victorian funeral practices with their elaborate design and ornamentation as well as their symbolic imagery. The continued use of the cemetery today, illustrated by the rows of white marble headstones, as well as through the more recent Niche Wall and Columbarium Courts, enhances the commemorative nature of the cemetery.

In addition to the individual headstones, ANC's compilation of large monuments that commemorate specific military events or military groups exemplifies the evolving views regarding the memorialization and commemoration of US military history. As a result of its role as the premier national cemetery, ANC contains monuments that commemorate nationally significant events and groups. Examples include the Tomb of the Civil War Unknowns, the U.S.S Maine Memorial, the Tomb of the Unknowns, the Pan Am Flight 103 memorial, and the Pentagon Group Burial Marker for September 11, 2001.

ANC meets Criterion C through the design of and the resources within the ANC cultural landscape which are characteristic of the Picturesque and Rural Cemetery movements as well as the characteristics associated with the properties which would become the first national cemeteries. George Washington Parke Custis first established the picturesque qualities for the design of his estate that would become ANC, and as the property developed as a cemetery, the design continued to follow the natural contours and vegetation of the picturesque landscape. The winding roads, informal plantings, and location on a rise above the Potomac River and Washington, DC are characteristic of nineteenth-century picturesque cemeteries. In addition, ANC's collection of gates, stone walls, and lodges that were built to recommendations and standards established by Quartermaster General Meigs are exemplary of national cemeteries established during the Civil War, about a dozen of which were in place by the end of 1862.

ANC meets Criterion C for its distinguishing characteristics of the City Beautiful Movement, established for the cemetery by the McMillan Plan in 1902. ANC along with Arlington House served as an anchor for the monumental core that was a key component of the McMillan Plan. The evolution of ANC during the twentieth century was a direct result of the implementation of the McMillan Plan and the involvement of the Commission of Fine Arts. The design influence of the Commission of Fine Arts is exhibited in the uniform rows of white headstones as well as through the visual and physical axis created by Arlington Memorial Bridge. Criterion C is also met by the significant designed memorials including the Memorial Amphitheater, designed by Carrere and Hastings, and the John F. Kennedy gravesite, designed by Carl Warnecke.

For all areas of significance claimed for ANC under Criterion A, B and C, ANC is significant at a national level. The ANC Historic District contains all features that contribute to these areas of significance, and conveys a sense of historic and architectural cohesiveness through its location, design, setting, materials, workmanship, feeling, and association."

CRM Events

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|-----------------|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | No Data |
| Project Staff/Notes: | |

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative.

This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Surveyor's NR Criteria Recommendations: A - Associated with Broad Patterns of History, C - Distinctive Characteristics of Architecture/Construction

Surveyor's NR Criteria Consideration Recommendations: D - Cemetery, F - Commemorative Property, G - Significance of less than Fifty Years

Event Type: NRHP Listing

DHR ID: 000-0042

Staff Name: NPS

Event Date: 4/11/2014

Staff Comment

VIRGINIA, ARLINGTON COUNTY, Arlington National Cemetery Historic District, 1 Memorial Ave., Arlington, 14000146, LISTED, 4/11/14 DHR No. 000-0042

Event Type: NRHP Nomination

DHR ID: 000-0042

Staff Name: US Army Corps of Engineers

Event Date: 5/15/2012

Staff Comment

Adam Smith, Megan Tooker, and Susan Encore
US Army Corps of Engineers, ERDC-CERL, Champaign, IL 61822

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*

Investigator: Tooker, Megan

Organization/Company: USACE

Photographic Media: Digital

Survey Date: 5/1/2012

Dhr Library Report Number: *No Data*

Project Staff/Notes:

May 2012: Survey performed by Megan Tooker and Adam Smith, USACE, ERDC-CERL, in support of National Register nomination for Arlington National Cemetery. Data entry performed by Megan Tooker.

Project Bibliographic Information:

No Data

Surveyor's NR Criteria Recommendations: A - Associated with Broad Patterns of History, C - Distinctive Characteristics of Architecture/Construction

Surveyor's NR Criteria Consideration Recommendations: D - Cemetery, F - Commemorative Property, G - Significance of less than Fifty Years

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2007-1150

Investigator: Maroney, Sean

Organization/Company: Dovetail CRG

Photographic Media: Digital

Survey Date: 7/1/2007

Dhr Library Report Number: *No Data*

Project Staff/Notes:

July 2007: The property was examined by Dovetail Cultural Resource Group as part of the Arlington Cemetery cell tower project. The work involved an archaeological survey of the tower pad area and an architectural survey and viewshed analysis of all previously-identified above-ground resources in the project APE.

Project Bibliographic Information:

No Data

Surveyor's NR Criteria Recommendations: A - Associated with Broad Patterns of History, C - Distinctive Characteristics of Architecture/Construction

Surveyor's NR Criteria Consideration Recommendations: D - Cemetery, F - Commemorative Property, G - Significance of less than Fifty Years

Event Type: DHR Staff: Eligible

DHR ID: 000-0042
Staff Name: DHR Evaluation Committee
Event Date: 10/23/1991
Staff Comment
Criterion C - 56 points

Bibliographic Information

Bibliography:

Arlington National Cemetery Millennium Project Boundary Wall Narrative Report and Documentation
2013 AR-088

Millennium Site, Arlington National Cemetery, Cultural Landscape Documentation
2013 AR-087

Property Notes:

No Data

Property Information**Property Names**

| Name Explanation | Name |
|------------------|---|
| Historic | Occidental Farm |
| Current | VDOT - Central Control Building Complex |
| Historic/Current | Virginia State Police Area Office |

Property Evaluation Status

DHR Staff: Not Eligible

Property Addresses

Current - 1426-1440 Columbia Pike

County/Independent City(s): Arlington (County)**Incorporated Town(s):** No Data**Zip Code(s):** 22204**Magisterial District(s):** No Data**Tax Parcel(s):** No Data**USGS Quad(s):** ALEXANDRIA**Additional Property Information****Architecture Setting:** Urban**Acreage:** 10.47**Site Description:**

1993: Part of VDOT's traffic management complex; modern VDOT office building to the east, built into the hill, parking lots to rear and side, high basement on the south elevation.

1997: The main house stands at the center of a complex of utilitarian structures, some historic and some not. The main building stands 40 to 50 feet back from Columbia Pike on grade with several ornamental trees and bushes screening it from the road. The site slopes steeply at the rear of the building. The majority of the property is paved in asphalt and used for the parking area. Several conifer trees surround the main building and other scattered trees adorn the site. Chainlink fencing surrounds the entire facility. The property stands just south of the Navy Annex across Columbia Pike.

Sept. 2010: No change.

March 2012: No change.

August 2014: Adjacent Navy Annex is no longer extant. No change since the previous survey.

May 2018: The former single-family dwelling at this address has not been occupied for 10 years. The building is sited into a sloping hillside; thus the northern elevation faces Columbia Pike, while the lowest level entry door of the rear or south elevation opens up to an asphalt-paved parking lot.

Surveyor Assessment:

1993: Suburban dwelling from early 20th-century influenced by Italian and Spanish Revival designs., per recon. survey.

1997: The portion of this site occupied by the main dwelling appears on the 1936 Sanborn Map as a poultry farm. The large garage building also appears on the 1936 map in association with a road contracting business. The site later became associated with the Virginia Department of Transportation, which has altered and added facilities as needed.

The house itself is an elaborate example of the eclectic Italian Renaissance Colonial Revival style with a Mediterranean flavor. Its low-pitched tile roof, wide eaves, decorative eave brackets, round-headed, 1st-story windows, and upper-story casement windows, and brick quoining give it a typical Italian Renaissance form and detailing.

The house is a rare example of an elaborately-finished, substantially-sized dwelling designed in the Italian Renaissance Revival style built on a large site in Arlington during the 1920s.

2010: Area 45 Office (Arlington County, Fairfax County, Cities of Alexandria and Falls Church: Patrol responsibility for I-395 inside the Capital Beltway to the Washington, D.C. city line. Patrol responsibility for I-66 from its intersection with I-495 to the Washington, D.C. city line. Patrol responsibility for the Dulles Toll Road from its intersection with I-66 to the Fairfax/Loudoun County line.) Located in Arlington at 1426-A Columbia Pike.

Sept. 2010: Although the building appears relatively unchanged on the exterior, interior alterations and dramatic changes to the setting seriously impact the historic integrity of the house. With the information currently available, this house does not appear to be individually eligible for the National Register under Criterion A, B, or C and is not part of a potential district.

March 2012: potentially individually eligible.

August 2014: The house is individually eligible under Criterion C for its building style and under Criterion A for its role as an early DOT headquarter.

June 2018: The Virginia Department of Highways and Transportation acquired the extant parcel in 1967 from the Federal Highway Administration. The majority of buildings on the complex date from the mid- to late-20th and early- 21st century; hence, the collection of structures do not exemplify an early DOT headquarters. The subject of this assessment is the 2 story masonry, hip-roofed building located at 1440 Columbia Pike. At the time of its construction between 1925 and 1926, the house functioned as a private dwelling on approximately 10.89 acres that the owner, Gustav Buchholz, a German-born immigrant, had amassed from the purchase of adjacent parcels. Between 1926 through 1942, the property was known as Occidental Farms, taking part of its name from the Washington D.C.-based, Hotel Occidental, that Buchholz had managed and owned since 1912. The buff-colored brick dwelling would become the epicenter of a small agricultural complex that included frame chicken houses and storage sheds, single family dwellings for managers and their families and workers. Tragically, Gus Buchholz suffered a stroke and died in June 1925, while the house was under construction, leaving his widow, Christina, and son, Frederick, to oversee business operations of both the farm and the hotel. Various members of the Buchholz family lived in the houses for a short while, through the depression years. The former residence is the only building associated with the farm that remains. In 1942 the federal government acquired this and many other properties in the surrounding area. Almost overnight the working class neighborhood was transformed by the erection of the large Navy Annex buildings immediately to the north on Columbia Pike, the Pentagon to the east and the myriad of hard-surfaced highways that crisscrossed northern Virginia. The federal government modified the single family dwelling into office spaces and built another handful of buildings to accommodate its needs. In August 1967 the 11.47 acre parcel was acquired from the Federal Highway Administration by the Commonwealth of Virginia State Department of Highways and Transportation as one small part of the Pentagon Road Network exchange. The building continued to function as offices used by the Virginia State Police and most recently by VDOT's Safety Service Patrol (SSP), a program started in the late 1960s, providing assistance to disabled motorists in Northern Virginia during rush hours. Roughly ten years ago, in 2008, the SSP vacated the building. As of this writing there are a total of 18 buildings on the site. Between 1982 and 2009, the Commonwealth constructed thirteen buildings while the remaining four structures date from the federal government occupancy. They are categorized as a timekeepers office, and 3 buildings that serve as chemical storage, storage, and the headquarters shop. There are no known associations with Criteria A, important events, or Criteria B, significant persons. Regarding Criteria C, design/construction, the former house represents an uncommon architectural style: Italian Renaissance Revival. Historically speaking, the most recent interest in this style was well over a century ago and began with the landmark Villard Houses in New York City , New York (McKim, Mead & White, 1883). Located at 451-457 Madison Avenue & 24 East Fifty-first Street the building appears as a single Italian palazzo; however, the houses are actually six residences built around a central courtyard. Increasingly the style became popular with fashionable architects into the late 1880s and 1890s. Many examples from this time were built with wood cladding materials and were slavish copies of what had been observed in printed documentation like photographs. During the first decades of the twentieth century, when the style was popularized in magazines, perfection of masonry veneering techniques made modest expressions of the style affordable to many who desired a dramatic image for their homes. Vernacular interpretations spread widely, and scattered examples were built in early 20th century suburbs. By the 1920s Americans became much more familiar with the various styles and architectural influences. Numerous publications, including builder's plan books, described in text and illustration the hallmarks of each style. In American Builder for example, the Italian style was characterized by elements such as proportion and simplicity that ensured the design's success. Less was more and where more was to be considered it should be in the setting, landscaping, and gardens surrounding the house. The style declined in popularity throughout the 1930s and post-1940 examples are rare. The architectural integrity of the building however, has been drastically altered as the interior assessment reveals. In summary, for about 15 years it served as the summer home for the Gus and Christina Buchholz family. With the exception of a few remnant architectural features such as wooden interior doors and windows, an ornamental iron stair rail and a mantelpiece, few intact, original interior finishes are observed. As for the immediate exterior surroundings, the historic setting and feeling have been diminished with the intrusion of modern buildings and asphalt paved parking lots. As recent as 2009, site work such as poured concrete stairs and sidewalks border a low maintenance grassy front and side yard, a chain link fence enclosure complete with security gates and overgrown vegetation comprise the remaining landscaping. It is VDOT's opinion that the property does not convey its original identity due to its low level of architectural integrity.

Surveyor Recommendation: Recommended Not Eligible

Ownership

| | |
|---|--|
| Ownership Category State Govt | Ownership Entity Virginia Department of Transportation |
|---|--|

Primary Resource Information

| | |
|----------------------------------|---|
| Resource Category: | Domestic |
| Resource Type: | Single Dwelling |
| NR Resource Type: | Building |
| Historic District Status: | No Data |
| Date of Construction: | Ca 1926 |
| Date Source: | Local Records |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Domestic, Government/Law/Political |
| Other ID Number: | No Data |
| Architectural Style: | Italian Renaissance Revival |
| Form: | Rectangular |
| Number of Stories: | 2.0 |
| Condition: | Fair |
| Interior Plan: | Irregular |
| Threats to Resource: | Neglect, Vacant |

Architectural Description:

1993: Part of VDOT's traffic management complex; high basement on the south elevation. Vernacular dwelling (now office), built circa 1920. Brick, 2 story, 3 bay building with hipped roof of pantile.

Centrally located 1 story, 1 bay front porch, sheltering the centered entrance, with shed roof, square posts and metal rails.

See survey for additional details.

1997: The house consists of a 2-story, hipped-roof, 5-bay-wide rectangular block with a low-pitched, Mediterranean-style ceramic tile roof, wide eaves adorned with decorative wood brackets, and a shed-roof, ceramic-tile portico over the center entry. The facade is symmetrically arranged with round-headed windows embellished by brick quoining set on either side of the entrance on the first story. The buff-colored, glazed exterior brick of the structure is contrasted with the deep red coloring of the rowlock sills and brick quoining around the windows. The casement windows are arranged in pairs, except for the two, small, 4-light casement windows flanking the door. A 1-story, side-gable, brick wing is attached to the west elevation.

Interior Description: The interior has been partitioned and divided into several small offices. The remaining original interior elements include the stair with landing that stands parallel to the entry, and a Colonial Revival-style mantel on the end chimney.

Sept. 2010: no change; interior not observed

August 2014: No change since the previous survey.

June 2018: The two-story, masonry building is three bays wide, has an asymmetrical façade, and a red ceramic tiled hipped roof. The rear or south elevation stands three stories tall and below the standing-stretcher belt course exhibits a buff-colored stucco finish. The upper story windows are smaller and less elaborate than the windows below. On both elevations, the first floor, wooden windows are floor to ceiling height and are paired units of 9 over 9 panes. These windows have fan lights above and are framed with brick accented mouldings. The majority of the other wooden casement units exhibit 8 light windows with red brick header sills. The front entrance door is a modern replacement but is still sheltered by a small, pent-roofed porch with red tiles and supported by two square, wood posts. The rear metal replacement door with a single diamond window pane in the upper half door is asymmetrical in its placement on the wall and is covered by a small asphalt shingle covered gable roofed entry hood supported by two wooden brackets. The entire roof has broadly overhanging eaves with decorative brackets beneath. There is a single story wing appended to the west elevation that appears to be original to the construction of the former dwelling; it may have functioned as a porch but was enclosed at a later time.

June 2018: Interior description: The interior of the building follows a six-room plan. One enters the property from the front directly into a vestibule or entry hall. Continuing along the east side of the building is a two room deep office with access to another on the south wall. Along the west side is an office and a small bathroom. Observed throughout the interior is wood paneling, wallpaper, acoustic tile dropped ceilings, and carpeted floors. The former two finishes evoke a mid-century design scheme and could date as late as the 1970s while the latter two finishes may date from the late 1990s. Modular office cubicle systems in varying arrangements dominate throughout. Upstairs on the second floor the largest room on the east side has metal storage lockers strewn about and beyond that space moving toward the center and south side of the house are modern ceramic urinals, toilets, and shower facilities. In the lower level, the basement, a walkout entrance, more office spaces, metal storage lockers, and an abandoned boiler and furnace were observed.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|---------------------|--------------|--------------------|
| Windows | Sash, Double-Hung | Wood | 6/6 |
| Chimneys | Exterior End | Brick | Other |
| Roof | Hipped | Ceramic Tile | No Data |
| Foundation | Solid/Continuous | Brick | Stucco |
| Structural System and Exterior Treatment | Masonry | Brick | Other |
| Windows | Casement | Wood | Other |
| Porch | Portico/Entry Porch | Wood | Not Visible |
| Windows | Casement | Wood | No Data |

Secondary Resource Information**Secondary Resource #1**

| | |
|------------------------------|---|
| Resource Category: | Agriculture/Subsistence |
| Resource Type: | Shed, Vehicle/Equipment |
| Date of Construction: | 1982Ca |
| Date Source: | Site Visit |
| Historic Time Period: | The New Dominion (1946 - 1991) |
| Historic Context(s): | Architecture/Community Planning, Government/Law/Political |
| Architectural Style: | Post Modern |
| Form: | Skyscraper/Multi-story Office Building |
| Condition: | N/A |
| Threats to Resource: | None Known |

Architectural Description:

1997: 1980s building houses signal controls at the northern end of the property.

September 2010: No change.

August 2014: No change.

June 2018: Signal Control Building.

Interior Plan: Irregular

Number of Stories: 2

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|----------------|----------|--------------------|
| Structural System and Exterior Treatment | Masonry | Brick | Stretcher Bond |

Secondary Resource #2

Resource Category: Commerce/Trade

Resource Type: Office/Office Building

Date of Construction: 1995Ca

Date Source: Owner

Historic Time Period: Post Cold War (1992 - Present)

Historic Context(s): Architecture/Community Planning, Government/Law/Political

Architectural Style: Other

Form: Rectangular

Condition: N/A

Threats to Resource: None Known

Architectural Description:

1997: A 1980s, brick, flat-roofed office building stands just east of the main dwelling.

September 2010

August 2014

June 2018: Signal Control Building Addition.

Number of Stories: No Data

Secondary Resource #3

Resource Category: DSS Legacy

Resource Type: Shed

Date of Construction: 1996Ca

Date Source: Site Visit

Historic Time Period: Post Cold War (1992 - Present)

Historic Context(s): Architecture/Community Planning, Domestic, Government/Law/Political

Architectural Style: Vernacular

Form: Rectangular

Condition: Good

Threats to Resource: None Known

Architectural Description:

1997: Other minor utilitarian structures dating from the 1950s to the 1980s, are scattered about the site. These include a cinderblock, 1960s shed, one pre-fabricated, frame, gable-roof shed, and another frame, gable-roof shed.

September 2010

August 2014

June 2018: Storage Building #2. No discernible changes observed. However since 1996 this building and another nine (9) modern buildings have been constructed on the site.

Number of Stories: 1

Exterior Components

| Component | Component Type | Material | Material Treatment |
|-----------|----------------|----------|--------------------|
| Roof | Saltbox | Metal | No Data |

Structural System and
Exterior Treatment

Masonry

Concrete

Block

Secondary Resource #4

| | |
|------------------------------|---|
| Resource Category: | Commerce/Trade |
| Resource Type: | Office/Office Building |
| Date of Construction: | 1943Ca |
| Date Source: | Site Visit |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Domestic, Government/Law/Political |
| Architectural Style: | Vernacular |
| Form: | Rectangular |
| Condition: | N/A |
| Threats to Resource: | None Known |

Architectural Description:

1997: The main building's closest neighbor, to the west, is a 1-story, side-gable, frame office building with a 4-course, Flemish bond foundation, which appears to date from the early 1940s.

Sept. 2010: no change

August 2014: The building is built into a hill that slopes from away from Columbia Pike at the north. This makes the building a single story at the north elevation and two stories at the south elevation. There is an exterior brick chimney at the west elevation. The building is covered with vinyl siding. The windows are one-over-one aluminum replacement windows with aluminum storms. There is a metal, single light door at the south elevation, and the main entry is at the north. The main entry is a single light, two panel replacement door with single light, single panel sidelights. The door is accessed by a shed roofed porch with wood columns and deck. Concrete steps and pathways lead to the porch.

June 2018: This structure at the time of its construction has the form and aesthetic of a residential building. It has functioned more or less as office space since the Federal Government acquired in 1942.

Interior Plan: Other**Number of Stories:** 1**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|------------------|----------|--------------------|
| Foundation | Solid/Continuous | Brick | Flemish Bond |
| Structural System and Exterior Treatment | Wood Frame | Vinyl | Weatherboard |
| Roof | Side Gable | Asphalt | No Data |

Secondary Resource #5

| | |
|------------------------------|---|
| Resource Category: | Domestic |
| Resource Type: | Garage |
| Date of Construction: | 1942Ca |
| Date Source: | Map |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Government/Law/Political |
| Architectural Style: | Vernacular |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |

Architectural Description:

1997: Just south of the 1940's-era shed stands a 1-story, side-gable, brick garage building that appears on the 1936 Sanborn Map. The building is a long, low structure built into the southward slope of the site. 12 auto bays occupy the south elevation. The building is constructed of Flemish-bond brick with a corrugated metal roof and 6/6, double-hung, wood sash windows. Jack arched lintels adorn the window.

September 2010: No change.

August 2014: No change.

June 2018: The single-story utilitarian masonry shop building appears in the 1959 Sanborn Fire Insurance Map. While the main dwelling house is observed there is NO corresponding similarly shaped building observed in the 1936 Sanborn Map. With the exception of a new-looking roof, no other changes observed at this time.

Number of Stories: 1**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|-----------|----------------|----------|--------------------|
|-----------|----------------|----------|--------------------|

| | | | |
|--|----------------|----------|--------------|
| Structural System and Exterior Treatment | Masonry | Brick | Flemish Bond |
| Roof | Side Gable | Metal | No Data |
| Windows | Double-hung | Wood | No Data |
| Chimneys | Interior Slope | Brick | Corbeled |
| Chimneys | Exterior End | Brick | Flemish Bond |
| Foundation | Slab | Concrete | Not Visible |

Secondary Resource #6

| | |
|------------------------------|---|
| Resource Category: | DSS Legacy |
| Resource Type: | Shed |
| Date of Construction: | 1942Ca |
| Date Source: | Site Visit |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Domestic, Government/Law/Political |
| Architectural Style: | Vernacular |
| Form: | Square |
| Condition: | Poor |
| Threats to Resource: | None Known |

Architectural Description:

1997: A 1940s, 1-story, Flemish-bond, brick shed with a hipped, pyramidal roof, jack-arched lintels and fixed 6-light windows on its north and south sides stands along the western boundary of the property.

September 2010: No change.

August 2014: No change.

May 2018: No changes observed to exterior fabric. Asphalt roof shingles and wooden main entry door are deteriorated.

| | |
|---------------------------|-----------|
| Interior Plan: | Irregular |
| Number of Stories: | 1 |

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|----------------|----------|--------------------|
| Roof | Pyramidal | Asphalt | No Data |
| Windows | Double-hung | Wood | No Data |
| Structural System and Exterior Treatment | Masonry | Brick | Flemish Bond |
| Windows | Fixed | Wood | No Data |

Secondary Resource #7

| | |
|------------------------------|---|
| Resource Category: | DSS Legacy |
| Resource Type: | Shed |
| Date of Construction: | 2009Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Architecture/Community Planning, Government/Law/Political |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |

Architectural Description:

September 2010

August 2014

June 2018: Building dates from 2009 and is referred to as Chemical Storage Building #3.

| | |
|---------------------------|------|
| Interior Plan: | Open |
| Number of Stories: | 1 |

Secondary Resource #8

| | |
|---------------------------|------------|
| Resource Category: | DSS Legacy |
| Resource Type: | Shed |

| | |
|-----------------------------------|---|
| Date of Construction: | 1989Ca |
| Date Source: | Owner |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Government/Law/Political |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | |
| | September 2010: No change. |
| | August 2014: No change. |
| | June 2018: Chemical storage building #2. |
| Interior Plan: | Irregular |
| Number of Stories: | 1 |

Secondary Resource #9

| | |
|-----------------------------------|---|
| Resource Category: | Agriculture/Subsistence |
| Resource Type: | Shed,Vehicle/Equipment |
| Date of Construction: | 1942Ca |
| Date Source: | Owner |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Government/Law/Political |
| Architectural Style: | Vernacular |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | |

September 2010: No change.

August 2014: No change.

June 2018: Single story, concrete block building now used for storage of materials. Has a standing seam metal roof and narrow bay doors.

| | |
|---------------------------|-----------------|
| Interior Plan: | Undivided Space |
| Number of Stories: | 1 |

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|----------------|----------|--------------------|
| Structural System and Exterior Treatment | Masonry | Concrete | Block |

Secondary Resource #10

| | |
|-----------------------------------|---|
| Resource Category: | Transportation |
| Resource Type: | Road-Related (Vehicular) |
| Date of Construction: | 1996Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Architecture/Community Planning, Transportation/Communication |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | |

June 2018: Spreader Rack#3.

Secondary Resource #11

| | |
|-----------------------------------|--------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Shed |
| Date of Construction: | 1996Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Transportation/Communication |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | June 2018: Spreader Rack #4. |
| Number of Stories: | 1 |

Secondary Resource #12

| | |
|-----------------------------------|--------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Road-Related (Vehicular) |
| Date of Construction: | 1997Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Transportation/Communication |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | June 2018: Spreader Rack #5. |

Secondary Resource #13

| | |
|-----------------------------------|---------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Road-Related (Vehicular) |
| Date of Construction: | 1997Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Transportation/Communication |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |
| Architectural Description: | June 2018: Storage Building #5. |

Secondary Resource #14

| | |
|------------------------------|--------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Shed |
| Date of Construction: | 1998Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Transportation/Communication |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Excellent |
| Threats to Resource: | None Known |

Architectural Description:

June 2018: Fuel Station Canopy.

Number of Stories: 2**Secondary Resource #15**

| | |
|------------------------------|--------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Road-Related (Vehicular) |
| Date of Construction: | 1998Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Government/Law/Political |
| Architectural Style: | Other |
| Form: | Rectangular |
| Condition: | Good |
| Threats to Resource: | None Known |

Architectural Description:

June 2018: Electric Service Building.

Secondary Resource #16

| | |
|------------------------------|--------------------------------|
| Resource Category: | Transportation |
| Resource Type: | Shed |
| Date of Construction: | 1999Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Government/Law/Political |
| Architectural Style: | No discernible style |
| Form: | Rectangular |
| Condition: | Excellent |
| Threats to Resource: | None Known |

Architectural Description:

June 2018: Storage Building #3 (STC).

Number of Stories: 1**Secondary Resource #17**

| | |
|------------------------------|--------------------------------|
| Resource Category: | Government |
| Resource Type: | Shed |
| Date of Construction: | 2000Ca |
| Date Source: | Owner |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Government/Law/Political |
| Architectural Style: | Moderne |
| Form: | Rectangular |
| Condition: | Excellent |
| Threats to Resource: | None Known |

Architectural Description:

June 2018: Storage Building #4 (Operations).

Interior Plan: Other**Number of Stories:** 1**Historic District Information****Historic District Name:** No Data

Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events**Event Type: Survey:Phase II/Intensive**

Project Review File Number: 2018-3113
Investigator: Helen Ross
Organization/Company: Virginia Department of Transportation
Photographic Media: Digital
Survey Date: 4/3/2018
Dhr Library Report Number: *No Data*
Project Staff/Notes:
No Data

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

The project (2009-1506) was put on hiatus in December 2014. Some data from the August 2014 survey that has been entered for this project in VCRIS has not been edited/vetted by AECOM. Data has been submitted as-is to avoid the loss of data while the project is on hiatus.

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Event Type: DHR ID Number Change

DHR ID: 000-0046
Staff Name: Hubbard, Quattro
Event Date: 9/24/2010
Staff Comment

This resource was recorded under DHR file number 000-0046 in 1993, and the wider complex, including the house/office building, was recorded in 1997 under DHR file number 000-1990. Both files have been merged under the original file number of 000-0046, and 000-1990 has been removed from the DHR inventory.

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2010-2030
Investigator: PS Reed & Associates
Organization/Company: Paula S. Reed & Associates, Inc.
Photographic Media: Film
Survey Date: 9/1/2010
Dhr Library Report Number: AR-077
Project Staff/Notes:

Columbia Pike Multimodal Street Improvements Project

Edie Wallace, Paula Reed
Architectural Cultural Resource Reconnaissance Survey Columbia Pike Multimodal Street Improvements Project - 2011
Paula S. Reed & Associates, Inc

DHR Report No. AR-077
DHR Project No. 2010-2030

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: AECOM
Organization/Company: AECOM
Photographic Media: Film
Survey Date: 8/3/2010
Dhr Library Report Number: *No Data*
Project Staff/Notes:
 Columbia Pike Transit Initiative

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: ABL/KAG/SFJ: Traceries
Organization/Company: EHT Traceries, Inc.
Photographic Media: Film
Survey Date: 4/1/1997
Dhr Library Report Number: *No Data*
Project Staff/Notes:
 Recorded as 000-1990

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Event Type: DHR Staff: Not Eligible

DHR ID: 000-0046
Staff Name: DHR
Event Date: 2/23/1993
Staff Comment
No Data

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 1993-0191
Investigator: Scott M. Hudlow
Organization/Company: William and Mary Center for Archaeological Research
Photographic Media: Film
Survey Date: 11/3/1992
Dhr Library Report Number: AR-034
Project Staff/Notes:

Thomas F. Higgins III, Donald W. Linebaugh, Scott M. Hudlow, Anna L. Gray
 Phase I Cultural Resource Survey of Proposed Traffic Management System Building Associated with Interstate 395 Project, Arlington County, Virginia
 February 1993
 WMCA
 VDOT Project No. 0395-000-104, C501
 DHR Project No. 1993-0191-S
 DHR Report No. AR-034

Project Bibliographic Information:

No Data

Phase II Intensive Survey Integrity Design, Location, Materials
Recommendations:

Bibliographic Information

Bibliography:

Alexandria County Land Tax Records for the years 1917 through 1919. Accessing Owner George Montross (1917, 1918) and Christina Buchholz (1919).

Arlington County Deed Book 1641 p 366 USA to Commonwealth of Virginia, State Department of Highways and Transportation, January 31, 1967.

Arlington County Deed Book 577 p54, Tract no 241 United States of America, Declaration of Taking, March 6, 1942.

Arlington County Deed Book 551, p479, Christina Buchholz to Frederick W. Buchholz, August 15, 1941.

Arlington County Deed Book 156, p272, George M. Montross and wife to Christine Buchholz, March 20, 1918.

Arlington County, Engineering Department, Property cards for #1426, 1440 Columbia Pike, 1935, 1982.

Arlington County Land Tax Records for the years 1920 through 1926, Christine Buchholz.

Boyd's Directory of the District of Columbia for 1920, Alexandria, Virginia, page 371.

Commonwealth of Virginia, Department of Highways. Plans and Profile of Proposed State Highway, Arlington County from Intersection Route 1 to 0.186 mile West of intersection Route 120. Approved April 15, 1943. Project 1148A-1SW1, plan sheet 15.

Evening Star, advertisements, Puppies, Doberman Pincher, German Shepherd breeds for sale, Inquire at Occidental Farms, 1926-1928.

Higgins, Thomas F, III. A Phase I Cultural Resource Survey of the Proposed Traffic Management System Building Associated with the Interstate 395 Project, Arlington County, Virginia. Project: 0395-000-104, C501, The William and Mary Center for Archaeological Research, February 2, 1993.

Liebertz, John Paul. Columbia Pike: The History of an Early Turnpike. Arlington County Historic Preservation Office. April 1, 2010.

McAlester, Virginia & Lee. A Field Guide to American Homes. Alfred A. Knopf, New York. 1990.

Polk's Arlington County Directory (1930-31), page 483.

Sanborn Fire Insurance Maps, 1936.

Strum, G. P. Map of Alexandria County, 1900.

Sunderman, W. F. "Arlington County, VA: Streets-subdivisions and house numbers compiled from existing data." Lyon Village, VA: W.F. Sunderman, 1935.

U. S. Federal Census, Jefferson District, Arlington, Virginia. 1920, 1930, 1940.

Washington Post, "Rich and Poor Mingle at Buchholz Funeral" obituary, June 10, 1925.

Who's Who in the Nation's Capital, The Consolidated Publishing Company, Washington, D.C. First edition, 1921-22, page 55.

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
NRHP Listing
Historic/Current

Name
Pentagon Office Building Complex
The Pentagon

Property Evaluation Status

NHL Listing
NRHP Listing
VLR Listing

Property Addresses

Alternate - Route 110
Current - Route 395

County/Independent City(s): Arlington (County)

Incorporated Town(s): No Data

Zip Code(s): No Data

Magisterial District(s): No Data

Tax Parcel(s): No Data

USGS Quad(s): ALEXANDRIA

Additional Property Information

Architecture Setting: Suburban

Acreage: 41

Site Description:

1988: The Pentagon Complex is located in southern Arlington, Virginia. It is situated between a large man-made lagoon ("the Pentagon Lagoon") and the southeastern corner of Arlington National Cemetery. The northeastern and eastern facades of the 5-sided building have unobstructed vistas of the Monumental Core of the Federal City (Washington, D.C.), across the Potomac River. The Pentagon's relatively low profile also permits clear vistas of Washington from the highlands of Arlington National Cemetery, and vice versa. See nomination for much additional detail.

2007: This resource does not appear to have been altered in any significant way. Refer to previous description(s) for details.

2007: None associated.

Surveyor Assessment:

1988: The Pentagon qualifies for listing on the National Register under Criteria A., B., and C.

A. It is associated with events that have made a significant contribution to the geopolitical role of the United States as a world superpower during the period from World War II to the present.

B. It is associated with the lives of persons significant in American history from the time of its construction (1941) to the present day.

C. It embodies the distinctive characteristics of the "Stripped Classical" variant of architectural classicism. This stylistic mode flourished during the second quarter of the 20th century, and was a major theme in Federal architecture.

1. Significance under Criteria A.: The historical context of the Pentagon's construction was the eve of America's entry into World War II. It came to be built because of the rapid expansion of the U.S. military during the 1940-1941 period. The building was originally conceived as a single massive structure that would contain the headquarters of military offices which had been forced to occupy leased space scattered around the D.C. area. The building site initially proposed was a tract of federally-owned undeveloped land (Arlington Farms) between Arlington National Cemetery and the Potomac River. The specific location was bounded by five roads, which led to the initial design of a building that had five sides. The Arlington Farms site was criticized as an unwarranted intrusion on the open vistas between Washington's Monumental Core and the wooded heights of Arlington National Cemetery. As a consequence, President Franklin Roosevelt directed that the site be shifted three-fourths mile to the south. The new location was a low-lying tableland that served to accommodate the massive scale of the building while allowing convenient access to downtown Washington. The selected location incorporated enough open terrain to position the main building, associated structures, parking lots, and access roads. The total terrain incorporated within the Pentagon Complex amounted to 583 acres. Construction began in August 1941 and was completed in January 1943. Even though the building's site was shifted, the 5-sided configuration was retained as an essential element of the design. The project's construction crew amounted to 4,000 people, who worked 24-hours a day in three shifts.

In the decades since its construction, the Pentagon Office Building has become both a symbolic and a physical element of the United States' emergence as an international military "superpower." It has been closely linked to the National Defense establishment of the United States, having been the headquarters of the War Department (now Department of the Army) since 1943, and the Department of Defense since its creation in 1947. As a consequence, the Pentagon has been the building in which innumerable events associated with the command and management of the armed services during the period from World War II to the present have taken place. Ever since the early months of World War II, and through the Korean and Vietnam Wars, this building has been the setting for decision-making and command processes which have been, and continue to be, of paramount importance to the national security of the United States. The Pentagon has also become symbolic of the land, sea, and air armed forces of the U.S. both nationally and internationally. Its name has come to be accepted worldwide as the publicly recognized and commonly used nickname for the Department of Defense. The U.S. armed services, headquartered in the Pentagon, have developed into a singularly important institution in the Federal government and American society. Prior to 1941, the U.S. armed forces in the peacetime were relatively small and represented a limited force in national and international affairs. Since the 1940's, however, the Department of Defense has come to be the world's most powerful armed force, which is constantly prepared to conduct operations anywhere in the world at the direction of the President of the United

States. The Defense Department is the largest Federal agency in terms of manpower and budget. Since its inception the Defense Department's central command and management functions have been headquartered at the Pentagon.

2. Significance under Criteria B.: The historical context of the Pentagon includes its association with many persons who are significant to the modern period of United States history. Virtually every major figure associated with the Defense Department (since its creation in 1947 unified the American armed forces within a single executive department) has occupied an office in the Pentagon. These include the men and women who have been the leaders of the U.S. Army and Air Force from World War II to the present, and of the U.S. Navy since its incorporation into the Department of Defense. Among those persons significant in the context of American history since 1941, several prominent individuals stand out. One of the first of these was General George C. Marshall, Chief of Staff of the Army during World War II and later Secretary of State under President Truman. Another was the first Secretary of Defense James V. Forrestal who directed the merger of the armed services departments into the present-day Department of Defense. Many other persons could also be listed, among them General (later President) Dwight D. Eisenhower, Admiral Hyman Rickover, Air Force General Curtis LeMay, and former Secretary of Defense Robert McNamara. Significantly, from the 1940's to the present day, every individual who has been Secretary of the Departments of Defense, Army, Navy, and Air Force, as well as virtually every senior officer of the American military establishment, has worked in the Pentagon Office Building for a portion of their careers.

3. Significance under Criteria C.: The key theme of the Pentagon's architectural significance is that it was the largest and one of the last of Washington's monumental buildings designed according to the principles set out by the 1902 Senate Parks Commission (known as the "McMillan Commission"). It was the last major public building in the vicinity of Washington's Monumental Core designed in the "Stripped Classical" mode, which passed out of style in Federal architecture shortly thereafter. The architectural context of the Pentagon's design was a period in which the concepts of two important, but divergent, architectural styles were synthesized into a mode of design that became a major development in 20th century Federal architecture. The predominant influence was classicism, a long-standing influence in American architecture which underwent a revival during the final decade of the 19th century. A resurgence of interest in Classical Greco-Roman design was evident in the Beaux-Arts classicism that dominated the "White City" of the 1893 World's Columbian Exposition in Chicago. The elaborate and monumental Beaux-Arts classicism was a strong influence during the early 20th century as the Federal government began its first major period of public building construction. The appropriateness of classical style for Washington's major public buildings was reinforced by the "McMillan Commission", which proposed a grand plan for the development of Washington's core area. The McMillan Commission reinforced the "White City" movement by enunciating the appropriateness of the classical style for expressing the dignity of the United States' democratic institutions. It set out to establish a monumental presence symbolic of the importance of the Federal government in protecting democracy. The most lasting contribution of the McMillan Commission was to outline a Federal policy to assure consistency in planning Federal office construction. A major achievement of this policy of renewed emphasis on classical design was the Federal Triangle building complex, one of the most significant office complexes in the world. During the 1920's, however, the classical tradition of architectural design was challenged by the emerging trend towards decorative simplicity and functional design characteristic of the "Modern" (or "International") school. Institutional buildings designed in the Modern Style were characterized by a severe functional simplicity, in stark contrast to the elaboration of Beaux-Arts classicism. Buildings designed following "Modern" principles were articulated very differently from those whose architects adhered to the rules of proportion and symmetry that are the essence of Beaux-Arts classicism. The functional simplicity of International architecture avoided articulation in the traditional sense. Distinction between different building functions, and their importance in the socio-political hierarchy of human activity, were abandoned. Americans, however, resisted the idea that architecture make no distinction between the church, courthouse, business, or private residence. During the early 1930's a synthesis of classical and modernism developed. It has come to be termed the "Stripped Classical" mode. This variety of classicism is also known as "Starved Classical". The stripped classical architectural mode became a dominating influence for the design of Federal buildings during the 1930's, and remained prominent until the 1950's. In the stripped classical genre, elements of the classical tradition (e.g. columns, moldings) were retained, but were presented in an austere and simple manner in buildings which were designed in the modern functional style. "Facades became simplified, their classical ornaments turning angular and disappearing into the masonry, their walls becoming planar and their window openings shallow and anonymous". Symmetry remained an important element of design, as did the classical exterior layering of decorative elements from top to bottom. The proportioning of composition included closures at the ends and a focal point at the center of the building's facades. Another characteristic was the utilization of new materials for building construction, reflecting advances in construction engineering during the 1930's and 1940's. Stripped classical was commonly employed for public buildings built in the United States and other industrialized nations during the 1930's and 1940's (e.g. Mint Building--San Francisco, Federal Reserve Building--Washington, House of German Art--Munich). "Today, it is this starved (stripped) classicism...that most Americans think of when they think of federal architecture...". By the late 1950's, however, the "Modern" style attained prominence in architectural design and the stripped classical mode of design passed into history. The Pentagon is the world's largest example of the stripped classical architectural mode. Until the construction of the World Trade Center in New York, it was the largest office building in the world. Even today, it is still the largest office building used for governmental administration, and the world's largest office building in terms of ground area covered. Architecturally, the Pentagon is a remarkable example of complex, yet highly efficient, design. It is virtually a small urban center under one roof, containing all of the functions normally associated with a municipality (General Services Administration n.d.). Its facilities include offices and building maintenance facilities, an indoor shopping mall, as well as food service, mail, medical, communications, and recreational facilities. The Pentagon Office Building is staffed by approximately 23,900 workers, and for more than thirty years after its construction it was the largest office building in the world (6,546,360 gross square feet). Despite the immense size, its unique design makes it possible to reach the farthest point in the building from any location in less than ten minutes' walking time. There are five concentric pentagonal rings which are interconnected by ten spoke-like radial corridors. In addition to stairways, escalators, and elevators, wide ramps were incorporated into the design to facilitate movement between stories. These pedestrian ramps have also enhanced the mobility of handicapped persons. Its configuration, role, and location have combined to make the Pentagon an essential and important physical and symbolic element of the Monumental Core of the Nation's Capital. The stylistic design of the Pentagon's facades (described in Item 7., above) is similar to those of several other important public buildings associated with Washington's Monumental Core. Among those which are stylistically similar to the Pentagon, and of similar date, are the Department of the Interior Building, the Federal Reserve Building, the Old State Department Building, and the Main Terminal at Washington National Airport. While the design of its five facades resemble those of the other contemporaneous buildings, the sheer mass, shape, location, and ringed configuration of the Pentagon set it apart from the others, and bestow unique characteristics of scale, setting, and visual impact. The Pentagon was also one of the last of Washington's monumental Federal buildings designed in accordance with the McMillan Commission's emphasis on classicism as the central architectural theme. The Pentagon's 5-acre central courtyard is included among the nominated elements. It was conceived as an intrinsic part of the design, and has remained essentially unchanged since the Pentagon was originally constructed. The courtyard has served as a park-like setting for meals, formal ceremonies, and other outdoor functions. The building's five pentagonal rings, their intervening courts, and the rings' interiors have undergone substantial modifications (including infilling of formerly-open courts to create more office space). These have been in response to changing needs in fulfilling the missions of the agencies occupying the building. As a consequence of these extensive changes to the building's original design, the Pentagon's enclosed spaces are not included in the elements being nominated. The landscaping of the Pentagon Office Building Complex is generally functional in nature. The only significant exceptions are the pentagonal Central Courtyard, the River Entrance Terrace, and

the Mall Entrance Terrace. Most of the other exterior spaces beyond the building's facades contain remains of the original design, but have been substantially modified by subsequent construction. For example, the Pentagon Complex site has been changed from its original form through construction of additional parking areas, the Pentagon Metrorail-Metrobus Station, the building's heliport, and improvements to highways and roadways. Situated to the north of the Mall Entrance Terrace is the Pentagon's Parade Ground. This lawn-covered area originally extended all the way to the Jefferson Davis Highway-Washington Boulevard intersection. It was truncated, however, for the construction of an additional parking area. The Parade Ground remaining intact consists of a rectangular grassy area measuring 200 feet (north-south) by 600 feet (east-west). The original Pentagon Complex included three true cloverleaf interchanges and one modified cloverleaf. At the time of their initial construction they were early examples of that modern highway design feature (though ones built for the Pennsylvania Turnpike were earlier). In the years since then, however, improvements to Shirley highway, Washington Boulevard, and Jefferson Davis highway, as well as other roadways and ramps on the Pentagon Site, have resulted in substantial alterations from the original design, including the complete elimination of two cloverleafs and the redesign of the remaining two. Except for the Pentagon Site's two terraces, the original landscaping, roadways, and associated features surrounding the Pentagon Building are not sufficiently preserved to justify their being considered significant to the Pentagon's historical architectural context.

Conclusion: Within the Pentagon Office Building Complex, there are a variety of architectural elements. Five of these elements are considered to have sufficient original integrity to be identified for nomination. These are illustrated in the attached map entitled "Pentagon Office Building Complex (1985)." The nominated elements are as follows:

- (1) The building's five facades, especially the two main entrances (Mall and River).
- (2) The Pentagon's 5-acre Central Courtyard.
- (3) The terrace adjoining the Mall Entrance.
- (4) The terrace adjoining the River Entrance.
- (5) The characteristic 5-sided shape of the building, which gave rise to its name.

Changes to the interior of the Pentagon and the surrounding Site have resulted in substantial modifications that have affected the building's original integrity. These changes have not, however, detracted from its historical significance under Criteria A and B. The aspects of the Pentagon under Criteria C, that retain their original integrity as initially built are those included in this nomination. The Pentagon's construction was completed in 1943. As a consequence, this building will become 50 years old in 1993. Thus it is less than the typical eligibility age for nomination. However, the Pentagon is of an exceptional level of historical significance. It is being nominated at this time because planning is underway to add new buildings to the Pentagon Site and to renovate existing structures. As a consequence, the General Services Administration has decided to proceed with this nomination in order to evaluate the Pentagon and its Site for historical significance, and to determine which key elements should be respected during the present planning and design process., per NRHP Inventory Form.

July 2007: The Pentagon complex was successfully listed on NRHP and Virginia Landmarks Register (VLR) in 1989, and designated a National Historic Landmark (NHL) in 1992. It was deemed significant under NRHP Criteria A, B, and C in the areas of architecture, landscape architecture, community planning, engineering, and military history, and for its associations with many important U.S. military and political leaders. The property has undergone a number of changes over the years largely stemming from the construction of several adjacent highway corridors. Despite these changes and the damages incurred on September 11, 2001, this very unique, five-sided building persists as an excellent example of the 'stripped classical' style that typified federal facility construction during the first half of the twentieth century. The property retains sufficient integrity to maintain its continuing NRHP-eligibility.

Surveyor Recommendation: Legacy

Ownership

| Ownership Category | Ownership Entity |
|--------------------|----------------------------|
| Federal Govt | U.S. Department of Defense |

Associate

| Property Associate Name | Property Associate Role |
|-------------------------|-------------------------|
| Bergstrom, G.E. | Architect |
| Witmer, D.J. | Architect |

Primary Resource Information

| | |
|-----------------------------------|---|
| Resource Category: | Education |
| Resource Type: | Administration Bldg. |
| NR Resource Type: | Building |
| Historic District Status: | No Data |
| Date of Construction: | Ca 1941 |
| Date Source: | Written Data |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Other ID Number: | No Data |
| Architectural Style: | Vernacular |
| Form: | No Data |
| Number of Stories: | 5.0 |
| Condition: | Good |
| Interior Plan: | Irregular |
| Threats to Resource: | No Data |
| Architectural Description: | |

July 2007: The Pentagon is located in Arlington County, just north of Interstate Highway 395, between Jefferson Davis Highway (Route 110) on the west and Route 27 to the east. It was constructed between 1941 and 1943 as the home of the United States Department of Defense. The entire complex, including the main building and associated pedestrian walkways and flyovers to the west, covers roughly 850 acres (344 hectares). Architects G. E. Bergstrom and D. J. Witmer designed the five-sided building with an open, central courtyard, and in a "stripped

"classical" typical of many other significant monumental federal buildings constructed during the first half of the twentieth century. An extensive, long-term renovation program was initiated in 2001 with an anticipated completion date of 2010 (Koski-Karell 1988).

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Roof | Gable | Slate | Shingle |
| Foundation | Piers | Concrete | Poured |
| Porch | Portico | Limestone | Other |
| Structural System and Exterior Treatment | Masonry | Concrete | Other |
| Structural System and Exterior Treatment | Masonry | Limestone | <i>No Data</i> |
| Windows | Sash, Double-Hung | Steel | <i>No Data</i> |
| Windows | Casement | Steel | <i>No Data</i> |
| Roof | Flat | Unknown | Other |

Secondary Resource Information**Secondary Resource #1**

| | |
|-----------------------------------|---|
| Resource Category: | Other |
| Resource Type: | Other |
| Date of Construction: | 1943Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |
| Form: | <i>No Data</i> |
| Condition: | Good |
| Threats to Resource: | <i>No Data</i> |
| Architectural Description: | |

Terrace on mall and river entrances, courtyard within center ring.

July 2007: The terraces on the main building's mall (north) and river (northeast) entrances do not appear to have been significantly altered since last surveyed.

Secondary Resource #2

| | |
|-----------------------------------|---|
| Resource Category: | Transportation |
| Resource Type: | Bus Station |
| Date of Construction: | 1950Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | The New Dominion (1946 - 1991) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |
| Form: | <i>No Data</i> |
| Condition: | Demolished |
| Threats to Resource: | <i>No Data</i> |
| Architectural Description: | |

July 2007: The original bus terminal on the main building's Concourse (southeast) façade was first expanded and modernized in 1977 when the new underground Pentagon Metrorail station and transfer point was constructed beneath this elevation. As part of this project, the existing subsurface taxi and bus service tunnels were converted for use as office space. Construction of a new, bi-level bus facility for the Pentagon was initiated in the spring of 2001 as part of the larger Pentagon Metro Entrance Facility project drafted in 2000. The new bus facility, called the Pentagon Transit Center, was completed in November of 2002 and demolition of the old bus service facility began immediately after.

Number of Stories: *No Data*

Secondary Resource #3

| | |
|---------------------------|----------------|
| Resource Category: | Transportation |
| Resource Type: | Depot |

| | |
|-----------------------------------|---|
| Date of Construction: | 1950Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | The New Dominion (1946 - 1991) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |
| Form: | <i>No Data</i> |
| Condition: | <i>No Data</i> |
| Threats to Resource: | <i>No Data</i> |
| Architectural Description: | July 2007: No information. Resource is likely no longer extant. |
| Number of Stories: | <i>No Data</i> |

Secondary Resource #4

| | |
|-----------------------------------|--|
| Resource Category: | Other |
| Resource Type: | Other |
| Date of Construction: | 1943Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |
| Form: | <i>No Data</i> |
| Condition: | Demolished |
| Threats to Resource: | <i>No Data</i> |
| Architectural Description: | July 2007: The original Heating & Refrigeration plant built in 1943 was demolished and replaced with a new, modern facility in 1998. The old facility, a coal-fired unit, had ceased operations in the 1980s. The new building, which uses natural gas as its primary fuel source, is sympathetic in terms of design with the historical architectural features of the Pentagon complex. |

Secondary Resource #5

| | |
|-----------------------------------|---|
| Resource Category: | Landscape |
| Resource Type: | Pond |
| Date of Construction: | 1943Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |
| Form: | <i>No Data</i> |
| Condition: | Good |
| Threats to Resource: | <i>No Data</i> |
| Architectural Description: | July 2007: The Pentagon Lagoon and Yacht Harbor was artificially created as a result of the sand and gravel dredging activities initiated in conjunction with the 1940s construction of the Pentagon. Presently known as the Columbia Island Marina, it still serves as both the water intake source and discharge outfall for the Pentagon reservation's new Heating & Refrigeration Plant. The area is also home to the Roaches Run Waterfowl Sanctuary lagoon, created during the 1930s construction of the George Washington Parkway. While this resource appears to be in good condition, it is not clear what types of substantive alterations have taken place as a result of its adaptation as the Columbia Island. Consequently, its continuing association to the Pentagon reservation is likewise unclear. |

Secondary Resource #6

| | |
|------------------------------|---|
| Resource Category: | Industry/Processing/Extraction |
| Resource Type: | Boiler House |
| Date of Construction: | 1940Ca |
| Date Source: | <i>No Data</i> |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Military/Defense |
| Architectural Style: | <i>No Data</i> |

Form: *No Data***Condition:** *No Data***Threats to Resource:** *No Data***Architectural Description:**

July 2007: No information. It is not clear whether this resource is still extant.

Number of Stories: *No Data***Secondary Resource #7****Resource Category:** Commerce/Trade**Resource Type:** Office/Office Building**Date of Construction:** 1941Ca**Date Source:** *No Data***Historic Time Period:** World War I to World War II (1917 - 1945)**Historic Context(s):** Architecture/Community Planning, Military/Defense**Architectural Style:** *No Data***Form:** *No Data***Condition:** *No Data***Threats to Resource:** Development**Architectural Description:**

July 2007: The Office/Office Building (a.k.a. the Federal Building 2 or the 'Navy' and/or 'Arlington' Annex) was part of the original Pentagon reservation. Initially utilized as an industrial facility, the building was later converted for use as administrative office space for the Navy Department. It remains in good condition.

Number of Stories: *No Data***Secondary Resource #8****Resource Category:** Industry/Processing/Extraction**Resource Type:** Processing Plant**Date of Construction:** 1943Ca**Date Source:** *No Data***Historic Time Period:** World War I to World War II (1917 - 1945)**Historic Context(s):** Architecture/Community Planning, Military/Defense**Architectural Style:** *No Data***Form:** *No Data***Condition:** *No Data***Threats to Resource:** *No Data***Architectural Description:**

July 2007: The original wastewater treatment facility (a.k.a. the processing plant) was built on a one acre parcel near the northeast corner of the Pentagon complex, adjacent to the Pentagon Lagoon (present-day Columbia Island Marina). This resource has been expanded beyond its original configuration as a by-product of its modernization. The plant is not believed to be operating at this time.

Number of Stories: *No Data***Secondary Resource #9****Resource Category:** Other**Resource Type:** Other**Date of Construction:** Ca**Date Source:** *No Data***Historic Time Period:** World War I to World War II (1917 - 1945)**Historic Context(s):** Architecture/Community Planning, Military/Defense**Architectural Style:** *No Data***Form:** *No Data***Condition:** *No Data***Threats to Resource:** *No Data***Architectural Description:***No Data*

Historic District Information

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events**Event Type: Survey/Phase I/Reconnaissance**

Project Review File Number: 2007-1150
Investigator: Maroney, Sean
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 7/1/2007
Dhr Library Report Number: *No Data*

Project Staff/Notes:

July 2007: The property was examined by Dovetail Cultural Resource Group as part of the Arlington Cemetery cell tower project. The work involved an archaeological survey of the tower pad area and an architectural survey and viewshed analysis of all previously-identified above-ground resources in the project APE.

Project Bibliographic Information:

Name: Maroney, Sean
Record Type: Report
Bibliographic Notes: Maroney, Sean. 2007. "Cultural Resource Survey of the Arlington Cemetery Cellular Tower Site, Arlington County, Virginia." Dovetail Job #07-040. Dovetail Cultural Resource Group I, Inc., Fredericksburg, Virginia.

Surveyor's NR Criteria Recommendations: A - Associated with Broad Patterns of History, B - Significant Individual from History, C - Distinctive Characteristics of Architecture/Construction

Phase II Intensive Survey Integrity Recommendations: Association, Design, Feeling, Location, Setting

Event Type: NHL Listing

DHR ID: 000-0072
Staff Name: NPS
Event Date: 10/5/1992
Staff Comment
No Data

Event Type: NRHP Listing

DHR ID: 000-0072
Staff Name: NPS
Event Date: 7/27/1989
Staff Comment
No Data

Event Type: VLR Listing

DHR ID: 000-0072
Staff Name: DHR
Event Date: 4/18/1989
Staff Comment
No Data

Event Type: NRHP Nomination

DHR ID: 000-0072
Staff Name: Koski-Karell, Daniel
Event Date: 4/12/1988
Staff Comment

Karell Archaeological Services

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

| | |
|--|--------------------------------------|
| Name Explanation Function/Location | Name House, 920 Oak Street, South |
|--|--------------------------------------|

Property Addresses

Current - 920 Oak Street South

| | |
|------------------------------------|--------------------|
| County/Independent City(s): | Arlington (County) |
| Incorporated Town(s): | Arlington |
| Zip Code(s): | 22204 |
| Magisterial District(s): | No Data |
| Tax Parcel(s): | No Data |
| USGS Quad(s): | ALEXANDRIA |

Property Evaluation Status

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Additional Property Information**Architecture Setting:** Suburban**Acreage:** No Data**Site Description:**

This house sits on a grassy, level lot that is fenced at the rear and sides with chainlink. A few scattered trees dot the property. A 1960s pre-fabricated metal shed stands at the rear of the house.

Sept. 2010: no change

August 2014: There is now a picket fence at the sides of the front yard, and plan fence with lattice cap around the rear yard. The shed is obscured by the plank fence.

Surveyor Assessment:

The house is nearly identical to the others in the area, sharing the same materials, form and detailing. The house is a modest example of the Colonial Revival style. A few features that are consistent with the style include the 6/6 double-hung, wood sash windows throughout, the Colonial Revival-style door surround and the corner quoining.

This area, known as Foxcroft Heights, was developed by the Central Building Company between 1935 and 1940 with approximately forty buildings with similar, modest, 1 1/2-story brick forms. The houses were originally occupied by first-time homebuyers who generally worked for the Federal government.

Sept. 2010: With the information currently available, this house does not appear to be individually eligible for the National Register under Criterion A, B, or C but would contribute to a potential Foxcroft Heights Historic District.

August 2014: Windows have been replaced. No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible**Ownership**

| | |
|--------------------------------------|------------------------------------|
| Ownership Category Private | Ownership Entity No Data |
|--------------------------------------|------------------------------------|

Primary Resource Information

| | |
|----------------------------------|---|
| Resource Category: | Domestic |
| Resource Type: | Single Dwelling |
| NR Resource Type: | Building |
| Historic District Status: | Contributing |
| Date of Construction: | 1935 |
| Date Source: | Site Visit/Map |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Domestic |

Other ID Number: *No Data*
Architectural Style: Colonial Revival
Form: Rectangular
Number of Stories: 1.5
Condition: Good
Threats to Resource: None Known

Architectural Description:

This house consists of a 1 1/2-story, front-gable, 3-bay structure with raised brick quoining at the northwest and southwest corners, and a stylized Colonial Revival-style wood door surround featuring simple molded trim and an exaggerated keystone.

Sept. 2010: no change

August 2014: The windows and door have been replaced.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-------------------|----------|--------------------|
| Roof | Gable | Asphalt | Shingle |
| Foundation | Solid/Continuous | Brick | Other |
| Structural System and Exterior Treatment | Masonry | Brick | Other |
| Windows | Sash, Double-Hung | Wood | 6/6 |
| Windows | Sash, Double-Hung | Metal | 1/1 |
| Chimneys | Other | Brick | Cap, Corbeled |

Secondary Resource Information**Secondary Resource #1**

Resource Category: DSS Legacy
Resource Type: Shed
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Architecture/Community Planning, Domestic
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Architectural Description:
 September 2010: no description provided.
 August 2014: Not seen from right of way.

Number of Stories: *No Data*

Historic District Information

Historic District Name: Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD)
Local Historic District Name: *No Data*
Historic District Significance: Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002).

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*

Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2010-2-3-
Investigator: PS Reed & Associates
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 9/1/2010
Dhr Library Report Number: Sanborn Map of 1936

Project Staff/Notes:

Columbia Pike Multimodal Street Improvements Project

Project Bibliographic Information:

No Data

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: ABL/KAG/SFJ: Traceries
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 1/3/1997
Dhr Library Report Number: Sanborn Map of 1936

Project Staff/Notes:

No Data

Project Bibliographic Information:

No Data

Bibliographic Information**Bibliography:**

No Data

Property Notes:

No Data

Property Information**Property Names**

| | |
|--|---|
| Name Explanation Function/Location | Name House, 921 Oak Street, South |
|--|---|

Property Addresses

Current - 921 Oak Street South

| | |
|------------------------------------|--------------------|
| County/Independent City(s): | Arlington (County) |
|------------------------------------|--------------------|

| | |
|------------------------------|-----------|
| Incorporated Town(s): | Arlington |
|------------------------------|-----------|

| | |
|---------------------|-------|
| Zip Code(s): | 22204 |
|---------------------|-------|

| | |
|---------------------------------|---------|
| Magisterial District(s): | No Data |
|---------------------------------|---------|

| | |
|-----------------------|---------|
| Tax Parcel(s): | No Data |
|-----------------------|---------|

| | |
|----------------------|------------|
| USGS Quad(s): | ALEXANDRIA |
|----------------------|------------|

Property Evaluation Status

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Additional Property Information

| | |
|------------------------------|----------|
| Architecture Setting: | Suburban |
|------------------------------|----------|

| | |
|-----------------|---------|
| Acreage: | No Data |
|-----------------|---------|

Site Description:

A hedge defines the perimeter of the lot. The house is sited on a small incline. The lot is covered with grass.

A small prefabricated metal shed dating from the 1990s is located in the rear yard.

March 2012: There are no changes to the site since the previous survey.

August 2014: No change since the previous survey. A stair leads into the property from the sidewalk.

Surveyor Assessment:

According to the original owner, this house was the first one finished in this subdivision in 1935. The house is nearly identical to the others in the area, sharing the same materials, form and detailing. The house is a modest example of the Colonial Revival style. A few features that are consistent with the style include the 6/6 double-hung, wood sash windows throughout and the decorative paneling below the facade windows.

This area, known as Foxcroft Heights, was developed by the Central Building Company between 1935 and 1940 with approximately forty buildings with this same, modest, 1-1/2-story, front-gable form. The houses were originally occupied by first-time homebuyers who generally worked for the Federal government.

August 2014: No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

| | |
|---------------------------------|--------------------------|
| Surveyor Recommendation: | Recommended Not Eligible |
|---------------------------------|--------------------------|

Ownership

| | |
|--------------------------------------|------------------------------------|
| Ownership Category Private | Ownership Entity No Data |
|--------------------------------------|------------------------------------|

Primary Resource Information

| | |
|---------------------------|----------|
| Resource Category: | Domestic |
|---------------------------|----------|

| | |
|-----------------------|-----------------|
| Resource Type: | Single Dwelling |
|-----------------------|-----------------|

| | |
|--------------------------|----------|
| NR Resource Type: | Building |
|--------------------------|----------|

| | |
|----------------------------------|--------------|
| Historic District Status: | Contributing |
|----------------------------------|--------------|

| | |
|------------------------------|------|
| Date of Construction: | 1935 |
|------------------------------|------|

| | |
|---------------------|----------------|
| Date Source: | Site Visit/Map |
|---------------------|----------------|

| | |
|------------------------------|---|
| Historic Time Period: | World War I to World War II (1917 - 1945) |
|------------------------------|---|

| | |
|-----------------------------|---------------------------------|
| Historic Context(s): | Architecture/Community Planning |
|-----------------------------|---------------------------------|

| | |
|-------------------------|---------|
| Other ID Number: | No Data |
|-------------------------|---------|

| | |
|-----------------------------|------------------|
| Architectural Style: | Colonial Revival |
|-----------------------------|------------------|

Form: *No Data***Number of Stories:** 1.5**Condition:** Excellent**Threats to Resource:** None Known**Architectural Description:**

January 1997: This modest house has a front gable roof with a shed roof porch on the front elevation. The facade is three bays wide and features a side passage entrance. Large wood panels adorn the area below the windows. A small casement window lights the upper half story.

August 2014: Non-historic storm door added. Upper half story appears to be clad with aluminum siding.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Chimneys | Other | Brick | Cap, Corbeled |
| Structural System and Exterior Treatment | Masonry | Brick | Other |
| Windows | Sash, Double-Hung | Wood | 6/6 |
| Roof | Gable | Asphalt | Shingle |
| Foundation | Solid/Continuous | Brick | Other |
| Porch | 1-story, 3-bay | Metal | Other |
| Windows | Casement | Wood | Other |

Secondary Resource Information**Secondary Resource #1****Resource Category:** DSS Legacy**Resource Type:** Shed**Date of Construction:** *No Data***Date Source:** *No Data***Historic Time Period:** *No Data***Historic Context(s):** Architecture/Community Planning**Architectural Style:** *No Data***Form:** *No Data***Condition:** *No Data***Threats to Resource:** *No Data***Architectural Description:**

January 1997: No description provided.

August 2014: Resource could not be seen from the right of way.

Number of Stories: *No Data***Historic District Information****Historic District Name:** Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD)**Local Historic District Name:** *No Data***Historic District Significance:**

Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002).

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*

Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: ABL/KAG/SFJ: Traceries
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 1/3/1997
Dhr Library Report Number: Sanborn Map of 1936

Project Staff/Notes:

No Data

Project Bibliographic Information:

No Data

Bibliographic Information**Bibliography:**

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
Function/Location **Name**
House, 917 Oak Street, South

Property Evaluation Status

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Property Addresses

Current - 917 Oak Street South

County/Independent City(s): Arlington (County)
Incorporated Town(s): Arlington
Zip Code(s): 22204
Magisterial District(s): No Data
Tax Parcel(s): No Data
USGS Quad(s): ALEXANDRIA

Additional Property Information

Architecture Setting: Suburban

Acreage: No Data

Site Description:

January 1997: The grassy front yard is elevated about three feet above the street grade. A concrete patio lies in front of the house, surrounded by planting beds. The yard is enclosed by a chain link fence. There are no secondary resources.

August 2014: No change since the previous survey.

Surveyor Assessment:

January 1997: The house is nearly identical to the others in the area, sharing the same materials, form and detailing. The house is a modest example of the Colonial Revival style. A few features that are consistent with the style include the 6/6 double-hung, wood sash windows throughout, the classically-inspired pedimented door surround and the modest pedimented surround enframing the small window in the gable.

This area, known as Foxcroft Heights, was developed by the Central Building Company between 1935 and 1940 with approximately forty buildings with a similar, modest, 1 1/2-story brick form. The houses were originally occupied by first-time homebuyers who generally worked for the Federal government.

August 2014: Windows have been replaced. No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible

Ownership

| | |
|---------------------------|-------------------------|
| Ownership Category | Ownership Entity |
| Private | No Data |

Primary Resource Information

Resource Category: Domestic
Resource Type: Single Dwelling
NR Resource Type: Building
Historic District Status: Contributing
Date of Construction: Ca 1935
Date Source: Site Visit/Map
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Architecture/Community Planning, Domestic
Other ID Number: No Data
Architectural Style: Colonial Revival
Form: No Data
Number of Stories: 1.5

Condition: Good
Threats to Resource: None Known

Architectural Description:

January 1997: The roof plan consists of a front gable roof with a small gable roof extension at the rear; an awning porch at the front has a shed roof. The facade is three bays wide, with a side passage entrance. The front door is surrounded by fluted pilasters, with bullseye corner blocks and a pedimented entablature.

August 2014: The windows have been replaced. A non-historic storm door is present.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-------------------|----------|--------------------|
| Structural System and Exterior Treatment | Masonry | Brick | Other |
| Windows | Sash, Double-Hung | Wood | 6/6 |
| Porch | 1-story, 2-bay | Metal | Other |
| Windows | Other | Wood | Louvered |
| Roof | Gable | Asphalt | Shingle |
| Foundation | Solid/Continuous | Brick | Other |
| Chimneys | Other | Brick | Cap, Corbeled |

Secondary Resource Information**Historic District Information**

Historic District Name: Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD)
Local Historic District Name: *No Data*
Historic District Significance: Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002).

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: ABL/KAG/SFJ: Tracerries
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*

Survey Date: 1/24/1997
Dhr Library Report Number: Sanborn Map of 1936
Project Staff/Notes:
No Data
Project Bibliographic Information:
No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names****Name Explanation**
Function/Location**Name**
House, 908 Oak Street, South**Property Evaluation Status**

Not Evaluated

Property Addresses

Current - 908 S. Oak Street

County/Independent City(s): Arlington (County)**Incorporated Town(s):** *No Data***Zip Code(s):** *No Data***Magisterial District(s):** *No Data***Tax Parcel(s):** *No Data***USGS Quad(s):** ALEXANDRIA**Additional Property Information****Architecture Setting:** Suburban**Acreage:** *No Data***Site Description:**

The house stands on a grassy level lot enclosed by a chainlink fence. A single mature tree grows in the front yard which is devoid of grass.

A 1960s, gable-roofed, concrete block garage stands at the southwest corner of the lot.

Surveyor Assessment:

This house is nearly identical to the others in the area, sharing the same materials, form and detailing. The house is a modest example of the Colonial Revival style with its 6/6, double-hung wood sash.

This area, known as Foxcroft Heights, was developed by the Central Building Company between 1935 and 1940 with approximately forty buildings with a similar, modest, 1 1/2-story brick form. The houses were originally occupied by first-time homebuyers who generally worked for the Federal government.

Surveyor Recommendation: *No Data***Primary Resource Information****Resource Category:** Domestic**Resource Type:** Single Dwelling**NR Resource Type:** Building**Historic District Status:** *No Data***Date of Construction:** 1935**Date Source:** Site Visit/Map**Historic Time Period:** World War I to World War II (1917 - 1945)**Historic Context(s):** Architecture/Community Planning**Other ID Number:** *No Data***Architectural Style:** Colonial Revival**Form:** *No Data***Number of Stories:** 1.5**Condition:** Good**Threats to Resource:** None Known**Architectural Description:**

The house consists of a 1 1/2-story, front-gable brick building with board-and-batten siding in the gable ends. A 1-story, frame porch extends off the rear. The house is sparingly detailed with simple rowlock sills and a full-width shed-roof front porch.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Foundation | Solid/Continuous | Brick | Other |
| Windows | Sash, Double-Hung | Wood | 6/6 |
| Porch | 1-story, 3-bay | Wood | Other |
| Structural System and Exterior Treatment | Masonry | Brick | Other |
| Chimneys | Other | Brick | Other |
| Roof | Gable | Asphalt | Shingle |
| Windows | Sash, Double-Hung | Metal | 1/1 |

Secondary Resource Information**Secondary Resource #1**

Resource Category: Domestic
Resource Type: Garage
Date of Construction: *No Data*
Date Source: *No Data*
Historic Time Period: *No Data*
Historic Context(s): Architecture/Community Planning
Architectural Style: *No Data*
Form: *No Data*
Condition: *No Data*
Threats to Resource: *No Data*
Architectural Description:
No Data
Number of Stories: *No Data*

Historic District Information

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: *No Data*
Investigator: ABL/KAG/SFJ: Traceries
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 1/24/1997
Dhr Library Report Number: Sanborn Map of 1936
Project Staff/Notes:
No Data

Project Bibliographic Information:

Name: Sanborn Map Company
 DHR CRM Report Number: Sanborn Map of 1936
 Record Type: Map

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

| Name Explanation | Name |
|------------------|----------------------------|
| Historic | Arlington Annex |
| Historic | Federal Office Building #2 |
| Historic | Naval Annex |
| Current | Navy Annex |

Property Evaluation Status

The Primary Resource is no longer extant.

Property Addresses

Current - Columbia Pike
 Current - Interstate 395
 Current - Joyce Street
 Alternate - Route 27
 Current - Southgate Road
 Current - Washington Boulevard

County/Independent City(s): Arlington (County)**Incorporated Town(s):** No Data**Zip Code(s):** No Data**Magisterial District(s):** No Data**Tax Parcel(s):** No Data**USGS Quad(s):** ALEXANDRIA**Additional Property Information****Architecture Setting:** Urban**Acreage:** No Data**Site Description:**

2003: Part of the Naval Annex site, located to the southwest of the Washington D.C. monumental core, and north of Pentagon City in Arlington County. The site is bordered by Interstate 395 to the south, Washington Boulevard (Route 27) and the Pentagon to the east, Southgate Road and the Arlington National Cemetery to the north, and Fort Myer, Henderson Hall and some residences and commercial development to the west.

Sept. 2010: The Air Force Memorial was recently constructed immediately east of the Navy Annex building.

August 2014: No change since the previous survey.

Sept. 2010: none

August 2014: No change since the previous survey.

Property Event Type:

Destroyed

Surveyor Assessment:

2003: Part of the Pentagon Reservation, an office facility operating under the control of the Department of Defense.

Sept. 2010: The Navy Annex is eligible for the National Register under Criterion A for its association with the U.S. military Pentagon complex as it developed in the 1940s.

August 2014: The building is no longer eligible since it has been demolished.

Surveyor Recommendation: Recommended Not Eligible**Ownership**

| Ownership Category | Ownership Entity |
|--------------------|----------------------------|
| Federal Govt | U.S. Department of Defense |

Primary Resource Information**Resource Category:** Commerce/Trade**Resource Type:** Office/Office Building**NR Resource Type:** Building

Historic District Status: *No Data*
Date of Construction: 1941
Date Source: Written Data
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Military/Defense
Other ID Number: *No Data*
Architectural Style: Other
Form: *No Data*
Number of Stories: 4.0
Condition: Demolished
Threats to Resource: Demolition

Architectural Description:

Sept. 2010: A large institutional building, 4 stories tall, built of yellow brick in seven sections. Each section fronts three bays wide on the south end onto Columbia Pike and all sections are connected on the north end by a full length section and by an enclosed hallway running between sections approximately halfway down the length of the section. Each section is topped with a hipped roof. Windows are 8 over 8 sash. This 1941 building is currently in fair condition, and threatened by proposed demolition.

August 2014: The building has been demolished.

June 2013

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-------------------|----------------|--------------------|
| Windows | Sash, Double-Hung | <i>No Data</i> | <i>No Data</i> |
| Structural System and Exterior Treatment | Masonry | Brick | <i>No Data</i> |
| Roof | Hipped | <i>No Data</i> | <i>No Data</i> |

Secondary Resource Information**Historic District Information**

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

The project (2009-1506) was put on hiatus in December 2014. Some data from the August 2014 survey that has been entered for this project in VCRIS has not been edited/vetted by AECOM. Data has been submitted as-is to avoid the loss of data while the project is on hiatus.

Event Type: Destroyed

Project Review File Number: *No Data*
Investigator: *No Data*
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 6/1/2013
Dhr Library Report Number: *No Data*
Project Staff/Notes:
No Data

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2010-2030
Investigator: PS Reed & Associates
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 9/1/2010
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Columbia Pike Multimodal Street Improvements Project

Event Type: DHR Staff: Eligible

DHR ID: 000-3371
Staff Name: DHR Evaluation Committee
Event Date: 2/26/2004
Staff Comment

Project Review -- Sue Smead presenting:
Navy Annex (Part of the Air Force Memorial Project), Arlington Co., DHR File Number 000-3371, DHR Project Review File Number 2003-0190.
The committee concurs with the Department of Defense recommendation of eligibility for this resource.

Bibliographic Information**Bibliography:**

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
Function/Location
Current

Name
Commercial Building, 1499 Columbia Pike
Dama Diner

Property Addresses

Alternate - Oak Street South
Current - 1499 Columbia Pike
Alternate - 1451 Columbia Pike

Property Evaluation Status

DHR Staff: Not Eligible

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

County/Independent City(s): Arlington (County)

Incorporated Town(s): No Data

Zip Code(s): No Data

Magisterial District(s): No Data

Tax Parcel(s): No Data

USGS Quad(s): ALEXANDRIA

Additional Property Information

Architecture Setting: Suburban

Acreage: No Data

Site Description:

Sept. 2010: Located on the north side of Columbia Pike, on the east corner of S. Oak St., the building sits in the middle of a paved lot. There are no secondary resources associated with this property.

August 2014: No changes since the previous survey.

Surveyor Assessment:

Sept. 2010: With the information currently available, this building does not appear to be individually eligible for the National Register under Criterion A, B, or C but might contribute to a potential Foxcroft Heights Historic District.

August 2014: No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible

Ownership

Ownership Category
Private

Ownership Entity
No Data

Primary Resource Information

Resource Category: Commerce/Trade

Resource Type: Restaurant

NR Resource Type: Building

Historic District Status: Non-contributing

Date of Construction: Ca 1945

Date Source: Map

Historic Time Period: World War I to World War II (1917 - 1945)

Historic Context(s): Architecture/Community Planning, Commerce/Trade

Other ID Number: No Data

Architectural Style: No Discernable Style

Form: No Data

Number of Stories: 1.0

Condition: Good

Threats to Resource: None Known

Architectural Description:

Sept. 2010: A frame building three bays wide with a central entrance. The building is longer than it is wide with three large, single-pane windows along the length. It is sheathed overall with aluminum siding. It is flat roofed with a mansard-style overhang covered with channeled metal roofing material.

August 2014: No change since the previous survey.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Structural System and Exterior Treatment | Frame | No Data | No Data |
| Roof | Mansard | Metal | No Data |
| Windows | Fixed | Aluminum | No Data |

Secondary Resource Information**Historic District Information**

| | |
|--|--|
| Historic District Name: | Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD) |
| Local Historic District Name: | No Data |
| Historic District Significance: | Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements. Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002). |

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

| | |
|------------------------------------|---|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | No Data |
| Project Staff/Notes: | Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030). |

Event Type: DHR Staff: Not Eligible

| | |
|----------------------|-------------|
| DHR ID: | 000-4219 |
| Staff Name: | Holma, Marc |
| Event Date: | 4/17/2011 |
| Staff Comment | No Data |

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|-----------|
| Project Review File Number: | 2010-2030 |
|------------------------------------|-----------|

Investigator: PS Reed & Associates

Organization/Company: Unknown (DSS)

Photographic Media: *No Data*

Survey Date: 9/1/2010

Dhr Library Report Number: *No Data*

Project Staff/Notes:

Columbia Pike Multimodal Street Improvements Project

Project Bibliographic Information:

No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
Function/Location
Current

Name
Commercial Building, Columbia Pike
Dama Pastry & Cafe

Property Addresses

Current - Columbia Pike

County/Independent City(s): Arlington (County)

Incorporated Town(s): *No Data*

Zip Code(s): *No Data*

Magisterial District(s): *No Data*

Tax Parcel(s): *No Data*

USGS Quad(s): ALEXANDRIA

Property Evaluation Status

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Additional Property Information

Architecture Setting: Suburban

Acreage: *No Data*

Site Description:

Sept. 2010: Located on the north side of Columbia Pike, on the west corner of S. Oak St., the building sits on a paved lot. There are no known secondary resources.

August 2014: No change since the previous survey.

Surveyor Assessment:

Sept. 2010: With the information currently available, this building does not appear to be individually eligible for the National Register under Criterion A, B, or C but may contribute to a potential Foxcroft Heights Historic District.

August 2014: No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible

Ownership

Ownership Category
Private

Ownership Entity
No Data

Primary Resource Information

Resource Category: Commerce/Trade

Resource Type: Shopping Center

NR Resource Type: Building

Historic District Status: Non-contributing

Date of Construction: Ca 1945

Date Source: Map

Historic Time Period: World War I to World War II (1917 - 1945)

Historic Context(s): Architecture/Community Planning, Commerce/Trade

Other ID Number: *No Data*

Architectural Style: No discernible style

Form: *No Data*

Number of Stories: 1.0

Condition: Good

Threats to Resource: None Known

Architectural Description:

Sept. 2010: This concrete block building consists of three storefronts. The front (south) façade is brick faced with large plate glass windows and an overhanging shed roof covered with imitation terra cotta barrel tiles. The roof is flat with stepped parapets along the east and west sides.

August 2014: No change since the previous survey.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Structural System and Exterior Treatment | Frame | Brick | American/Common Bond |
| Roof | Flat | Unknown | <i>No Data</i> |
| Chimneys | Exterior End | Brick | Strecher Bond |
| Windows | Storefront | Aluminum | <i>No Data</i> |

Secondary Resource Information**Historic District Information**

| | |
|--|--|
| Historic District Name: | Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD) |
| Local Historic District Name: | <i>No Data</i> |
| Historic District Significance: | Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements. Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002). |

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

| | |
|------------------------------------|---|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | <i>No Data</i> |
| Project Staff/Notes: | Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030). |

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|--|
| Project Review File Number: | 2010-2030 |
| Investigator: | PS Reed & Associates |
| Organization/Company: | Unknown (DSS) |
| Photographic Media: | <i>No Data</i> |
| Survey Date: | 9/1/2010 |
| Dhr Library Report Number: | <i>No Data</i> |
| Project Staff/Notes: | Columbia Pike Multimodal Street Improvements Project |

Project Bibliographic Information:

No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
Function/Location
Current
Name
Commercial Building, Columbia Pike
A-One Auto Clinic

Property Evaluation Status

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Property Addresses

Current - Columbia Pike

County/Independent City(s): Arlington (County)**Incorporated Town(s):** No Data**Zip Code(s):** No Data**Magisterial District(s):** No Data**Tax Parcel(s):** No Data**USGS Quad(s):** ALEXANDRIA**Additional Property Information****Architecture Setting:** Suburban**Acreage:** No Data**Site Description:**

Sept. 2010: Located on the north side of Columbia Pike, on the northeast corner of S. Ode St., the building sits on a concrete paved lot. Gas pumps were previously removed from the property. There are no known secondary resources.

August 2014: No change since the previous survey.

Surveyor Assessment:

Sept. 2010: With the information currently available, this building does not appear to be individually eligible for the National Register under Criterion A, B, or C but may contribute to a potential Foxcroft Heights Historic District.

August 2014: No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible**Ownership**

| | |
|---------------------------|-------------------------|
| Ownership Category | Ownership Entity |
| Private | No Data |

Primary Resource Information**Resource Category:** Commerce/Trade**Resource Type:** Service Station**NR Resource Type:** Building**Historic District Status:** Non-contributing**Date of Construction:** Ca 1945**Date Source:** Map**Historic Time Period:** World War I to World War II (1917 - 1945)**Historic Context(s):** Architecture/Community Planning, Commerce/Trade**Other ID Number:** No Data**Architectural Style:** No Discernable Style**Form:** No Data**Number of Stories:** 1.0**Condition:** Good**Threats to Resource:** None Known

Architectural Description:

Sept. 2010: This is a concrete block gas and service station with three service bays and a semi hexagonal office space with plate glass windows. There are two entrances on the west elevation, probably for restrooms. The typical 1940s form of the building is unchanged but vinyl siding has been applied to the front and sides from the roof edge down to tops of the doors and windows. There is a steel post-on-concrete base sign in the middle of the lot.

August 2014: No change since the previous survey.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Structural System and Exterior Treatment | Frame | Concrete | Block |
| Foundation | Solid/Continuous | Concrete | No Data |
| Windows | Fixed | Aluminum | No Data |
| Roof | Flat | Unknown | No Data |

Secondary Resource Information**Historic District Information**

| | |
|--|--|
| Historic District Name: | Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD) |
| Local Historic District Name: | No Data |
| Historic District Significance: | Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002). |

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

| | |
|------------------------------------|-----------------|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | No Data |
| Project Staff/Notes: | |

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|----------------------|
| Project Review File Number: | 2010-2030 |
| Investigator: | PS Reed & Associates |
| Organization/Company: | Unknown (DSS) |
| Photographic Media: | No Data |
| Survey Date: | 9/1/2010 |
| Dhr Library Report Number: | No Data |
| Project Staff/Notes: | |

Columbia Pike Multimodal Street Improvements Project

Project Bibliographic Information:

No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation Function/Location **Name** House, 916 Oak St., South

Property Addresses

Current - 916 Oak Street South

County/Independent City(s): Arlington (County)**Incorporated Town(s):** *No Data***Zip Code(s):** *No Data***Magisterial District(s):** *No Data***Tax Parcel(s):** *No Data***USGS Quad(s):** ALEXANDRIA**Property Evaluation Status**

Not Evaluated

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

Additional Property Information**Architecture Setting:** Suburban**Acreage:** *No Data***Site Description:**

Sept. 2010: Located on the west side of S. Oak St. in the Foxcroft Heights neighborhood, the house sits on a small grassy lot with a concrete driveway. The side and back yards are enclosed with a wooden fence. There are no known secondary resources associated with this property.

August 2014: There is a chain link fence along the north side of the front yard.

Surveyor Assessment:

Sept. 2010: With the information currently available, this building does not appear to be individually eligible for the National Register under Criterion A, B, or C but would contribute to a potential Foxcroft Heights Historic District.

August 2014: No change to individual eligibility evaluation since the previous survey. The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012. Therefore, this property does not contribute to a historic district.

Surveyor Recommendation: Recommended Not Eligible**Ownership**

| | |
|---------------------------|-------------------------|
| Ownership Category | Ownership Entity |
| Private | <i>No Data</i> |

Primary Resource Information

Resource Category: Domestic
Resource Type: Single Dwelling
NR Resource Type: Building
Historic District Status: Contributing
Date of Construction: 1935
Date Source: Map
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Architecture/Community Planning, Domestic
Other ID Number: *No Data*
Architectural Style: Colonial Revival
Form: *No Data*
Number of Stories: 1.5
Condition: Good
Threats to Resource: None Known

Architectural Description:

Sept. 2010: This gable front three bay house is frame with brick veneer. The front gable peak is sheathed with aluminum siding. The entrance is located in the southern-most bay; the central bay is a paired window. Windows overall are 1/1 sash. There is a single brick corbelled chimney at the west end of the house. The roof is covered with asphalt shingles.

August 2014: Window sashes may have been replaced; they do not appear to be historic wood windows.

Exterior Components

| Component | Component Type | Material | Material Treatment |
|--|-----------------------|-----------------|---------------------------|
| Structural System and Exterior Treatment | Frame | Unknown | Bond, Stretcher |
| Windows | Sash, Double-Hung | Wood | 1/1 |
| Roof | Gable, Front | Asphalt | Shingle |
| Chimneys | Interior End | Brick | Corbeled |

Secondary Resource Information**Historic District Information**

| | |
|--|--|
| Historic District Name: | Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD) |
| Local Historic District Name: | <i>No Data</i> |
| Historic District Significance: | Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002). |

CRM Events**Event Type: Survey:Phase I/Reconnaissance**

| | |
|------------------------------------|---|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | <i>No Data</i> |
| Project Staff/Notes: | Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030). |

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|--|
| Project Review File Number: | 2010-2030 |
| Investigator: | PS Reed & Associates |
| Organization/Company: | Unknown (DSS) |
| Photographic Media: | <i>No Data</i> |
| Survey Date: | 9/1/2010 |
| Dhr Library Report Number: | <i>No Data</i> |
| Project Staff/Notes: | Columbia Pike Multimodal Street Improvements Project |

Project Bibliographic Information:

No Data

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names**

| | |
|-------------------------|------------------------------------|
| Name Explanation | Name |
| Historic/Current | Foxcroft Heights Historic District |

Property Addresses

Current - Columbia Pike
 Alternate - Oak Street South
 Alternate - Ode Street South
 Alternate - Orme Street South

Property Evaluation Status

DHR Staff: Not Eligible

This Property is associated with the Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD).

County/Independent City(s): Arlington (County)

Incorporated Town(s): Arlington

Zip Code(s): 22204, 22211

Magisterial District(s): No Data

Tax Parcel(s): No Data

USGS Quad(s): ALEXANDRIA

Additional Property Information

Architecture Setting: Suburban

Acreage: 12.16

Site Description:

2012 PIF: Foxcroft Heights is located to the southwest of the Pentagon and to the southeast of Arlington Cemetery. Columbia Pike forms the southern boundary of the neighborhood. The rear parcel lines of those properties fronting on the east side of South Oak Street form the eastern limits. South Southgate Road extends east-west and creates the northern boundary in this area, exclusive of two non-historic apartment buildings. South Orme Street is the western boundary. The west sides of the 700 and 800 blocks of South Orme Street, bound by a gravel alley, are included. A commercial section is located along Columbia Pike in the southeast corner of the neighborhood. Concrete sidewalks flank stone retaining walls along South Orme and South Ode streets. Chain-link metal fences enclose most of the properties. Large trees shade most of the buildings, which are set on lots that are primarily level. Gravel alleys provide access to the rears of the row houses in the western half of the neighborhood.

2012 PIF Boundary Description and Justification: Foxcroft Heights is located in the northeastern portion of Arlington County. The northern edge of the neighborhood is formed by the southern boundary lines of those properties fronting South Southgate Road extending east from South Orme Street to South Oak Street. The boundary then turns south, following the rear property lines of those buildings fronting the east side of South Oak Street. Columbia Pike forms the southern boundary of Foxcroft Heights. Excluded are the vacant lots fronting Columbia Pike between South Ode Street and South Orme Street. Turning north at South Orme Street, the boundary only includes those buildings located on the odd side of the 900 block. Finally, the boundary extends west down a gravel alley to a chain-link security fence extending north to South Southgate Road.

Foxcroft Heights is composed of four subdivisions that were developed between 1935 and 1940 and, thus, reads as a cohesive residential neighborhood flanked by Henderson Hall, Arlington Cemetery, and the Pentagon. The commercial development on the north side of Columbia Pike has been included in the boundaries because it was an original design aspect of the neighborhood. High-density residential construction, located south of South Southgate Road between South Oak Street and South Orme Street, has been excluded because it is non-historic development and does not relate to the historic context.

August 2014: No changes to the general district since the previous survey. The Navy Annex, east of Foxcroft Heights, was demolished in 2013.

Surveyor Assessment:

2012 PIF: Foxcroft Heights Historic District is significant as a pre-World War II development with distinct variety of housing forms, including the first example of row house construction in Arlington County. The neighborhood's development pattern reveals how local developers sought to maximize profits by increasing density in the years immediately leading up to the war, when need far outweighed available housing. The economies of the row house and semi-attached twin dwellings coupled with FHA financing proved successful for the government employees purchasing homes in Foxcroft Heights. Started in 1935 by Foxcroft, Inc., Foxcroft Heights began as a development of affordable freestanding single-family housing tailored to the suburban middle class. It was ideally situated within close proximity to downtown Washington, D.C., on the ever-improving Columbia Pike, thus making it an attractive neighborhood for commuters. In 1936, upon completion of its initial phase of freestanding single-family dwellings, Foxcroft, Inc. began offering the first row houses in Arlington County. Designed in the Tudor Revival style, the attached houses lent the suburban neighborhood an urban presence while simultaneously providing valuable housing stock with an increased density. In 1938, Boulevard Properties, Inc. took over development of Foxcroft Heights and continued with the construction of row houses. Additionally, the new development company constructed a shopping center along Columbia Pike, making good on the original developer's promise to provide the residents of Foxcroft Heights with commercial services. By 1940, the company had completed development of the neighborhood with the addition of 13 semi-attached twin dwellings, the introduction of which followed the 1938 ban on row houses in Arlington. As a result of this ban, Foxcroft Heights is one of just three neighborhoods in Arlington County developed with row houses (Monroe Courts, 1938 and Glebewood Village, 1937-1938.). Although sections of Foxcroft Heights stand out because the row house development, its collection of Tudor Revival and Colonial Revival architecture blend to form a cohesive neighborhood in northeast Arlington County. The neighborhood, located on land once a part of Arlington House and near the site of Freedmen's Village, is situated on one of the highest points in Arlington County, affording it a commanding view of our nation's capital.

Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002).

See PIF for additional historical background.

2012 Rating Sheet comment, NRPO Joanie Evans: This district is distinctive for having the first row houses in Arlington County built in the Tudor Revival style, and they are the only row houses that have this style in the county.

August 2014: The DHR Evaluation Committee determined that the Foxcroft Heights Historic District was not eligible for the National Register on March 29, 2012.

Surveyor Recommendation: Recommended Not Eligible

Ownership

| Ownership Category | Ownership Entity |
|--------------------|------------------|
| Private | No Data |

Primary Resource Information

| | |
|----------------------------------|---|
| Resource Category: | Other |
| Resource Type: | Historic District |
| NR Resource Type: | District |
| Historic District Status: | Contributing |
| Date of Construction: | Ca 1935 |
| Date Source: | Written Data |
| Historic Time Period: | World War I to World War II (1917 - 1945) |
| Historic Context(s): | Architecture/Community Planning, Domestic |
| Other ID Number: | No Data |
| Architectural Style: | Colonial Revival |
| Form: | No Data |
| Number of Stories: | No Data |
| Condition: | Good |
| Threats to Resource: | Development |

Architectural Description:

2012 PIF: Foxcroft Heights is a small residential neighborhood comprised primarily of freestanding single-family dwellings, semi-attached twin dwellings, and row houses located in northeast Arlington County. It is hemmed in by the Navy Annex (FOB 2) and Air Force Memorial, Arlington Cemetery, the U.S. Marine Corps Headquarters (Henderson Hall), Virginia Department of Transportation Facilities, and Foxcroft Heights Park. The neighborhood, located on land once a part of Arlington House and near the site of Freedmen's Village, is situated on one of the highest points of Arlington County, affording it a commanding view of our nation's capital. Foxcroft Heights is a cohesive amalgamation of four small subdivisions laid out between 1935 and 1940. The earliest buildings are the freestanding single-family dwellings constructed in 1935 and, in a significant departure from county norms, four blocks of row houses built the following year. Twin dwellings were introduced to the neighborhood starting in 1939. In keeping with architectural practices found throughout Arlington County, these pre-World War II buildings are predominately masonry construction of brick-veneered concrete blocks. The freestanding single-family dwellings are one to one-and-one-half stories in height and are generally three bays wide. All of the twin dwellings and row houses are two stories in height, with each unit being two bays wide. Freestanding garages, although commonplace in Arlington County, are not typical in Foxcroft Heights. Instead, secondary resources are limited primarily to sheds. The neighborhood is supported by a shopping center, gas station, and restaurant, which are located along Columbia Pike.

By 1940, Foxcroft Heights was fully developed with 32 freestanding single-family dwellings, 13 twin dwellings, and 52 row houses. Three commercial buildings, which stand one story in height, were constructed along Columbia Pike between 1938 and 1940. In 1973, six twin dwellings were razed for the construction of the high-rise hotel presently located at 900 South Orme Street, along the eastern edge of the neighborhood. This building is not being considered for inclusion in the Foxcroft Heights Historic District. There are no resources constructed after 1940 located in the proposed Historic District.

The neighborhood of Foxcroft Heights has a collection of domestic housing forms unlike any other in Arlington County. Within its small confines are three distinct housing types: freestanding single-family, semi-attached twin, and row house. The presence of the three forms showcases a rapid change in the development scheme of the neighborhood. Built first, all of the freestanding single-family dwellings are located in the southeast quadrant. Row houses are located on the northern ends of all three north-south streets. The semi-attached twin dwellings, situated only on South Orme Street, dominate the southwest corner of the neighborhood, flanking the row houses. This pattern of increasing density over the span of the five years when the neighborhood was under construction (1935-1940) was a response to the high demand for affordable housing. However, the introduction of the urban row house form to suburban Arlington County, while popular with home buyers, created a backlash that eventually led to the banning of row house construction in the county. At the time the Foxcroft Heights neighborhood

was developed with three types of housing, the norms for contemporary Arlington developments were freestanding single-family housing or, alternatively, garden apartment complexes, overwhelmingly designed in the Colonial Revival style. Although innovative in the types of housing constructed, Foxcroft Heights exhibits a restricted collection of architectural styles limited to the Colonial Revival and the Tudor Revival. Further, architectural forms are limited to the rectangular plan stretching lengthwise along the street like a Cape Cod, or turned with its shorter elevation to the street like a bungalow. Notably, there is limited intermixing throughout the neighborhood.

See PIF for much additional detail.

August 2014: No changes regarding the overall district since the prior survey. The Navy Annex, adjacent to the eastern edge of the district, was demolished in 2013.

Secondary Resource Information

Historic District Information

| | |
|--|--|
| Historic District Name: | Foxcroft Heights Historic District (Historic Residential Suburbs in the United States, 1830-1960 MPD) |
| Local Historic District Name: | <i>No Data</i> |
| Historic District Significance: | Foxcroft Heights meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development with a period of significance that extends from 1935 to 1940. These dates encompass the construction and development of four subdivisions by Foxcroft, Inc. and Boulevard Properties, Inc. An example of an operative builder neighborhood reflecting pre-World War II housing demands and requirements, Foxcroft Heights consists of a group of freestanding single-family dwellings, distinct row house variations, semi-attached twin dwellings, and dedicated commercial buildings. In all, there are 91 contributing primary resources and two non-contributing primary resources. Foxcroft Heights retains high levels of integrity of design, setting, feeling, and association that are not seen in other parts of Arlington County. Foxcroft Heights is being nominated under the Multiple Property Nomination, Historic Residential Suburbs in the United States, 1830-1960 (National Park Service, 2002). |

CRM Events

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|-----------------|
| Project Review File Number: | 2009-1506 |
| Investigator: | Johnette Davies |
| Organization/Company: | AECOM |
| Photographic Media: | Digital |
| Survey Date: | 8/4/2014 |
| Dhr Library Report Number: | <i>No Data</i> |
| Project Staff/Notes: | |

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

Event Type: NRHP Nomination

| | |
|----------------------|-----------------------|
| DHR ID: | 000-4620 |
| Staff Name: | Trieschmann, Laura V. |
| Event Date: | 10/2/2012 |
| Staff Comment | |

EHT Traceries, Inc.
[Draft nomination submitted for file. The neighborhood opposes designation, and the district was determined to be not eligible earlier this year.]

Event Type: DHR Staff: Not Eligible

| | |
|--------------------|--------------------------|
| DHR ID: | 000-4620 |
| Staff Name: | DHR Evaluation Committee |
| Event Date: | 3/29/2012 |

Staff Comment

The Foxcroft Heights Historic District was evaluated at the local level of significance under Criterion A (Community Planning and Development) and Criterion C (Architecture) with a period of significance of 1935-1940. The buildings have retained their forms and much of their original materials with few additions to the dwellings. The evaluation team, however, found that the proposed historic district does not meet National Register eligibility under Criterion A or C. The proposed district does not convey its association with significant historic events or patterns of development (Criterion A) due to its eclectic range of resource types and architectural styles and its non-cohesive streetscapes, which are of such variegated condition that they do not effectively convey its historic association with two "operative builders" nor with use of a community development plan or covenants. Similarly, the proposed district was found not to embody distinct characteristics of a type, period, or method of construction, to represent the work of a master, to possess high artistic values, or to represent a significant and distinguishable entity (Criterion C). Although the proposed district includes the first known collection of row houses in Arlington County, and the only such buildings in the Tudor Revival style, these buildings alone do not rise to a level of significance needed for listing under Criterion C. The remainder of the proposed district consists of single and twin dwellings, as well as some commercial buildings, which are too differentiated from one another to create a cohesive and distinguishable entity as is necessary for a historic district. The evaluation team recommended that the Foxcroft Heights Historic District not proceed to listing with 28 points.

Event Type: PIF**Project Review File Number:***No Data***Investigator:**

EHT Traceries, Inc.

Organization/Company:

Unknown (DSS)

Photographic Media:*No Data***Survey Date:**

2/14/2012

Dhr Library Report Number:*No Data***Project Staff/Notes:**

Laura V. Trieschmann and Paul Weishar

"The Foxcroft Heights Civic Association and the Arlington County Department of Community Planning, Housing and Development are interested in pursuing National Register designation for Foxcroft Heights as a historic district and state rehabilitation tax credits for individual property owners."

Bibliographic Information**Bibliography:**

No Data

Property Notes:

No Data

Property Information**Property Names**

Name Explanation
Current Name
Function/Location

Name
Air Force Memorial
Monument, 1 Air Force Memorial Drive

Property Evaluation Status

DHR Staff: Potentially Eligible

This Property is associated with the Air Force Memorial.

Property Addresses

Current - 1 Air Force Memorial Drive

County/Independent City(s): Arlington (County)**Incorporated Town(s):** Arlington**Zip Code(s):** 22204**Magisterial District(s):** *No Data***Tax Parcel(s):** 34014001**USGS Quad(s):** ALEXANDRIA**Additional Property Information****Architecture Setting:** Urban**Acreage:** 3**Site Description:**

October 2018: The Air Force Memorial is located on a three-acre site formerly occupied by the Navy Annex, in Arlington County, Virginia, with the street address of 1 Air Force Memorial Drive, Arlington, VA 22204. The memorial is situated on an open landscape, bordered by Southgate Road on the north and Columbia Pike (VA Route 244) on the east and south. The Foxcroft Heights residential neighborhood lies to the west. The memorial is situated adjacent to and just south of Arlington National Cemetery. It is on high ground, at the summit of a hill, overlooking the Pentagon, Potomac River, and Washington, DC.

The memorial consists of several elements, including an entrance driveway, Air Force Memorial Drive, which enters from Columbia Pike and culminates with a landscaped circle at its north terminus. Visitor parking is available along the drive. Granite walkways lead from the Air Force Memorial Drive diagonally to meet and make an apex at the base of a triangular projection which contains the focal point of the memorial. While the triangle points to the east, parallel walkways and a parade ground run north-south, terminating with a memorial wall at each end.

The landmark feature of the memorial is the cluster of three towering, curved stainless steel and concrete spires set on a triangular promontory that overlooks the city of Washington. The triangular base for the spires points to the east. Passing to the west of it are granite walkways that run north-south. At the north end of the walks is an inscription wall, matched by a similar wall at the south terminus of the walkways. Just south of the north inscription wall is a free standing clear glass "contemplation wall." Just north of the south inscription wall stands an eight-foot tall bronze sculpture depicting an Air Force Honor Guard. In addition to these elements there is a discretely placed administration building, located behind the north memorial wall. A low, flat-roofed building, it is barely visible from the main memorial viewing area but contains offices and restrooms.

At the entrance to Air Force Memorial Drive is a small gate keeper's guard house. Other features include stainless steel bollards as security devices. The grounds are landscaped with a combination of deciduous and evergreen trees, part of the original design of the memorial. Most of the trees are concentrated on the western side of the memorial.

Surveyor Assessment:

October 2018: The Air Force Memorial (AFM) constitutes a historic property consisting of the entire three-acre parcel. Included within the property are buildings, structures and objects that are part of the designed memorial landscape. All of these components constitute the original design created by architect James Freed and constructed in 2006. The components are all considered to be contributing to the significance of the historic property. The Memorial appears as built and therefore retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. It is significant under National Register of Historic Places Criterion C for its architectural expression, representing the work of a master and possessing high artistic values. It is singular, as the only U.S. Air Force Memorial. Having been designed and constructed so recently, the AFM also meets National Register Criteria Consideration G for properties less than 50 years old, which are of exceptional importance.

The AFM's exceptional significance stems from its evocative design which depicts flight, while also commemorating Air Force Medal of Honor recipients and the ideals of the Air Force. Most notable are the three soaring stainless-steel spires rising high above the landscape and visible from miles distant. The three spires capture the essence of the Air Force Thunderbird bomb blast maneuver in a very masterful way. The exceptional visual character of the memorial symbolizes the spirit of the United States Air Force and exhibits the high artistic values that architect James Freed articulated with this memorial. It was his last work. He died in December of 2005, shortly before the AFM was completed. The Memorial is considered one of his major works, along with the Jacob K. Javits Convention Center in New York City and the San Francisco Main Public Library. In Washington DC, his buildings include the Ronald Reagan Building and International Trade Center, and the United States Holocaust Memorial Museum.

Because the auxiliary structural, transportation, and landscaping elements are included in the original (circa 2004) design plans for the AFM commemorative space, these elements contribute to the significance of the historic property. While Criteria Consideration F designates a property that is "primarily commemorative in intent," the AFM is exceptionally significant, because of its outstanding artistic merit and because it is the only property that commemorates Air Force contributions and memorializes their sacrifices.

| | |
|--|---|
| Surveyor Recommendation: | Recommended Eligible |
| Ownership | |
| Ownership Category Federal Govt | Ownership Entity Air Force |
| Associate | |
| Property Associate Name James Ingo Freed | Property Associate Role Architect |

Primary Resource Information

| | |
|----------------------------------|--------------------------------|
| Resource Category: | Social/Recreational |
| Resource Type: | Monument/Marker |
| NR Resource Type: | Object |
| Historic District Status: | <i>No Data</i> |
| Date of Construction: | 2006 |
| Date Source: | Written Data |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Military/Defense |
| Other ID Number: | <i>No Data</i> |
| Architectural Style: | Post Modern |
| Form: | <i>No Data</i> |
| Number of Stories: | <i>No Data</i> |
| Condition: | Excellent |
| Threats to Resource: | None Known |

Architectural Description:

October 2018: The Air Force Memorial (AFM) serves as a commemoration to active-duty service members in the United States Air Force (USAF) and to the approximately 54,000 airmen killed in combat in service to the USAF and its predecessor organizations. The memorial was initially intended as a multi-component commemorative site and, as a result, actively incorporates other sculptural and design elements that are equally important to the use and implementation of the total site as an inclusive monumental and interpretive space.

The Air Force Memorial Foundation was first granted a 501(c)(3) nonprofit status in August 1992 and began surveying applicable sites for the memorial early in 1994. The Foundation chose the Arlington Ridge site in September 1994; three years later, in 1997, a bill was introduced to forestall the placement of any commemorative monument within sight of the Marine Corps' Iwo Jima monument at Arlington Ridge.

Architectural firm Pei Cobb Freed & Partners presented the first design for the AFM in 1996. Concerns that the AFM would disrupt the viewshed of downtown Washington from the Iwo Jima Memorial prompted a drawn-out, litigious process that eventually denied the Air Force Memorial Foundation the desired location at Arlington Ridge. The current location of the AFM at the former site of the Navy Annex/Federal Office Building 2 (FOB 2) was first proposed in 1998 and accepted in late 2001. Pei Cobb Freed & Partners were accepted again in 2002 to design the AFM at the new site. The easternmost wing associated with the Navy Annex/FOB 2, Wing 8, was demolished between August 2004 and April 2005. The formal groundbreaking for the AFM took place on September 15, 2004. The memorial space was completed over the course of the following two years. Dedicated on October 14, 2006, the AFM represents the culmination of a controversial struggle between the Air Force and other branches of the United States military to provide and preserve the organization's own memorialized space. Until its dedication, the Air Force was the only branch in the United States armed services without any memorial in the Washington area commemorating its service to the country.

Renowned architect James Ingo Freed conceived the primary design of the memorial's structure and space. Freed is closely associated with the first-generation postmodern group of architects known as the Chicago Seven, a group formed in the 1970s in response to what they perceived to be an over-emphasis on modern industrial materials, minimal framework, and straightforward, functional design. Freed did much of his earliest work in New York, but by the 1990s, he had buildings in Minneapolis, Washington, San Francisco, Stanford, and Los Angeles. The AFM was Freed's last design before he passed away from Parkinson's Disease, and it was still under construction at the time of his death in 2005. It was also his only work in Virginia, and the only discrete memorial that he designed.

The Centex Construction Company was selected as the general contractor for construction services for the monument. The Mid-Atlantic division of Centex oversaw the construction of the AFM, including the work to prepare the site, the construction of the Parade Ground and the Chamber of Contemplation, the construction, assembly, and erection the spires and inscription walls, and the excavation of Air Force Memorial Drive.

The memorial consists of several elements, including an entrance driveway, Air Force Memorial Drive, which enters from Columbia Pike and culminates with a landscaped circle at its north terminus. Visitor parking is available along the drive. Granite walkways lead from the Air Force Memorial Drive diagonally to meet and make an apex at the base of a triangular projection which contains the focal point of the memorial. While the triangle points to the east, parallel walkways and a parade ground run north-south, terminating with a memorial wall at each end. The system of parallel and intersecting diagonal walkways looks from above like airport runways.

The central feature of the memorial is the cluster of three towering, curved stainless steel and concrete spires set on a triangular promontory that overlooks the city of Washington. Each spire is set into an angle of the triangle and arches outward from the base. In the center of the triangle is the Air Force Star insignia embedded into the granite slab floor. Each spire is constructed of three-fourths-inch plate stainless steel over a reinforced concrete core. The spires are asymmetrical, each a different height, 201, 231, and 270 feet tall. The curving spires evoke the image of contrails left when the precision United States Air Force Thunderbird Demonstration Team performs the "bomb burst" maneuver. In addition, the spires represent the three core values of the Air Force - integrity first, service before self, and excellence in all that is done. They also suggest

the Air Force's Total Force—active, guard, and reserve. The spires are considered to be unique in the incorporation of a wind-dampening technique: a series of 13 total steel boxes is situated within the spires to keep the monument's swaying within tolerable limits.

Centex subcontracted Mariani Metal Fabricators, located in Toronto, to fabricate the stainless-steel spires, and the Cianbro Corporation of Baltimore, Maryland to erect the spires. Ove Arup & Partners designed the "ball-in-box" damping mechanism placed within the spires. The Cianbro Corporation was recognized in 2006 with a craftsmanship award from the Washington Building Congress for cast-in-place concrete work.

The triangular base for the spires points to the east. The expansive view offered from the eastern edge of the Promontory is an important aspect of the commemorative experience at the AFM. The unobstructed view of the nation's capital was considered important to the overall effect of visitors to the site.

Passing to the west of the Promontory are granite walkways that run north-south. This Parade Ground is an integral part of the commemorative design and effective implementation of the AFM. The functionality and immersive utilization of space at the AFM is evident in the design of the Parade Ground, which serves as both a commemorative avenue, with focal points on its northern and southern ends, bordered by black granite walls replete with quotes and names of honored airmen demonstrating the innate values considered inherently important to the Air Force, as well as a staging ground.

At the north end of the walks is an inscription wall, matched by a similar wall at the south terminus of the walkways. Each of these inscription walls is 56 feet long, ten feet high, and one foot thick, constructed of polished black and jet mist granite. The north wall records the names of Air Force recipients of the Medal of Honor. Just south of the north inscription wall is a free standing clear glass "contemplation wall" made of five layers of glass that have been laminated. The wall is nine feet wide and ten feet tall and is engraved with an image of the missing man F-16 fighter jet formation.

At the opposite end of the memorial, the south inscription wall lists inspirational quotations regarding the Air Force core values. Just north of the wall stands an eight-foot tall bronze sculpture, the work of sculptor Zenos Frudakis. The sculpture depicts an Air Force Honor Guard, with four freestanding figures that also represent the diversity of the people who are the United States Air Force.

Landscaping features were carefully laid out in Freed's original vision; deciduous and evergreen trees were planned to align along the west side of the complex to intensify the memorial experience. The intended landscaping was included in architectural construction plans, which consisted of grading and planting new trees, as well as removing some preexisting trees. Most notably, trees enclose three sides the Chamber of Contemplation at the north end of the Parade Ground, obstructing views of Washington to the east and the access drive to the west (a translucent glass wall forms the southern enclosing element). The landscape architecture elements were provided by David Rubin, who was the Principal-in-Charge for the OLIN Studio of Philadelphia, Pennsylvania, and incorporated into Freed's original design plan dated December 2004.

Rubin intended for his design to enhance the emotional experience through procession – from the parking lot toward the parade grounds, and eventually to the spire overlooking Washington's Monumental Core. The composition of elements in the landscape assisted in framing the visual and auditory experience at the memorial. As visitors approach the inner sanctum of the designed memorial experience, they are greeted by tulip poplars, the straightest trunks in nature, which are intended to be reflective of the temple columns seen in sacred spaces. The deliberate selection and spacing of various tree species is present in both Rubin's studious approach to the experience of visitors to the AFM as well as the design implements included in the circa 2004 construction plans. These plans give the exact number, distribution, and spacing of tree by species.

David Rubin was also responsible for the design of the parking lot, which was necessary to make the memorial handicapped- and elderly-accessible. The strategic choice was made to carve the sloping land away, leaving a retaining wall to the west to keep all of these elements together and not disrupt the procession.

At the entrance to Air Force Memorial Drive is a small gate keeper's guard house. Other features include stainless steel bollards as security devices. The guard house situated at the entrance to the monument was incorporated into the design at the behest of the U.S. Air Force in order to close off the entrance and provide privacy for events and to allow for security checks at all times. Air Force Memorial Drive, its attendant parking area, the guard house, and the administrative/service building all appear in the design plans from circa 2004 (and last revised in 2006). These plans include elevations and layout designs for the guard house as well as Air Force Memorial Drive and a reserved space for 18 parking spots along the west side of the thoroughfare, in addition to the administrative/service building. Wells and Associates, LLC is listed as a traffic consultant in the same plans.

The AFM has received an array of architectural awards, including the Gill Rob Wilson Award from the Air Force Association in 2006, the Award of Excellence from the American Concrete Institute in 2007, the Certificate of Merit for Excellence in Construction from the Associated Builders and Contractors: Metropolitan Washington and Virginia Chapters in 2007, and the Lumen Award of Merit by the Illuminating Engineering Society of North America in 2008.

Secondary Resource Information

Secondary Resource #1

| | |
|------------------------------|--------------------------------|
| Resource Category: | Defense |
| Resource Type: | Gatehouse/Guard House |
| Date of Construction: | 2006 |
| Date Source: | Written Data |
| Historic Time Period: | Post Cold War (1992 - Present) |
| Historic Context(s): | Military/Defense |
| Architectural Style: | No discernible style |
| Form: | Square |
| Condition: | Excellent |

Threats to Resource: None Known**Architectural Description:**

October 2018: The guard house is a one-story, square, flat roofed building clad in metal panels. The entrance, consisting of a windowed metal door, faces onto Air Force Memorial Drive and is framed by rectangular plate glass windows. Plate glass windows span the width of the guardhouse's north and south elevations.

Number of Stories: 1**Secondary Resource #2****Resource Category:** Education**Resource Type:** Administration Bldg.**Date of Construction:** 2006**Date Source:** Site Visit**Historic Time Period:** Post Cold War (1992 - Present)**Historic Context(s):** Military/Defense**Architectural Style:** Post Modern**Form:** Rectangular**Condition:** Excellent**Threats to Resource:** None Known**Architectural Description:**

October 2018: The administration building is a one story, flat roofed, rectangular building clad in black granite panels. Polished panels bearing names and quotes of honored airmen adorn the south and west elevations. The north elevation is divided into three bays by two recessed metal doorways, which lead to park offices. The central bay contains two metal doors providing access to the park restrooms.

Number of Stories: 1**Historic District Information****Historic District Name:** Air Force Memorial**Local Historic District Name:** No Data

Historic District Significance: The Air Force Memorial (AFM) constitutes a small historic district consisting of the entire three-acre property. Included within the property are buildings, structures and objects that are part of the designed memorial landscape. All of these components constitute the original design created by architect James Freed and constructed in 2006. The components are all considered to be contributing to the significance of the historic district. The Memorial appears as built and therefore retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. It is significant under National Register of Historic Places Criterion C for its architectural expression, representing the work of a master and possessing high artistic values. It is singular, as is the only U.S. Air Force Memorial. Having been designed and constructed so recently, the AFM also meets National Register Criteria Consideration G for properties less than 50 years old, which are of exceptional importance.

The AFM's exceptional significance stems from its evocative design which depicts flight, while also commemorating Air Force Medal of Honor recipients and the ideals of the Air Force. Most notable are the three soaring stainless-steel spires rising high above the landscape and are visible from miles distant. The three spires capture the essence of the Air Force Thunderbird bomb blast maneuver in a very masterful way. The exceptional visual character of the memorial symbolizes the spirit of the United States Air Force and exhibits the high artistic values that architect James Freed articulated with this memorial. It was his last work. He died in December of 2005, shortly before the AFM was completed. The Memorial is considered one of his major works, along with the Jacob K. Javits Convention Center in New York City and the San Francisco Main Public Library. In Washington D.C., his buildings include the Ronald Reagan Building and International Trade Center, and the United States Holocaust Memorial Museum.

CRM Events**Event Type: DHR Staff: Potentially Eligible****DHR ID:** 000-9821**Staff Name:** Marc Holma**Event Date:** 2/11/2019**Staff Comment**

2014-1094

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: Robert Wanner
Organization/Company: EAC/Archaeology
Photographic Media: Digital
Survey Date: 10/15/2018
Dhr Library Report Number: *No Data*
Project Staff/Notes:
Paula Reed
Surveyor's NR Criteria Recommendations: C - Distinctive Characteristics of Architecture/Construction
Surveyor's NR Criteria Consideration Recommendations: G - Significance of less than Fifty Years

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data

Property Information**Property Names****Name Explanation**

Historic

Historic

NameWashington and Virginia Railway Company
Washington, Arlington and Falls Church Electric
Railway**Property Evaluation Status**

DHR Staff: Not Eligible

Property Addresses

Current - Electric Avenue and Railroad Street

County/Independent City(s):Alexandria (Ind. City), Arlington
(County), Fairfax (County), Fairfax
(Ind. City), Falls Church (Ind. City)**Incorporated Town(s):**Arlington, Dunn Loring, Idylwood,
Oakton, Tysons Corner, Vienna**Zip Code(s):**22027, 22030, 22043, 22046,
22124, 22180, 22181, 22182,
22201, 22202, 22203, 22205,
22209, 22211, 22213, 22301,
22305, 22314**Magisterial District(s):**

No Data

Tax Parcel(s):

No Data

USGS Quad(s):ALEXANDRIA, FAIRFAX,
FALLS CHURCH, VIENNA,
WASHINGTON WEST**Additional Property Information****Architecture Setting:**

Suburban

Acreage:

No Data

Site Description:

August 2014: The trolley line formerly ran through what is now suburban commercial and residential areas. There are no secondary structures associated with this property in the current project area.

December 2014: The resource is a trolley line formerly ran through Washington, DC, Fairfax County, and the City of the Fairfax. A majority of the rail bed is no longer extant; however, some remnants still exist. The portion of this resource that was revisited for the current survey is located southeast of the I-66 and Chain Bridge Road (Route 123) in the residential neighborhood of Mosby Woods in the City of the Fairfax, Virginia. The remnants of the resource are the wing walls of a bridge that crossed north-south over Accotink Creek.

June 2016: The trolley bed is no longer extant, but some remnants remain within the resource boundaries. The portion of this resource that was revisited for the I-66 Inside the Beltway Eastbound project is located within the I-66 right-of-way.

May 2018: A small portion of this resource was surveyed within this project's APE. There are no extant remnants of this resource within the APE. The footprint of the former trolley line is not visible and is now comprised of parking lots and roads.

January 2019: Resource 029-5470 is the Washington, Arlington and Falls Church Electric Railway, located along Electric Avenue and Railroad Street, Dunn Loring, Fairfax County. The path of 029-5470 runs along a paved, two-lane road adjacent to commercial structures and modern residences. Resource 029-5470 was previously recorded on May 4, 2018 by Sarah Traum at Commonwealth Heritage Group, Alexandria.

Surveyor Assessment:

Start Year: 1904 ca

End Year: 1939 ca

Date Source: Written Data

Type: Historical Event

Notes: The metropolitan area of Washington, D.C., about 21 miles away, began overflowing into Fairfax County in the early 1890s. In 1904, the Washington and Falls Church Electric Railway was extended to Vienna and through Oakton to Fairfax Court House (Sweig 1995:7). Areas closer to Washington became increasingly urban as the popularity of automobile transportation and trucking increased during the nationwide economic reorganization after the 1930s depression.

In 1907, the Industrial and Historical Sketch of Fairfax County, Virginia proclaimed that:

The Commuter is an important factor in the town of Vienna. Over fifty of the five hundred inhabitants of the town are employed in Washington and go back and forth on some one of the steam or electric cars, leaving the town every hour. Vienna is surrounded by a fine farming and fruit growing section, and with her unsurpassed railroad facilities, excellent water and healthy climate, will doubtless rival, if not surpass, many of the thrifty towns on the Bluemont branch of the Southern Railway. (Stuntz 1987:252)

Virginia State Corporation Commission gave permission for the Arlington and Fairfax Auto Rail Co (who own it at the time) to cease operations in August 1939. (Stuntz 1987:255)

August 2014: With the information available, and with no remaining fabric observed in the current project APE, this resource is recommended not eligible for listing in the National Register of Historic Places.

December 2014: This resource was revisited during the I-66 Expansion Tier 2 Environmental Assessment. Due to the nature of our project area, this resource was not surveyed in its entirety. The resource also is demolished and only some remnants still exist. Consequently, Dovetail recommends that the previous recommendation stands.

June 2016: This resource was revisited during the I-66 Inside the Beltway Eastbound project. Due to the nature of the project area, this resource was not surveyed in its entirety. The resource also is demolished and only some remnants still exist. Consequently, Dovetail recommends that the previous December 2014 recommendation still stands (Not Eligible).

May 2018: The portion of this resource within the APE is not recommended eligible for the NRHP as there are no trolley related remnants within the APE. The former trolley line is now comprised of parking lots and roads.

January 2019: In the late nineteenth century, electric-powered interurban railways began to replace the horse-drawn carriage lines that transported people from place to place within the city and from the peripheries of cities to their centers. The Richmond and Danville Railroad had made improvements to its Washington, Ohio & Western line through Fairfax County in the 1880s, which had attracted developers to the area (Alexandria Times 2010; Otten 2018a). As land around the towns of Falls Church, Vienna, and Herndon began to fill in, the need for public transportation to Washington, D.C. increased. In 1904, the Washington and Falls Church Electric Railway extended its trolley line to Vienna and Fairfax. This line crossed Gallows Road and the Project area at Railroad Street/Electric Avenue. The line operated until 1939 (Virginia Department of Historic Resources 2018).

A previous survey (Davies et al. 2014) identified a bridge remnant associated with the line. The resource was recommended ineligible for the NRHP. Subsequent surveys along other parts of the line have found no extant remains of the railway or its associated features (Chase et al. 2016; Lesiuk et al. 2015; Traum 2018), and concurred with the previous recommendation that the resource is not eligible for the NRHP. ERM concurs with previous recommendations that the Washington and Virginia Electric Railway lacks sufficient integrity and is not eligible for the NRHP.

Surveyor Recommendation: Recommended Not Eligible

Ownership

| Ownership Category | Ownership Entity |
|--------------------|------------------|
| Private | No Data |

Primary Resource Information

| | |
|----------------------------------|---|
| Resource Category: | Transportation |
| Resource Type: | Railroad Bed |
| NR Resource Type: | Structure |
| Historic District Status: | No Data |
| Date of Construction: | Ca 1904 |
| Date Source: | Written Data |
| Historic Time Period: | Reconstruction and Growth (1866 - 1916) |
| Historic Context(s): | Transportation/Communication |
| Other ID Number: | No Data |
| Architectural Style: | No discernible style |
| Form: | No Data |
| Number of Stories: | No Data |
| Condition: | Deteriorated |
| Threats to Resource: | Demolition, Deterioration, Development |

Architectural Description:

August 2014: No extant remaining fabric observed.

December 2014: The current survey found that the massing, materials, details, and feel of the portion of the resource that was revisited has not been altered since the previous survey completed in August 2014 conducted by AECOM. During this current survey, remnants of a poured-concrete bridge and a trolley bed were discovered directly west of the western terminus of Ranger Road in the neighborhood of Mosby Woods in the City of Fairfax, Virginia. The trolley bed runs northeast-southwest and all materials have most likely been robbed once the trolley line was closed.

June 2016: The current survey found that the massing, materials, details, and feel of the portion of the resource that was revisited has not been altered since the previous survey completed in December 2014. During this current survey, the resource was documented along I-66. The railroad bed in the project area runs northwest to southeast and all materials have most likely been diminished after the closing of the rail and the completion of I-66 in 1982.

May 2018: The portion of this resource within the APE has no visible remnants of the trolley line. The footprint of the former trolley line is not visible and is now comprised of parking lots and roads.

January 2019: ERM conducted a survey of this resource on October 24, 2018. The field survey conducted did not identify any existing remnants

of this resource within the survey area. The historic rail bed has since been replaced with commercial and residential structures, paved roads, and parking lots.

Secondary Resource Information

Secondary Resource #1

| | |
|------------------------------|---|
| Resource Category: | Transportation |
| Resource Type: | Bridge |
| Date of Construction: | 1896Ca |
| Date Source: | Local Records |
| Historic Time Period: | Reconstruction and Growth (1866 - 1916) |
| Historic Context(s): | Transportation/Communication |
| Architectural Style: | No discernible style |
| Form: | <i>No Data</i> |
| Condition: | Deteriorated |
| Threats to Resource: | Transportation Expansion |

Architectural Description:

December 2014: The remnants of the bridge are located slightly south of the terminus of Ranger Road and allowed the trolley line continue south over Accotink Creek. Although the deck of the bridge is no longer extant, it was most likely a single span bridge. The abutments and wing walls are constructed of reinforced-concrete. Remnants of a concrete wall are extant in the creek. This wall could have been used as a support for the deck of the bridge.

May 2018: No change since previous survey.

| | |
|---------------------------------|----------------|
| Bridge Structure Number: | <i>No Data</i> |
| Bridge Type: | Slab |
| VDOT Bridge ID: | <i>No Data</i> |
| Name of Entity Crossed: | Accotink Creek |
| Number of Spans: | 1 |
| Number of Lanes Crossed: | 1 |
| Type of Entity Crossed: | Railroad |
| Current Use: | Abandoned |

Historic District Information

| | |
|--|----------------|
| Historic District Name: | <i>No Data</i> |
| Local Historic District Name: | <i>No Data</i> |
| Historic District Significance: | <i>No Data</i> |

CRM Events

Event Type: Survey:Phase I/Reconnaissance

| | |
|------------------------------------|--|
| Project Review File Number: | 2017-0788 |
| Investigator: | Mary Beth Derrick |
| Organization/Company: | Environmental Resources Management (ERM) |
| Photographic Media: | Digital |
| Survey Date: | 10/22/2018 |
| Dhr Library Report Number: | FX-715 |

Project Staff/Notes:

Danielle Ross McKissic, Mary Beth Derrick, Megan Wiginton, Emily Tucker-Laird, Jeffrey L. Holland, Larissa A. Thomas
 Historic Architectural Survey of Approved Route for the Dominion Energy Virginia Idylwood to Tysons 230-kV Transmission Line Project,
 Fairfax County, Virginia
 ERM (Environmental Resources Management, Duluth, GA)
 January 2019
 DHR Project No. 2017-0788
 DHR Report No. FX-715

Project Bibliographic Information:**Event Type: Survey:Phase I/Reconnaissance**

Project Review File Number: 2018-0072
Investigator: Sarah Traum
Organization/Company: Commonwealth Heritage Group, Alexandria
Photographic Media: Digital
Survey Date: 5/4/2018
Dhr Library Report Number: AR-098

Project Staff/Notes:

This architectural survey included the reconnaissance survey of four individual architectural resources in Arlington County. It is conducted in conjunction with the bicycle and pedestrian improvements along Army Navy Drive between South Joyce Street to 12th Street South. The fieldwork was conducted by Sarah Traum in May 2018. Sarah Traum completed the VCRIS documentation.

Architecture Survey for Pedestrian and Bicycle Improvements Along Army Navy Drive, Arlington County, Virginia: Management Summary
 Prepared by Commonwealth Heritage Group, Inc, Alexandria
 May 2018
 DHR Report No. AR-098
 DHR Project No. 2018-0072
 VDOT Project No. 6605-000-827, C501, P101

Event Type: DHR Staff: Not Eligible

DHR ID: 029-5470
Staff Name: Marc Holma
Event Date: 10/11/2016
Staff Comment
 DHR File No.: 2016-0741

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2016-0741
Investigator: Kristi Chase
Organization/Company: Dovetail CRG
Photographic Media: Digital
Survey Date: 6/20/2016
Dhr Library Report Number: AR-091

Project Staff/Notes:

Individual properties not associated with historic districts.

Chase, Kristine, Heather Dollins Staton, and Michael L. Carmody
 2016 Architectural Survey of the Proposed I-66 Inside the Capital Beltway Eastbound Improvements, Fairfax and Arlington Counties:
 Management Summary
 Prepared by Dovetail Cultural Resource Group, Fredericksburg, Virginia for Parsons Transportation Group Inc., Washington, D.C. and the
 Virginia Department of Transportation, Richmond, Virginia.
 September 2016
 AR-091

Event Type: DHR Staff: Not Eligible

DHR ID: 029-5470
Staff Name: Marc Holma
Event Date: 6/4/2015
Staff Comment
 Interstate 66 (I-66) Corridor Improvements, Fairfax and Prince William Counties, City of Fairfax, and Towns of Haymarket and Vienna (DHR

File Number 2014-1068)
029-5470 is recommended not eligible; DHR concurs.

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2014-1068
Investigator: Stephanie Jacobe
Organization/Company: Dovetail CRG
Photographic Media: Digital
Survey Date: 12/1/2014
Dhr Library Report Number: FX-629
Project Staff/Notes:

Sponsoring Organization: Virginia Department of Transportation

Lesiuk, Adriana, Stephanie A. T. Jacobe, Heather Dollins Staton, and Kerri S. Barile
2015 Architectural Survey of the Proposed I-66 Corridor Improvements Tier 2 Environmental Assessment, Fairfax and Prince William Counties and the City of Fairfax, Virginia. Prepared by Dovetail Cultural Resource Group, Fredericksburg, Virginia for Parsons Transportation Group Inc., Washington, D.C. and the Virginia Department of Transportation, Richmond, Virginia.
FX-629

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2009-1506
Investigator: Johnette Davies
Organization/Company: AECOM
Photographic Media: Digital
Survey Date: 8/4/2014
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Johnette Davies, Allison Rachleff, Brian Albright, John Lawrence. Reconnaissance Survey for the Columbia Pike Transit Initiative. This project encompasses efforts with a prior DHR file number (2010-1572), and builds upon data from the Columbia Pike Multimodal Study (2010-2030).

The project (2009-1506) was put on hiatus in December 2014. Some data from the August 2014 survey that has been entered for this project in VCRIS has not been edited/vetted by AECOM. Data has been submitted as-is to avoid the loss of data while the project is on hiatus.

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: AECOM
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 8/3/2010
Dhr Library Report Number: PW-321
Project Staff/Notes:
Columbia Pike Transit Initiative

Project Bibliographic Information:

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: *No Data*
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: *No Data*
Dhr Library Report Number: PW-321
Project Staff/Notes:

Oakton section surveyed - see 029-5470-0001

Project Bibliographic Information:

Bibliographic Information

Bibliography:

2018: Arlington County online map, <http://gis.arlingtonva.us/Html5Viewer/Index.html?viewer=ACMaps.HTML5#>

January 2019:

Alexandria Times

2010 Out of the Attic: The Alexandria, Loudon and Hampshire Railroad. <https://alextimes.com/2010/09/alexandria-loudoun-and-hampshire-railroad/>. Accessed October 25, 2018.

Chase, Kristine, Heather Dollins Staton, and Michael L. Carmody

2016 Architectural Survey of the Proposed I-66 Inside the Capital Beltway Eastbound Improvements, Fairfax and Arlington Counties: Management Summary. Dovetail Resource Group, Fredericksburg, Virginia. Prepared for Parsons Transportation Group, Inc., Washington, D.C.

Davies, Johnette, Allison Rachleff, Brian Albright, John Lawrence

2014 Reconnaissance Survey for the Columbia Pike Transit Initiative (2009-1506). AECOM. Notes on file, VDHR, Richmond.

Lesiuk, Adriana, Stephanie A. T. Jacob, Heather Dollins Staton, and Kerri S. Barile

2015 Architectural Survey of the Proposed I-66 Corridor Improvements Tier 2 Environmental Assessment, Fairfax and Prince William Counties and the City of Fairfax, Virginia. Dovetail Cultural Resource Group, Fredericksburg, Virginia. Prepared for Parsons Transportation Group, Inc., Washington, D.C., and the Virginia Department of Transportation, Richmond.

NETROnline

2018 Historic Aerials and Topos. www.historicaerials.com/viewer. Accessed November 14-26, 2018.

Otten, Greg

2018 Imagine being able to take a train to Great Falls. That was once a reality. Greater Greater Washington October 8.

<https://gwwash.org/view/69262/the-wod-railroad-and-streetcars-formed-northern-virginias-suburbs>. Accessed November 19, 2018.

Traum, Sarah

2018 Architectural Survey for Pedestrian and Bicycle Improvements along Army Navy Drive, Arlington County, Virginia: Management Summary. Commonwealth Heritage Group, Inc. Submitted to Virginia Department of Transportation, Richmond.

Virginia Department of Historic Resources (VDHR)

2018 Washington and Virginia Railway Company (029-5470) Architectural Survey Form. On file, VDHR, Richmond, Virginia.

Property Notes:

No Data

VADEQ VEGIS Map Export

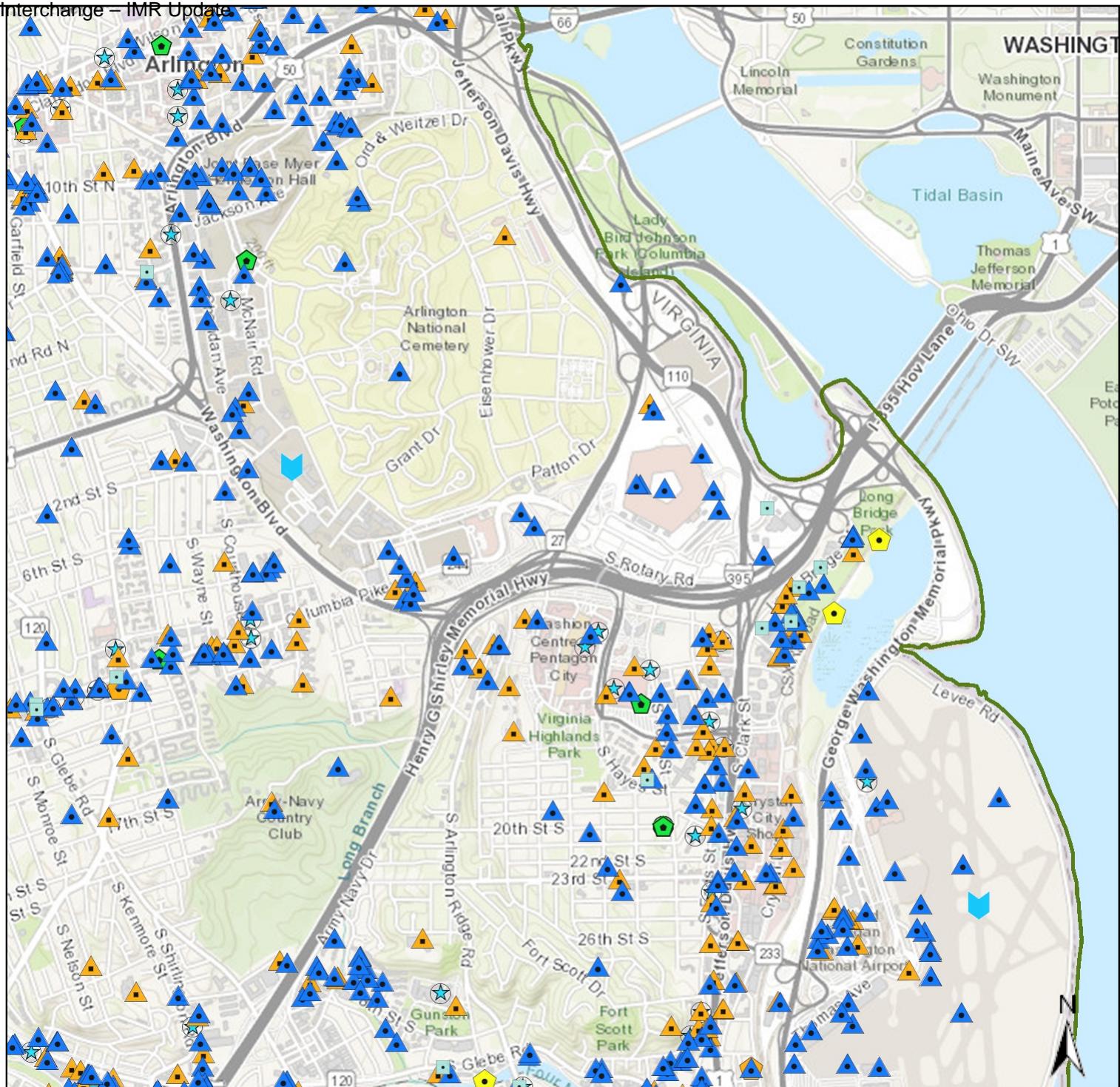
Legend

- VRP Sites (2015)
- ▲ Federal Facilities (2016)
- ▲ Petroleum Releases (Daily)
- ▲ Registered Tank Facilities (Daily)
- ▲ VPDES Outfalls (Daily)

- ◆ General Permits
- ◆ Individual Permits
- ◆ Large Quantity Generators
- ◆ Small Quantity Generators
- DEQ Regions (2016)

Feet

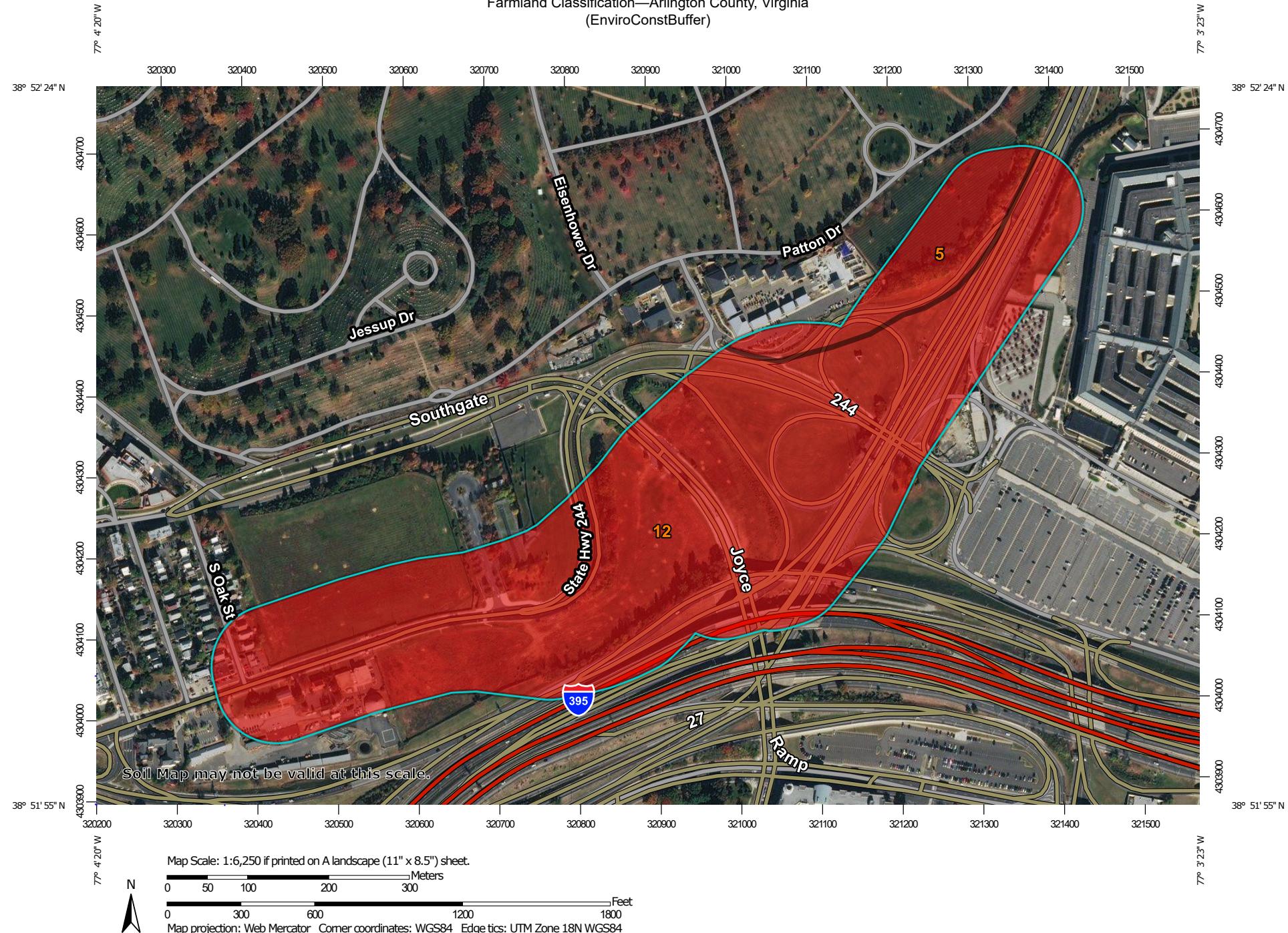
0 600 1200 1800 2400



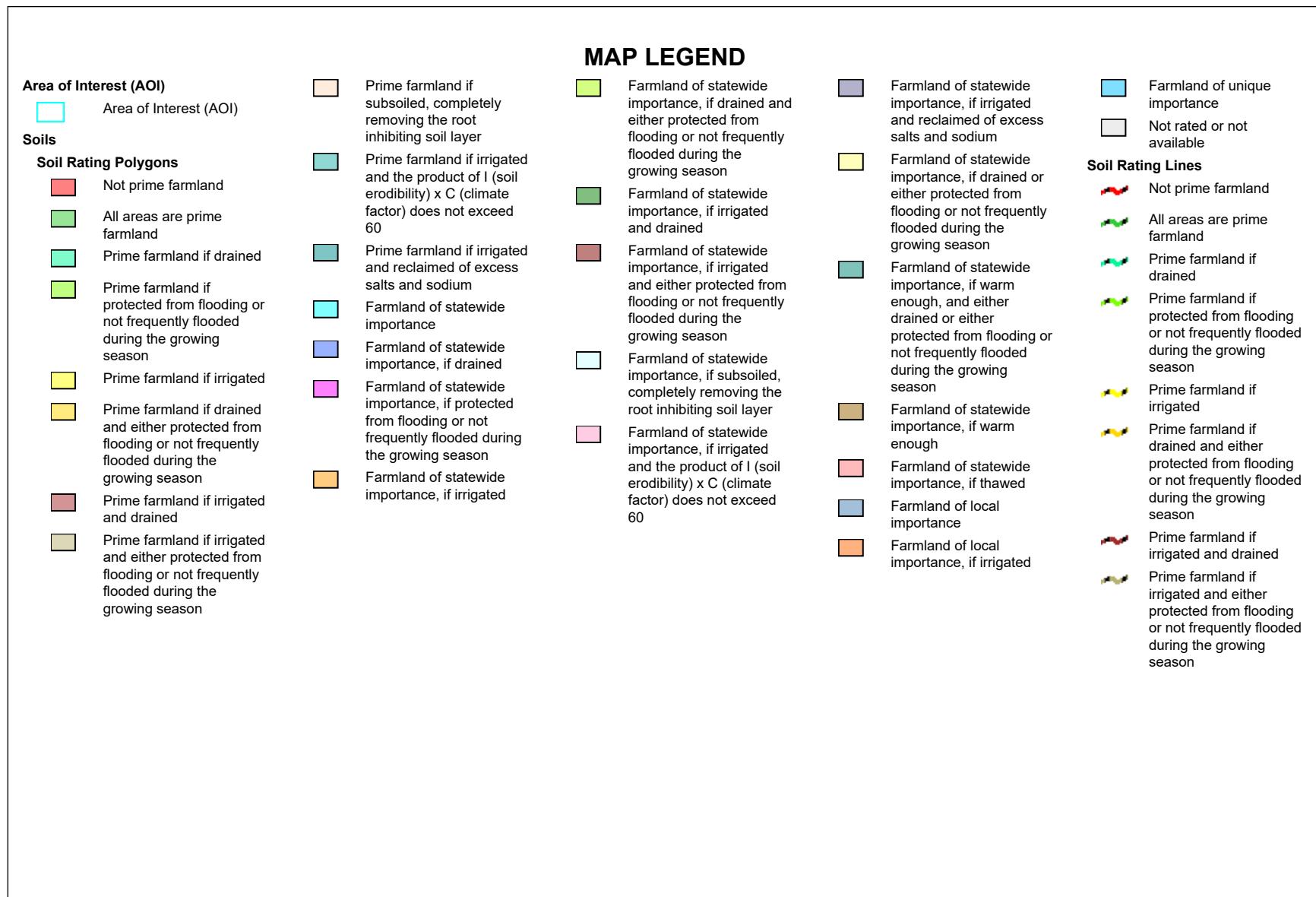
DISCLAIMER: Information contained on this map is to be used for reference purposes only. The VA Dept. of Environmental Quality makes no representation or warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

Columbia Pike/Washington Boulevard Interchange – IMR Update

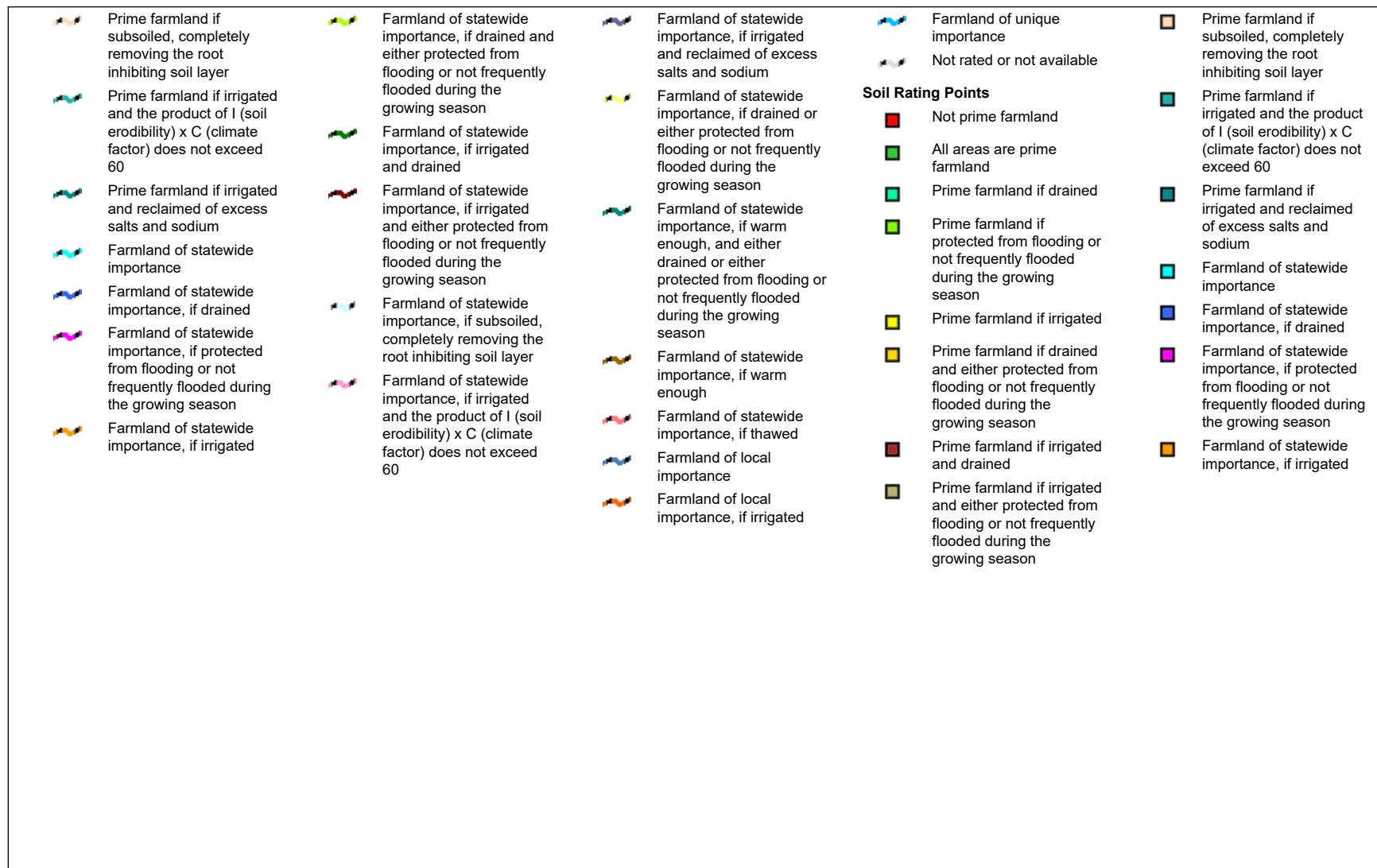
Farmland Classification—Arlington County, Virginia (EnviroConstBuffer)



Farmland Classification—Arlington County, Virginia
(EnviroConstBuffer)



Farmland Classification—Arlington County, Virginia
(EnviroConstBuffer)



Farmland Classification—Arlington County, Virginia
(EnviroConstBuffer)

| | | | |
|--|--|---|--|
| ■ Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season | ■ Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium | ■ Farmland of unique importance | The soil surveys that comprise your AOI were mapped at 1:24,000. |
| ■ Farmland of statewide importance, if irrigated and drained | ■ Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season | ■ Not rated or not available | Warning: Soil Map may not be valid at this scale. |
| ■ Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season | ■ Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season | | Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale. |
| ■ Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer | ■ Farmland of statewide importance, if warm enough | | Please rely on the bar scale on each map sheet for map measurements. |
| ■ Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60 | ■ Farmland of statewide importance, if thawed | | Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857) |
| | ■ Farmland of local importance | | Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required. |
| | ■ Farmland of local importance, if irrigated | | This product is generated from the USDA-NRCS certified data as of the version date(s) listed below. |
| | | | Soil Survey Area: Arlington County, Virginia Survey Area Data: Version 16, Sep 16, 2019 |
| | | | Soil map units are labeled (as space allows) for map scales 1:50,000 or larger. |
| | | | Date(s) aerial images were photographed: May 3, 2015—Feb 22, 2017 |
| | | | The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident. |

Farmland Classification

| Map unit symbol | Map unit name | Rating | Acres in AOI | Percent of AOI |
|------------------------------------|---|--------------------|--------------|----------------|
| 5 | Arlington National Cemetery | Not prime farmland | 6.8 | 10.1% |
| 12 | Urban land-Udorthents complex, 2 to 15 percent slopes | Not prime farmland | 60.2 | 89.9% |
| Totals for Area of Interest | | | 67.0 | 100.0% |

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

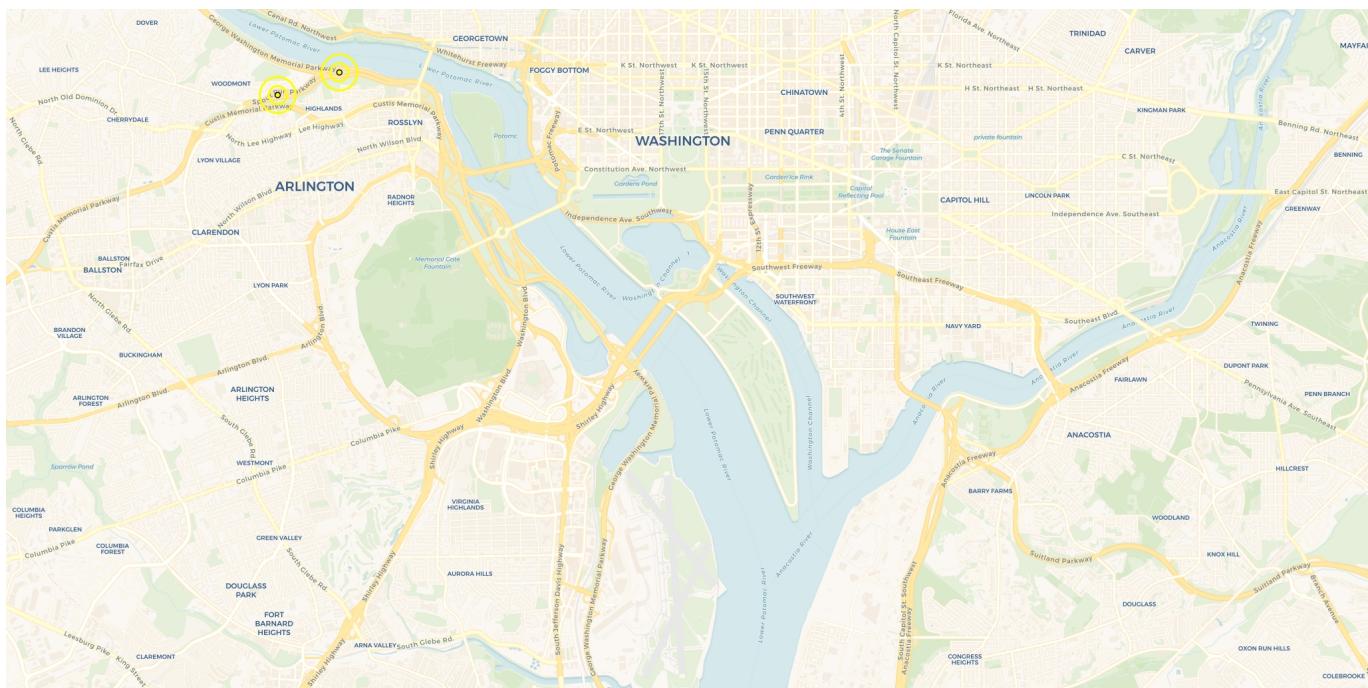
Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower





CCB Mapping Portal



Layers: VA Eagle Nest Locator, Eagle Roosts, VA Eagle Nest Buffers, Eagle Roost Buffers

Map Center [longitude, latitude]: [-77.04763412475586, 38.870921500751344]

Map Link:

https://ccbbirds.org/maps/#layer=VA+Eagle+Nest+Locator&layer=Eagle+Roosts&layer=VA+Eagle+Nest+Buffers&layer=Eagle+Roost+Buffers&zoom=14&lat=38.870921500751344&lng=-77.04763412475586&legend=legend_tab_59557df6-c07b-11e5-a485-0e31c9be1b51&base=Street+Map+%28OSM%2FCarto%29

Report Generated On: 08/26/2019

The Center for Conservation Biology (CCB) provides certain data online as a free service to the public and the regulatory sector. CCB encourages the use of its data sets in wildlife conservation and management applications. These data are protected by intellectual property laws. All users are reminded to view the [Data Use Agreement](#) to ensure compliance with our data use policies. For additional data access questions, view our [Data Distribution Policy](#), or contact our Data Manager, Marie Pitts, at mlpitts@wm.edu or 757-221-7503.

Report generated by [The Center for Conservation Biology Mapping Portal](#).

To learn more about CCB visit ccbbirds.org or contact us at info@ccbbirds.org



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
Phone: (804) 693-6694 Fax: (804) 693-9032
<http://www.fws.gov/northeast/virginiafield/>



In Reply Refer To:

September 24, 2019

Consultation Code: 05E2VA00-2019-SLI-6537

Event Code: 05E2VA00-2019-E-16509

Project Name: Columbia Pike Update

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Virginia Ecological Services Field Office

6669 Short Lane

Gloucester, VA 23061-4410

(804) 693-6694

Project Summary

Consultation Code: 05E2VA00-2019-SLI-6537

Event Code: 05E2VA00-2019-E-16509

Project Name: Columbia Pike Update

Project Type: TRANSPORTATION

Project Description: Adjusting the interchange at Columbia Pike

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/38.87065407160617N77.05973734092586W>



Counties: Arlington, VA

Endangered Species Act Species

There is a total of 0 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.



Virginia Cultural Resource Information System

Legend

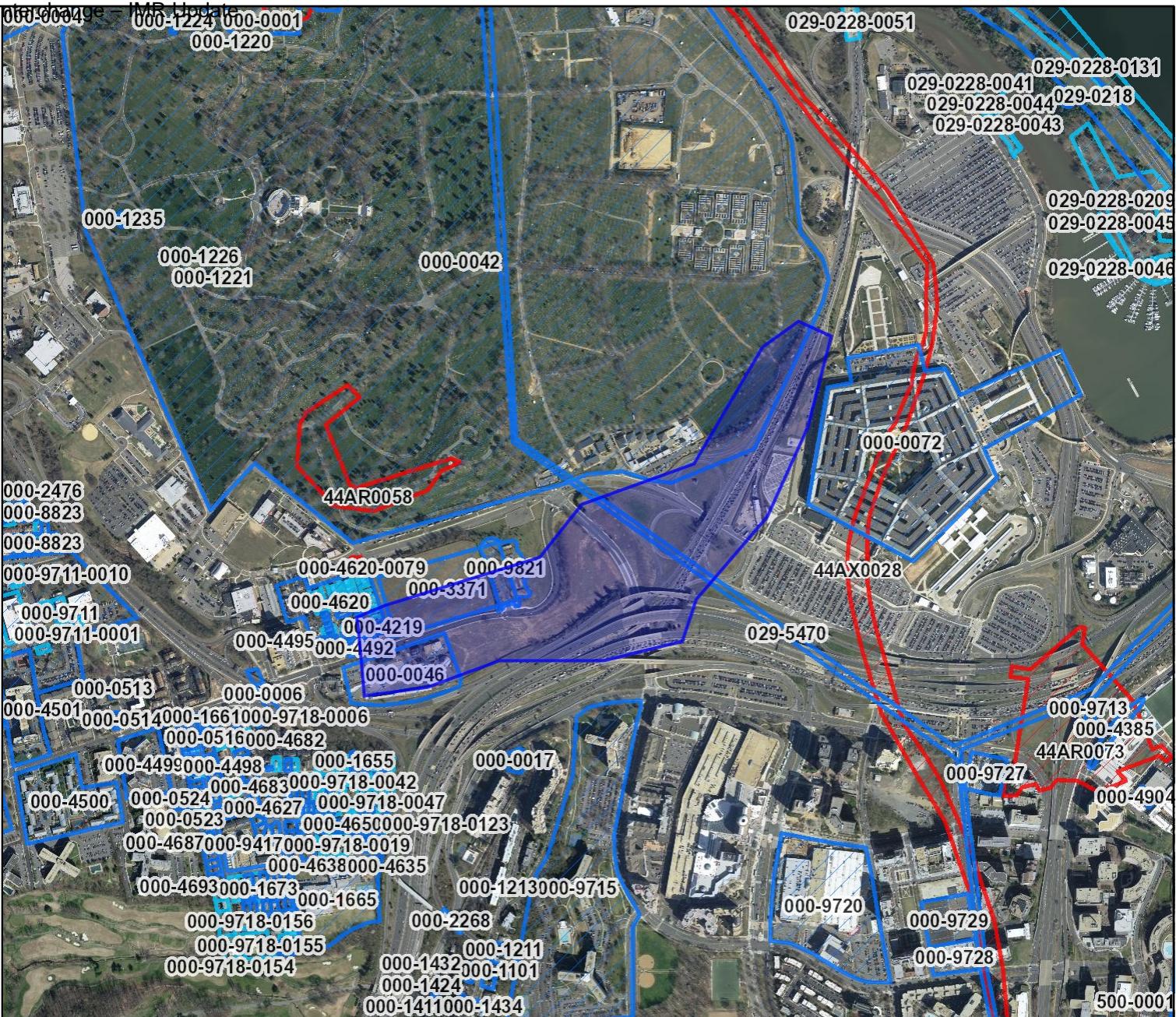
- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements



Feet

0 500 1000 1500 2000
1:18,056 / 1"=1,505 Feet

FHWA EFLHD



Title:

Date: 8/5/2019

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

G-98

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 1025, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 1,498 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 1,017 | 67.9 |
| Hispanic or Latino | 148 | 9.9 |
| White alone | 966 | 64.5 |
| Hispanic or Latino | 133 | 8.9 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 270 | 18.0 |
| Hispanic or Latino | 18 | 1.2 |
| Black or African American alone | 252 | 16.8 |
| Hispanic or Latino | 12 | 0.8 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 25 | 1.7 |
| Hispanic or Latino | 9 | 0.6 |
| American Indian and Alaska Native alone | 6 | 0.4 |
| Hispanic or Latino | 2 | 0.1 |
| ASIAN | | |
| Asian alone or in combination [1] | 175 | 11.7 |
| Hispanic or Latino | 4 | 0.3 |
| Asian alone | 153 | 10.2 |
| Hispanic or Latino | 0 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 74 | 4.9 |
| Hispanic or Latino | 71 | 4.7 |
| Some Other Race alone | 63 | 4.2 |
| Hispanic or Latino | 61 | 4.1 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 1033, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 979 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 259 | 26.5 |
| Hispanic or Latino | 59 | 6.0 |
| White alone | 242 | 24.7 |
| Hispanic or Latino | 56 | 5.7 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 615 | 62.8 |
| Hispanic or Latino | 1 | 0.1 |
| Black or African American alone | 606 | 61.9 |
| Hispanic or Latino | 0 | 0.0 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 21 | 2.1 |
| Hispanic or Latino | 6 | 0.6 |
| American Indian and Alaska Native alone | 18 | 1.8 |
| Hispanic or Latino | 6 | 0.6 |
| ASIAN | | |
| Asian alone or in combination [1] | 62 | 6.3 |
| Hispanic or Latino | 0 | 0.0 |
| Asian alone | 56 | 5.7 |
| Hispanic or Latino | 0 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 40 | 4.1 |
| Hispanic or Latino | 39 | 4.0 |
| Some Other Race alone | 38 | 3.9 |
| Hispanic or Latino | 37 | 3.8 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 1034.01, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 646 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 563 | 87.2 |
| Hispanic or Latino | 33 | 5.1 |
| White alone | 545 | 84.4 |
| Hispanic or Latino | 33 | 5.1 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 58 | 9.0 |
| Hispanic or Latino | 2 | 0.3 |
| Black or African American alone | 51 | 7.9 |
| Hispanic or Latino | 2 | 0.3 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 9 | 1.4 |
| Hispanic or Latino | 1 | 0.2 |
| American Indian and Alaska Native alone | 4 | 0.6 |
| Hispanic or Latino | 1 | 0.2 |
| ASIAN | | |
| Asian alone or in combination [1] | 21 | 3.3 |
| Hispanic or Latino | 2 | 0.3 |
| Asian alone | 11 | 1.7 |
| Hispanic or Latino | 0 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 2 | 0.3 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 2 | 0.3 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 14 | 2.2 |
| Hispanic or Latino | 14 | 2.2 |
| Some Other Race alone | 12 | 1.9 |
| Hispanic or Latino | 12 | 1.9 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 1035.01, Arlington County, Virginia

| Subject | Number | Percent |
|--|---------------|----------------|
| Total population (all races) | 1,068 | 100.0 |
| | | |
| WHITE | | |
| White alone or in combination [1] | 873 | 81.7 |
| Hispanic or Latino | 61 | 5.7 |
| White alone | 838 | 78.5 |
| Hispanic or Latino | 58 | 5.4 |
| | | |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 79 | 7.4 |
| Hispanic or Latino | 3 | 0.3 |
| Black or African American alone | 74 | 6.9 |
| Hispanic or Latino | 2 | 0.2 |
| | | |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 16 | 1.5 |
| Hispanic or Latino | 3 | 0.3 |
| American Indian and Alaska Native alone | 9 | 0.8 |
| Hispanic or Latino | 2 | 0.2 |
| | | |
| ASIAN | | |
| Asian alone or in combination [1] | 124 | 11.6 |
| Hispanic or Latino | 0 | 0.0 |
| Asian alone | 100 | 9.4 |
| Hispanic or Latino | 0 | 0.0 |
| | | |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| | | |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 14 | 1.3 |
| Hispanic or Latino | 10 | 0.9 |
| Some Other Race alone | 11 | 1.0 |
| Hispanic or Latino | 9 | 0.8 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 1035.02, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 2,179 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 1,673 | 76.8 |
| Hispanic or Latino | 148 | 6.8 |
| White alone | 1,610 | 73.9 |
| Hispanic or Latino | 139 | 6.4 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 164 | 7.5 |
| Hispanic or Latino | 7 | 0.3 |
| Black or African American alone | 145 | 6.7 |
| Hispanic or Latino | 6 | 0.3 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 18 | 0.8 |
| Hispanic or Latino | 2 | 0.1 |
| American Indian and Alaska Native alone | 7 | 0.3 |
| Hispanic or Latino | 0 | 0.0 |
| ASIAN | | |
| Asian alone or in combination [1] | 368 | 16.9 |
| Hispanic or Latino | 5 | 0.2 |
| Asian alone | 325 | 14.9 |
| Hispanic or Latino | 3 | 0.1 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 4 | 0.2 |
| Hispanic or Latino | 1 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 2 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 32 | 1.5 |
| Hispanic or Latino | 25 | 1.1 |
| Some Other Race alone | 19 | 0.9 |
| Hispanic or Latino | 17 | 0.8 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.



QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 1, Census Tract 9801, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 2 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 2 | 100.0 |
| Hispanic or Latino | 0 | 0.0 |
| White alone | 2 | 100.0 |
| Hispanic or Latino | 0 | 0.0 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| Black or African American alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| American Indian and Alaska Native alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| ASIAN | | |
| Asian alone or in combination [1] | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| Asian alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |
| Some Other Race alone | 0 | 0.0 |
| Hispanic or Latino | 0 | 0.0 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.



QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Block Group 2, Census Tract 1035.01, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 1,464 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 960 | 65.6 |
| Hispanic or Latino | 90 | 6.1 |
| White alone | 924 | 63.1 |
| Hispanic or Latino | 83 | 5.7 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 88 | 6.0 |
| Hispanic or Latino | 5 | 0.3 |
| Black or African American alone | 77 | 5.3 |
| Hispanic or Latino | 1 | 0.1 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 8 | 0.5 |
| Hispanic or Latino | 2 | 0.1 |
| American Indian and Alaska Native alone | 4 | 0.3 |
| Hispanic or Latino | 0 | 0.0 |
| ASIAN | | |
| Asian alone or in combination [1] | 412 | 28.1 |
| Hispanic or Latino | 0 | 0.0 |
| Asian alone | 383 | 26.2 |
| Hispanic or Latino | 0 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 2 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 1 | 0.1 |
| Hispanic or Latino | 0 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 41 | 2.8 |
| Hispanic or Latino | 32 | 2.2 |
| Some Other Race alone | 33 | 2.3 |
| Hispanic or Latino | 30 | 2.0 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.

QT-P6

Race Alone or in Combination and Hispanic or Latino: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Geography: Census Tract 1025, Arlington County, Virginia

| Subject | Number | Percent |
|--|--------|---------|
| Total population (all races) | 4,173 | 100.0 |
| WHITE | | |
| White alone or in combination [1] | 2,714 | 65.0 |
| Hispanic or Latino | 457 | 11.0 |
| White alone | 2,542 | 60.9 |
| Hispanic or Latino | 403 | 9.7 |
| BLACK OR AFRICAN AMERICAN | | |
| Black or African American alone or in combination [1] | 722 | 17.3 |
| Hispanic or Latino | 42 | 1.0 |
| Black or African American alone | 652 | 15.6 |
| Hispanic or Latino | 20 | 0.5 |
| AMERICAN INDIAN AND ALASKA NATIVE | | |
| American Indian and Alaska Native alone or in combination [1] | 71 | 1.7 |
| Hispanic or Latino | 31 | 0.7 |
| American Indian and Alaska Native alone | 23 | 0.6 |
| Hispanic or Latino | 12 | 0.3 |
| ASIAN | | |
| Asian alone or in combination [1] | 522 | 12.5 |
| Hispanic or Latino | 10 | 0.2 |
| Asian alone | 453 | 10.9 |
| Hispanic or Latino | 2 | 0.0 |
| NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | | |
| Native Hawaiian and Other Pacific Islander alone or in combination [1] | 18 | 0.4 |
| Hispanic or Latino | 2 | 0.0 |
| Native Hawaiian and Other Pacific Islander alone | 7 | 0.2 |
| Hispanic or Latino | 1 | 0.0 |
| SOME OTHER RACE | | |
| Some Other Race alone or in combination [1] | 352 | 8.4 |
| Hispanic or Latino | 328 | 7.9 |
| Some Other Race alone | 294 | 7.0 |
| Hispanic or Latino | 288 | 6.9 |

X Not applicable.

[1] The race concept "alone or in combination" includes people who reported a single race alone (e.g., Asian) and people who reported that race in combination with one or more of the other race groups (i.e., White, Black or African American, American Indian and Alaska

Columbia Pike/Washington Boulevard Interchange – IMR Update
Native, Native Hawaiian and Other Pacific Islander, and Some Other Race). The "alone or in combination" concept, therefore, represents the maximum number of people who reported as that race group, either alone, or in combination with another race(s). The sum of the six individual race "alone or in combination" categories may add to more than the total population because people who reported more than one race are tallied in each race category.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P5 and P7.



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 1025, Arlington County, Virginia | | | | | Percent below poverty level Estimate | |
|--|---|-----------------|---------------------|-----------------|----------|--------------------------------------|--|
| | Total | | Below poverty level | | Estimate | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | | | |
| Population for whom poverty status is determined | 5,348 | +/-421 | 285 | +/-200 | 5.3% | | |
| AGE | | | | | | | |
| Under 18 years | 538 | +/-160 | 101 | +/-96 | 18.8% | | |
| Under 5 years | 112 | +/-86 | 29 | +/-47 | 25.9% | | |
| 5 to 17 years | 426 | +/-123 | 72 | +/-83 | 16.9% | | |
| Related children of householder under 18 years | 538 | +/-160 | 101 | +/-96 | 18.8% | | |
| 18 to 64 years | 4,388 | +/-375 | 184 | +/-122 | 4.2% | | |
| 18 to 34 years | 2,273 | +/-463 | 61 | +/-52 | 2.7% | | |
| 35 to 64 years | 2,115 | +/-245 | 123 | +/-104 | 5.8% | | |
| 60 years and over | 612 | +/-157 | 20 | +/-28 | 3.3% | | |
| 65 years and over | 422 | +/-103 | 0 | +/-17 | 0.0% | | |
| SEX | | | | | | | |
| Male | 2,894 | +/-293 | 219 | +/-179 | 7.6% | | |
| Female | 2,454 | +/-300 | 66 | +/-55 | 2.7% | | |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | | | |
| White alone | 3,601 | +/-504 | 63 | +/-82 | 1.7% | | |
| Black or African American alone | 946 | +/-302 | 153 | +/-164 | 16.2% | | |
| American Indian and Alaska Native alone | 56 | +/-67 | 35 | +/-58 | 62.5% | | |
| Asian alone | 558 | +/-238 | 0 | +/-17 | 0.0% | | |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-17 | 0 | +/-17 | - | | |
| Some other race alone | 49 | +/-59 | 19 | +/-30 | 38.8% | | |
| Two or more races | 138 | +/-150 | 15 | +/-26 | 10.9% | | |
| Hispanic or Latino origin (of any race) | 656 | +/-279 | 69 | +/-80 | 10.5% | | |
| White alone, not Hispanic or Latino | 3,014 | +/-475 | 13 | +/-19 | 0.4% | | |
| EDUCATIONAL ATTAINMENT | | | | | | | |
| Population 25 years and over | 4,278 | +/-378 | 165 | +/-117 | 3.9% | | |
| Less than high school graduate | 292 | +/-153 | 0 | +/-17 | 0.0% | | |
| High school graduate (includes equivalency) | 355 | +/-165 | 94 | +/-87 | 26.5% | | |
| Some college, associate's degree | 730 | +/-232 | 35 | +/-58 | 4.8% | | |

| Subject | Census Tract 1025, Arlington County, Virginia | | | | |
|---|---|-----------------|---------------------|-----------------|-----------------------------|
| | Total | | Below poverty level | | Percent below poverty level |
| | Estimate | Margin of Error | Estimate | Margin of Error | |
| Bachelor's degree or higher | 2,901 | +/-336 | 36 | +/-39 | 1.2% |
| EMPLOYMENT STATUS | | | | | |
| Civilian labor force 16 years and over | 4,102 | +/-417 | 75 | +/-75 | 1.8% |
| Employed | 3,963 | +/-415 | 30 | +/-36 | 0.8% |
| Male | 2,138 | +/-311 | 0 | +/-17 | 0.0% |
| Female | 1,825 | +/-263 | 30 | +/-36 | 1.6% |
| Unemployed | 139 | +/-94 | 45 | +/-59 | 32.4% |
| Male | 81 | +/-73 | 45 | +/-59 | 55.6% |
| Female | 58 | +/-53 | 0 | +/-17 | 0.0% |
| WORK EXPERIENCE | | | | | |
| Population 16 years and over | 4,949 | +/-373 | 256 | +/-186 | 5.2% |
| Worked full-time, year-round in the past 12 months | 2,705 | +/-286 | 0 | +/-17 | 0.0% |
| Worked part-time or part-year in the past 12 months | 1,534 | +/-506 | 60 | +/-48 | 3.9% |
| Did not work | 710 | +/-196 | 196 | +/-176 | 27.6% |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | |
| 50 percent of poverty level | 270 | +/-197 | (X) | (X) | (X) |
| 125 percent of poverty level | 306 | +/-203 | (X) | (X) | (X) |
| 150 percent of poverty level | 306 | +/-203 | (X) | (X) | (X) |
| 185 percent of poverty level | 339 | +/-205 | (X) | (X) | (X) |
| 200 percent of poverty level | 380 | +/-206 | (X) | (X) | (X) |
| 300 percent of poverty level | 902 | +/-425 | (X) | (X) | (X) |
| 400 percent of poverty level | 1,851 | +/-574 | (X) | (X) | (X) |
| 500 percent of poverty level | 2,721 | +/-559 | (X) | (X) | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | | | | | |
| Male | 1,124 | +/-282 | 64 | +/-61 | 5.7% |
| Female | 1,028 | +/-281 | 45 | +/-47 | 4.4% |
| 15 years | 0 | +/-17 | 0 | +/-17 | - |
| 16 to 17 years | 0 | +/-17 | 0 | +/-17 | - |
| 18 to 24 years | 246 | +/-141 | 19 | +/-30 | 7.7% |
| 25 to 34 years | 1,112 | +/-413 | 21 | +/-28 | 1.9% |
| 35 to 44 years | 450 | +/-151 | 35 | +/-58 | 7.8% |
| 45 to 54 years | 96 | +/-68 | 10 | +/-10 | 10.4% |
| 55 to 64 years | 125 | +/-92 | 24 | +/-29 | 19.2% |
| 65 to 74 years | 123 | +/-88 | 0 | +/-17 | 0.0% |
| 75 years and over | 0 | +/-17 | 0 | +/-17 | - |
| Mean income deficit for unrelated individuals (dollars) | 9,951 | +/-2,087 | (X) | (X) | (X) |
| Worked full-time, year-round in the past 12 months | 1,291 | +/-234 | 0 | +/-17 | 0.0% |
| Worked less than full-time, year-round in the past 12 months | 708 | +/-440 | 39 | +/-38 | 5.5% |
| Did not work | 153 | +/-94 | 70 | +/-66 | 45.8% |

| Subject | Census Tract 1025, Arlington County, Virginia Percent below poverty level Margin of Error |
|--|--|
| Population for whom poverty status is determined | +/-3.8 |
| AGE | |
| Under 18 years | +/-17.8 |
| Under 5 years | +/-34.0 |
| 5 to 17 years | +/-19.6 |
| Related children of householder under 18 years | +/-17.8 |
| 18 to 64 years | +/-2.8 |
| 18 to 34 years | +/-2.3 |
| 35 to 64 years | +/-4.8 |
| 60 years and over | +/-4.5 |
| 65 years and over | +/-7.4 |
| SEX | |
| Male | +/-6.2 |
| Female | +/-2.2 |
| RACE AND HISPANIC OR LATINO ORIGIN | |
| White alone | +/-2.2 |
| Black or African American alone | +/-15.0 |
| American Indian and Alaska Native alone | +/-57.7 |
| Asian alone | +/-5.7 |
| Native Hawaiian and Other Pacific Islander alone | ** |
| Some other race alone | +/-30.2 |
| Two or more races | +/-29.9 |
| Hispanic or Latino origin (of any race) | +/-10.8 |
| White alone, not Hispanic or Latino | +/-0.6 |
| EDUCATIONAL ATTAINMENT | |
| Population 25 years and over | +/-2.8 |
| Less than high school graduate | +/-10.5 |
| High school graduate (includes equivalency) | +/-21.4 |
| Some college, associate's degree | +/-7.8 |
| Bachelor's degree or higher | +/-1.3 |
| EMPLOYMENT STATUS | |
| Civilian labor force 16 years and over | +/-1.8 |
| Employed | +/-0.9 |
| Male | +/-1.5 |
| Female | +/-2.0 |
| Unemployed | +/-33.1 |
| Male | +/-49.0 |
| Female | +/-38.9 |
| WORK EXPERIENCE | |
| Population 16 years and over | +/-3.8 |
| Worked full-time, year-round in the past 12 months | +/-1.2 |
| Worked part-time or part-year in the past 12 months | +/-3.4 |
| Did not work | +/-20.7 |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | |
| 50 percent of poverty level | (X) |
| 125 percent of poverty level | (X) |
| 150 percent of poverty level | (X) |
| 185 percent of poverty level | (X) |

Subject: Columbia Pike/Washington Boulevard Interchange – IMR Update

Census Tract
1025, Arlington
County, Virginia
Percent below
poverty level
Margin of Error

| | |
|--|---------|
| 200 percent of poverty level | (X) |
| 300 percent of poverty level | (X) |
| 400 percent of poverty level | (X) |
| 500 percent of poverty level | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-3.8 |
| Male | +/-5.4 |
| Female | +/-4.4 |
| 15 years | ** |
| 16 to 17 years | ** |
| 18 to 24 years | +/-13.4 |
| 25 to 34 years | +/-2.6 |
| 35 to 44 years | +/-12.9 |
| 45 to 54 years | +/-11.4 |
| 55 to 64 years | +/-25.6 |
| 65 to 74 years | +/-22.9 |
| 75 years and over | ** |
| Mean income deficit for unrelated individuals (dollars) | (X) |
| Worked full-time, year-round in the past 12 months | +/-2.5 |
| Worked less than full-time, year-round in the past 12 months | +/-6.5 |
| Did not work | +/-31.7 |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Columbia Pike/Washington Boulevard Interchange – IMR Update



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 1033, Arlington County, Virginia | | | | | Percent below poverty level Estimate | |
|--|---|-----------------|---------------------|-----------------|----------|--------------------------------------|--|
| | Total | | Below poverty level | | Estimate | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | | | |
| Population for whom poverty status is determined | 2,503 | +/-355 | 482 | +/-273 | 19.3% | | |
| AGE | | | | | | | |
| Under 18 years | 481 | +/-218 | 220 | +/-157 | 45.7% | | |
| Under 5 years | 135 | +/-73 | 26 | +/-27 | 19.3% | | |
| 5 to 17 years | 346 | +/-184 | 194 | +/-150 | 56.1% | | |
| Related children of householder under 18 years | 481 | +/-218 | 220 | +/-157 | 45.7% | | |
| 18 to 64 years | 1,787 | +/-211 | 252 | +/-128 | 14.1% | | |
| 18 to 34 years | 1,006 | +/-163 | 74 | +/-68 | 7.4% | | |
| 35 to 64 years | 781 | +/-157 | 178 | +/-105 | 22.8% | | |
| 60 years and over | 294 | +/-96 | 21 | +/-28 | 7.1% | | |
| 65 years and over | 235 | +/-76 | 10 | +/-15 | 4.3% | | |
| SEX | | | | | | | |
| Male | 1,185 | +/-216 | 254 | +/-140 | 21.4% | | |
| Female | 1,318 | +/-218 | 228 | +/-162 | 17.3% | | |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | | | |
| White alone | 1,153 | +/-225 | 83 | +/-67 | 7.2% | | |
| Black or African American alone | 956 | +/-318 | 305 | +/-244 | 31.9% | | |
| American Indian and Alaska Native alone | 11 | +/-19 | 0 | +/-12 | 0.0% | | |
| Asian alone | 221 | +/-139 | 28 | +/-27 | 12.7% | | |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Some other race alone | 15 | +/-24 | 0 | +/-12 | 0.0% | | |
| Two or more races | 147 | +/-97 | 66 | +/-76 | 44.9% | | |
| Hispanic or Latino origin (of any race) | 239 | +/-149 | 61 | +/-87 | 25.5% | | |
| White alone, not Hispanic or Latino | 971 | +/-176 | 69 | +/-67 | 7.1% | | |
| EDUCATIONAL ATTAINMENT | | | | | | | |
| Population 25 years and over | 1,870 | +/-237 | 210 | +/-116 | 11.2% | | |
| Less than high school graduate | 158 | +/-72 | 24 | +/-26 | 15.2% | | |
| High school graduate (includes equivalency) | 212 | +/-94 | 77 | +/-66 | 36.3% | | |
| Some college, associate's degree | 325 | +/-95 | 44 | +/-48 | 13.5% | | |

| Subject | Census Tract 1033, Arlington County, Virginia | | | | |
|---|---|-----------------|---------------------|-----------------|-----------------------------|
| | Total | | Below poverty level | | Percent below poverty level |
| | Estimate | Margin of Error | Estimate | Margin of Error | |
| Bachelor's degree or higher | 1,175 | +/-195 | 65 | +/-42 | 5.5% |
| EMPLOYMENT STATUS | | | | | |
| Civilian labor force 16 years and over | 1,523 | +/-193 | 109 | +/-60 | 7.2% |
| Employed | 1,497 | +/-196 | 91 | +/-61 | 6.1% |
| Male | 790 | +/-154 | 74 | +/-58 | 9.4% |
| Female | 707 | +/-134 | 17 | +/-21 | 2.4% |
| Unemployed | 26 | +/-27 | 18 | +/-24 | 69.2% |
| Male | 0 | +/-12 | 0 | +/-12 | - |
| Female | 26 | +/-27 | 18 | +/-24 | 69.2% |
| WORK EXPERIENCE | | | | | |
| Population 16 years and over | 2,050 | +/-230 | 290 | +/-133 | 14.1% |
| Worked full-time, year-round in the past 12 months | 952 | +/-203 | 14 | +/-19 | 1.5% |
| Worked part-time or part-year in the past 12 months | 622 | +/-171 | 95 | +/-61 | 15.3% |
| Did not work | 476 | +/-138 | 181 | +/-104 | 38.0% |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | |
| 50 percent of poverty level | 188 | +/-122 | (X) | (X) | (X) |
| 125 percent of poverty level | 535 | +/-274 | (X) | (X) | (X) |
| 150 percent of poverty level | 589 | +/-264 | (X) | (X) | (X) |
| 185 percent of poverty level | 706 | +/-285 | (X) | (X) | (X) |
| 200 percent of poverty level | 706 | +/-285 | (X) | (X) | (X) |
| 300 percent of poverty level | 960 | +/-327 | (X) | (X) | (X) |
| 400 percent of poverty level | 1,109 | +/-325 | (X) | (X) | (X) |
| 500 percent of poverty level | 1,423 | +/-297 | (X) | (X) | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | | | | | |
| Male | 418 | +/-114 | 68 | +/-49 | 16.3% |
| Female | 517 | +/-136 | 66 | +/-64 | 12.8% |
| 15 years | 0 | +/-12 | 0 | +/-12 | - |
| 16 to 17 years | 0 | +/-12 | 0 | +/-12 | - |
| 18 to 24 years | 74 | +/-66 | 46 | +/-62 | 62.2% |
| 25 to 34 years | 528 | +/-161 | 22 | +/-24 | 4.2% |
| 35 to 44 years | 60 | +/-47 | 0 | +/-12 | 0.0% |
| 45 to 54 years | 145 | +/-86 | 45 | +/-43 | 31.0% |
| 55 to 64 years | 20 | +/-22 | 11 | +/-15 | 55.0% |
| 65 to 74 years | 73 | +/-52 | 10 | +/-15 | 13.7% |
| 75 years and over | 35 | +/-32 | 0 | +/-12 | 0.0% |
| Mean income deficit for unrelated individuals (dollars) | 10,057 | +/-1,990 | (X) | (X) | (X) |
| Worked full-time, year-round in the past 12 months | 440 | +/-139 | 0 | +/-12 | 0.0% |
| Worked less than full-time, year-round in the past 12 months | 326 | +/-152 | 38 | +/-36 | 11.7% |
| Did not work | 169 | +/-92 | 96 | +/-81 | 56.8% |

| Subject | Census Tract 1033, Arlington County, Virginia |
|--|---|
| | Percent below poverty level |
| | Margin of Error |
| | |
| Population for whom poverty status is determined | +/-9.8 |
| AGE | |
| Under 18 years | +/-26.6 |
| Under 5 years | +/-19.9 |
| 5 to 17 years | +/-31.2 |
| Related children of householder under 18 years | +/-26.6 |
| 18 to 64 years | +/-7.0 |
| 18 to 34 years | +/-6.6 |
| 35 to 64 years | +/-12.0 |
| 60 years and over | +/-9.5 |
| 65 years and over | +/-6.4 |
| SEX | |
| Male | +/-10.3 |
| Female | +/-11.1 |
| RACE AND HISPANIC OR LATINO ORIGIN | |
| White alone | +/-5.7 |
| Black or African American alone | +/-20.5 |
| American Indian and Alaska Native alone | +/-89.4 |
| Asian alone | +/-14.9 |
| Native Hawaiian and Other Pacific Islander alone | ** |
| Some other race alone | +/-76.6 |
| Two or more races | +/-33.3 |
| Hispanic or Latino origin (of any race) | +/-31.4 |
| White alone, not Hispanic or Latino | +/-6.6 |
| EDUCATIONAL ATTAINMENT | |
| Population 25 years and over | +/-6.0 |
| Less than high school graduate | +/-15.8 |
| High school graduate (includes equivalency) | +/-23.3 |
| Some college, associate's degree | +/-13.7 |
| Bachelor's degree or higher | +/-3.7 |
| EMPLOYMENT STATUS | |
| Civilian labor force 16 years and over | +/-4.0 |
| Employed | +/-4.1 |
| Male | +/-7.1 |
| Female | +/-3.0 |
| Unemployed | +/-48.4 |
| Male | ** |
| Female | +/-48.4 |
| WORK EXPERIENCE | |
| Population 16 years and over | +/-6.3 |
| Worked full-time, year-round in the past 12 months | +/-2.0 |
| Worked part-time or part-year in the past 12 months | +/-10.0 |
| Did not work | +/-15.6 |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | |
| 50 percent of poverty level | (X) |
| 125 percent of poverty level | (X) |
| 150 percent of poverty level | (X) |
| 185 percent of poverty level | (X) |

Subject: Columbia Pike/Washington Boulevard Interchange – IMR Update

Census Tract
1033, Arlington
County, Virginia
Percent below
poverty level
Margin of Error

| | |
|--|---------|
| 200 percent of poverty level | (X) |
| 300 percent of poverty level | (X) |
| 400 percent of poverty level | (X) |
| 500 percent of poverty level | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-8.3 |
| Male | +/-10.4 |
| Female | +/-11.8 |
| 15 years | ** |
| 16 to 17 years | ** |
| 18 to 24 years | +/-40.1 |
| 25 to 34 years | +/-4.3 |
| 35 to 44 years | +/-38.3 |
| 45 to 54 years | +/-26.1 |
| 55 to 64 years | +/-55.0 |
| 65 to 74 years | +/-21.8 |
| 75 years and over | +/-50.1 |
| Mean income deficit for unrelated individuals (dollars) | (X) |
| Worked full-time, year-round in the past 12 months | +/-7.1 |
| Worked less than full-time, year-round in the past 12 months | +/-12.6 |
| Did not work | +/-25.5 |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Columbia Pike/Washington Boulevard Interchange – IMR Update



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 1034.01, Arlington County, Virginia | | | | | Percent below poverty level Estimate | |
|--|--|-----------------|---------------------|-----------------|----------|--------------------------------------|--|
| | Total | | Below poverty level | | Estimate | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | | | |
| Population for whom poverty status is determined | 146 | +/-43 | 5 | +/-7 | 3.4% | | |
| AGE | | | | | | | |
| Under 18 years | 25 | +/-19 | 0 | +/-12 | 0.0% | | |
| Under 5 years | 0 | +/-12 | 0 | +/-12 | - | | |
| 5 to 17 years | 25 | +/-19 | 0 | +/-12 | 0.0% | | |
| Related children of householder under 18 years | 25 | +/-19 | 0 | +/-12 | 0.0% | | |
| 18 to 64 years | 117 | +/-36 | 5 | +/-7 | 4.3% | | |
| 18 to 34 years | 56 | +/-22 | 5 | +/-7 | 8.9% | | |
| 35 to 64 years | 61 | +/-27 | 0 | +/-12 | 0.0% | | |
| 60 years and over | 12 | +/-14 | 0 | +/-12 | 0.0% | | |
| 65 years and over | 4 | +/-6 | 0 | +/-12 | 0.0% | | |
| SEX | | | | | | | |
| Male | 80 | +/-35 | 0 | +/-12 | 0.0% | | |
| Female | 66 | +/-27 | 5 | +/-7 | 7.6% | | |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | | | |
| White alone | 117 | +/-45 | 0 | +/-12 | 0.0% | | |
| Black or African American alone | 22 | +/-18 | 5 | +/-7 | 22.7% | | |
| American Indian and Alaska Native alone | 7 | +/-10 | 0 | +/-12 | 0.0% | | |
| Asian alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Some other race alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Two or more races | 0 | +/-12 | 0 | +/-12 | - | | |
| Hispanic or Latino origin (of any race) | 0 | +/-12 | 0 | +/-12 | - | | |
| White alone, not Hispanic or Latino | 117 | +/-45 | 0 | +/-12 | 0.0% | | |
| EDUCATIONAL ATTAINMENT | | | | | | | |
| Population 25 years and over | 88 | +/-30 | 0 | +/-12 | 0.0% | | |
| Less than high school graduate | 0 | +/-12 | 0 | +/-12 | - | | |
| High school graduate (includes equivalency) | 12 | +/-10 | 0 | +/-12 | 0.0% | | |
| Some college, associate's degree | 29 | +/-12 | 0 | +/-12 | 0.0% | | |

| Subject | Census Tract 1034.01, Arlington County, Virginia | | | | | |
|---|--|-----------------|---------------------|-----------------|-----------------------------|--|
| | Total | | Below poverty level | | Percent below poverty level | |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | |
| Bachelor's degree or higher | 47 | +/-30 | 0 | +/-12 | 0.0% | |
| EMPLOYMENT STATUS | | | | | | |
| Civilian labor force 16 years and over | 35 | +/-17 | 0 | +/-12 | 0.0% | |
| Employed | 35 | +/-17 | 0 | +/-12 | 0.0% | |
| Male | 10 | +/-11 | 0 | +/-12 | 0.0% | |
| Female | 25 | +/-14 | 0 | +/-12 | 0.0% | |
| Unemployed | 0 | +/-12 | 0 | +/-12 | - | |
| Male | 0 | +/-12 | 0 | +/-12 | - | |
| Female | 0 | +/-12 | 0 | +/-12 | - | |
| WORK EXPERIENCE | | | | | | |
| Population 16 years and over | 126 | +/-37 | 5 | +/-7 | 4.0% | |
| Worked full-time, year-round in the past 12 months | 78 | +/-24 | 0 | +/-12 | 0.0% | |
| Worked part-time or part-year in the past 12 months | 16 | +/-11 | 5 | +/-7 | 31.3% | |
| Did not work | 32 | +/-18 | 0 | +/-12 | 0.0% | |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | | |
| 50 percent of poverty level | 5 | +/-7 | (X) | (X) | (X) | |
| 125 percent of poverty level | 18 | +/-13 | (X) | (X) | (X) | |
| 150 percent of poverty level | 21 | +/-14 | (X) | (X) | (X) | |
| 185 percent of poverty level | 21 | +/-14 | (X) | (X) | (X) | |
| 200 percent of poverty level | 36 | +/-16 | (X) | (X) | (X) | |
| 300 percent of poverty level | 52 | +/-20 | (X) | (X) | (X) | |
| 400 percent of poverty level | 52 | +/-20 | (X) | (X) | (X) | |
| 500 percent of poverty level | 83 | +/-36 | (X) | (X) | (X) | |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | | | | | | |
| Male | 33 | +/-15 | 0 | +/-12 | 0.0% | |
| Female | 19 | +/-18 | 5 | +/-7 | 26.3% | |
| 15 years | 0 | +/-12 | 0 | +/-12 | - | |
| 16 to 17 years | 0 | +/-12 | 0 | +/-12 | - | |
| 18 to 24 years | 33 | +/-18 | 5 | +/-7 | 15.2% | |
| 25 to 34 years | 19 | +/-11 | 0 | +/-12 | 0.0% | |
| 35 to 44 years | 0 | +/-12 | 0 | +/-12 | - | |
| 45 to 54 years | 0 | +/-12 | 0 | +/-12 | - | |
| 55 to 64 years | 0 | +/-12 | 0 | +/-12 | - | |
| 65 to 74 years | 0 | +/-12 | 0 | +/-12 | - | |
| 75 years and over | 0 | +/-12 | 0 | +/-12 | - | |
| Mean income deficit for unrelated individuals (dollars) | N | N | (X) | (X) | (X) | |
| Worked full-time, year-round in the past 12 months | 37 | +/-16 | 0 | +/-12 | 0.0% | |
| Worked less than full-time, year-round in the past 12 months | 12 | +/-9 | 5 | +/-7 | 41.7% | |
| Did not work | 3 | +/-5 | 0 | +/-12 | 0.0% | |

| Subject | Census Tract 1034-01, Arlington County, Virginia | IMR Update |
|--|---|-----------------|
| | Percent below poverty level | Margin of Error |
| Population for whom poverty status is determined | | +/-4.5 |
| AGE | | |
| Under 18 years | | +/-59.3 |
| Under 5 years | | ** |
| 5 to 17 years | | +/-59.3 |
| Related children of householder under 18 years | | +/-59.3 |
| 18 to 64 years | | +/-5.6 |
| 18 to 34 years | | +/-10.9 |
| 35 to 64 years | | +/-38.0 |
| 60 years and over | | +/-85.6 |
| 65 years and over | | +/-100.0 |
| SEX | | |
| Male | | +/-32.1 |
| Female | | +/-9.1 |
| RACE AND HISPANIC OR LATINO ORIGIN | | |
| White alone | | +/-23.9 |
| Black or African American alone | | +/-33.4 |
| American Indian and Alaska Native alone | | +/-100.0 |
| Asian alone | | ** |
| Native Hawaiian and Other Pacific Islander alone | | ** |
| Some other race alone | | ** |
| Two or more races | | ** |
| Hispanic or Latino origin (of any race) | | ** |
| White alone, not Hispanic or Latino | | +/-23.9 |
| EDUCATIONAL ATTAINMENT | | |
| Population 25 years and over | | +/-29.9 |
| Less than high school graduate | | ** |
| High school graduate (includes equivalency) | | +/-85.6 |
| Some college, associate's degree | | +/-55.1 |
| Bachelor's degree or higher | | +/-43.3 |
| EMPLOYMENT STATUS | | |
| Civilian labor force 16 years and over | | +/-50.1 |
| Employed | | +/-50.1 |
| Male | | +/-93.8 |
| Female | | +/-59.3 |
| Unemployed | | ** |
| Male | | ** |
| Female | | ** |
| WORK EXPERIENCE | | |
| Population 16 years and over | | +/-5.2 |
| Worked full-time, year-round in the past 12 months | | +/-32.7 |
| Worked part-time or part-year in the past 12 months | | +/-41.8 |
| Did not work | | +/-52.4 |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | |
| 50 percent of poverty level | | (X) |
| 125 percent of poverty level | | (X) |
| 150 percent of poverty level | | (X) |

| Subject | Census Tract 1034-01, Arlington County, Virginia | IMR Update |
|--|---|------------|
| | Percent below poverty level | |
| | Margin of Error | |
| | | |
| 185 percent of poverty level | (X) | |
| 200 percent of poverty level | (X) | |
| 300 percent of poverty level | (X) | |
| 400 percent of poverty level | (X) | |
| 500 percent of poverty level | (X) | |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-11.5 | |
| Male | +/-51.6 | |
| Female | +/-22.4 | |
| 15 years | ** | |
| 16 to 17 years | ** | |
| 18 to 24 years | +/-17.6 | |
| 25 to 34 years | +/-68.0 | |
| 35 to 44 years | ** | |
| 45 to 54 years | ** | |
| 55 to 64 years | ** | |
| 65 to 74 years | ** | |
| 75 years and over | ** | |
| Mean income deficit for unrelated individuals (dollars) | (X) | |
| Worked full-time, year-round in the past 12 months | +/-48.8 | |
| Worked less than full-time, year-round in the past 12 months | +/-52.0 | |
| Did not work | +/-100.0 | |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 1035.01, Arlington County, Virginia | | | | | Percent below poverty level Estimate | |
|--|--|-----------------|---------------------|-----------------|----------|--------------------------------------|--|
| | Total | | Below poverty level | | Estimate | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | | | |
| Population for whom poverty status is determined | 3,347 | +/-337 | 339 | +/-202 | 10.1% | | |
| AGE | | | | | | | |
| Under 18 years | 106 | +/-81 | 11 | +/-18 | 10.4% | | |
| Under 5 years | 90 | +/-64 | 11 | +/-18 | 12.2% | | |
| 5 to 17 years | 16 | +/-25 | 0 | +/-12 | 0.0% | | |
| Related children of householder under 18 years | 106 | +/-81 | 11 | +/-18 | 10.4% | | |
| 18 to 64 years | 2,885 | +/-304 | 291 | +/-192 | 10.1% | | |
| 18 to 34 years | 1,587 | +/-299 | 257 | +/-187 | 16.2% | | |
| 35 to 64 years | 1,298 | +/-232 | 34 | +/-36 | 2.6% | | |
| 60 years and over | 490 | +/-119 | 58 | +/-47 | 11.8% | | |
| 65 years and over | 356 | +/-83 | 37 | +/-33 | 10.4% | | |
| SEX | | | | | | | |
| Male | 1,578 | +/-228 | 111 | +/-76 | 7.0% | | |
| Female | 1,769 | +/-283 | 228 | +/-187 | 12.9% | | |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | | | |
| White alone | 2,438 | +/-271 | 97 | +/-64 | 4.0% | | |
| Black or African American alone | 143 | +/-69 | 12 | +/-20 | 8.4% | | |
| American Indian and Alaska Native alone | 15 | +/-24 | 0 | +/-12 | 0.0% | | |
| Asian alone | 701 | +/-272 | 230 | +/-197 | 32.8% | | |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Some other race alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Two or more races | 50 | +/-47 | 0 | +/-12 | 0.0% | | |
| Hispanic or Latino origin (of any race) | 341 | +/-195 | 14 | +/-23 | 4.1% | | |
| White alone, not Hispanic or Latino | 2,132 | +/-250 | 83 | +/-60 | 3.9% | | |
| EDUCATIONAL ATTAINMENT | | | | | | | |
| Population 25 years and over | 2,909 | +/-273 | 183 | +/-78 | 6.3% | | |
| Less than high school graduate | 16 | +/-25 | 0 | +/-12 | 0.0% | | |
| High school graduate (includes equivalency) | 162 | +/-92 | 36 | +/-41 | 22.2% | | |
| Some college, associate's degree | 193 | +/-104 | 12 | +/-20 | 6.2% | | |

| Subject | Census Tract 1035.01, Arlington County, Virginia | | | | |
|---|--|-----------------|---------------------|-----------------|-----------------------------|
| | Total | | Below poverty level | | Percent below poverty level |
| | Estimate | Margin of Error | Estimate | Margin of Error | |
| Bachelor's degree or higher | 2,538 | +/-285 | 135 | +/-71 | 5.3% |
| EMPLOYMENT STATUS | | | | | |
| Civilian labor force 16 years and over | 2,537 | +/-278 | 75 | +/-62 | 3.0% |
| Employed | 2,493 | +/-277 | 62 | +/-57 | 2.5% |
| Male | 1,293 | +/-206 | 37 | +/-43 | 2.9% |
| Female | 1,200 | +/-204 | 25 | +/-39 | 2.1% |
| Unemployed | 44 | +/-38 | 13 | +/-21 | 29.5% |
| Male | 44 | +/-38 | 13 | +/-21 | 29.5% |
| Female | 0 | +/-12 | 0 | +/-12 | - |
| WORK EXPERIENCE | | | | | |
| Population 16 years and over | 3,241 | +/-308 | 328 | +/-196 | 10.1% |
| Worked full-time, year-round in the past 12 months | 1,942 | +/-255 | 0 | +/-12 | 0.0% |
| Worked part-time or part-year in the past 12 months | 689 | +/-200 | 62 | +/-57 | 9.0% |
| Did not work | 610 | +/-229 | 266 | +/-195 | 43.6% |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | |
| 50 percent of poverty level | 327 | +/-202 | (X) | (X) | (X) |
| 125 percent of poverty level | 369 | +/-204 | (X) | (X) | (X) |
| 150 percent of poverty level | 459 | +/-217 | (X) | (X) | (X) |
| 185 percent of poverty level | 509 | +/-211 | (X) | (X) | (X) |
| 200 percent of poverty level | 509 | +/-211 | (X) | (X) | (X) |
| 300 percent of poverty level | 764 | +/-269 | (X) | (X) | (X) |
| 400 percent of poverty level | 1,110 | +/-279 | (X) | (X) | (X) |
| 500 percent of poverty level | 1,695 | +/-333 | (X) | (X) | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | | | | | |
| Male | 1,045 | +/-201 | 87 | +/-64 | 8.3% |
| Female | 1,367 | +/-274 | 216 | +/-185 | 15.8% |
| 15 years | 0 | +/-12 | 0 | +/-12 | - |
| 16 to 17 years | 0 | +/-12 | 0 | +/-12 | - |
| 18 to 24 years | 317 | +/-199 | 145 | +/-169 | 45.7% |
| 25 to 34 years | 1,060 | +/-227 | 100 | +/-70 | 9.4% |
| 35 to 44 years | 299 | +/-117 | 0 | +/-12 | 0.0% |
| 45 to 54 years | 208 | +/-99 | 0 | +/-12 | 0.0% |
| 55 to 64 years | 241 | +/-102 | 21 | +/-33 | 8.7% |
| 65 to 74 years | 173 | +/-79 | 25 | +/-29 | 14.5% |
| 75 years and over | 114 | +/-67 | 12 | +/-18 | 10.5% |
| Mean income deficit for unrelated individuals (dollars) | 10,958 | +/-1,176 | (X) | (X) | (X) |
| Worked full-time, year-round in the past 12 months | 1,376 | +/-238 | 0 | +/-12 | 0.0% |
| Worked less than full-time, year-round in the past 12 months | 562 | +/-187 | 62 | +/-57 | 11.0% |
| Did not work | 474 | +/-203 | 241 | +/-189 | 50.8% |

| Subject | Census Tract 1032.01, Arlington County, Virginia | IMR Update |
|--|---|-----------------|
| | Percent below poverty level | Margin of Error |
| Population for whom poverty status is determined | | +/-5.7 |
| AGE | | |
| Under 18 years | | +/-18.8 |
| Under 5 years | | +/-21.6 |
| 5 to 17 years | | +/-74.1 |
| Related children of householder under 18 years | | +/-18.8 |
| 18 to 64 years | | +/-6.3 |
| 18 to 34 years | | +/-10.3 |
| 35 to 64 years | | +/-2.7 |
| 60 years and over | | +/-8.4 |
| 65 years and over | | +/-8.6 |
| SEX | | |
| Male | | +/-4.5 |
| Female | | +/-10.0 |
| RACE AND HISPANIC OR LATINO ORIGIN | | |
| White alone | | +/-2.6 |
| Black or African American alone | | +/-14.8 |
| American Indian and Alaska Native alone | | +/-76.6 |
| Asian alone | | +/-22.3 |
| Native Hawaiian and Other Pacific Islander alone | | ** |
| Some other race alone | | ** |
| Two or more races | | +/-41.9 |
| Hispanic or Latino origin (of any race) | | +/-6.9 |
| White alone, not Hispanic or Latino | | +/-2.8 |
| EDUCATIONAL ATTAINMENT | | |
| Population 25 years and over | | +/-2.6 |
| Less than high school graduate | | +/-74.1 |
| High school graduate (includes equivalency) | | +/-25.8 |
| Some college, associate's degree | | +/-10.5 |
| Bachelor's degree or higher | | +/-2.7 |
| EMPLOYMENT STATUS | | |
| Civilian labor force 16 years and over | | +/-2.3 |
| Employed | | +/-2.2 |
| Male | | +/-3.2 |
| Female | | +/-3.2 |
| Unemployed | | +/-50.0 |
| Male | | +/-50.0 |
| Female | | ** |
| WORK EXPERIENCE | | |
| Population 16 years and over | | +/-5.8 |
| Worked full-time, year-round in the past 12 months | | +/-1.7 |
| Worked part-time or part-year in the past 12 months | | +/-8.0 |
| Did not work | | +/-20.8 |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | |
| 50 percent of poverty level | | (X) |
| 125 percent of poverty level | | (X) |
| 150 percent of poverty level | | (X) |

| Subject | Census Tract 1035.01, | IMR Update |
|--|--------------------------------|------------|
| | Arlington County, Virginia | |
| | Percent below poverty level | |
| | Margin of Error | |
| 185 percent of poverty level | (X) | |
| 200 percent of poverty level | (X) | |
| 300 percent of poverty level | (X) | |
| 400 percent of poverty level | (X) | |
| 500 percent of poverty level | (X) | |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-7.4 | |
| Male | +/-5.7 | |
| Female | +/-12.6 | |
| 15 years | ** | |
| 16 to 17 years | ** | |
| 18 to 24 years | +/-36.6 | |
| 25 to 34 years | +/-6.3 | |
| 35 to 44 years | +/-10.3 | |
| 45 to 54 years | +/-14.4 | |
| 55 to 64 years | +/-12.3 | |
| 65 to 74 years | +/-15.6 | |
| 75 years and over | +/-16.6 | |
| Mean income deficit for unrelated individuals (dollars) | (X) | |
| Worked full-time, year-round in the past 12 months | +/-2.3 | |
| Worked less than full-time, year-round in the past 12 months | +/-9.9 | |
| Did not work | +/-23.2 | |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 1035.02, Arlington County, Virginia | | | | | Percent below poverty level Estimate | |
|--|--|-----------------|---------------------|-----------------|----------|--------------------------------------|--|
| | Total | | Below poverty level | | Estimate | | |
| | Estimate | Margin of Error | Estimate | Margin of Error | | | |
| Population for whom poverty status is determined | 3,888 | +/-371 | 443 | +/-176 | 11.4% | | |
| AGE | | | | | | | |
| Under 18 years | 122 | +/-72 | 15 | +/-24 | 12.3% | | |
| Under 5 years | 86 | +/-63 | 0 | +/-12 | 0.0% | | |
| 5 to 17 years | 36 | +/-41 | 15 | +/-24 | 41.7% | | |
| Related children of householder under 18 years | 122 | +/-72 | 15 | +/-24 | 12.3% | | |
| 18 to 64 years | 3,262 | +/-316 | 207 | +/-113 | 6.3% | | |
| 18 to 34 years | 1,927 | +/-307 | 143 | +/-95 | 7.4% | | |
| 35 to 64 years | 1,335 | +/-284 | 64 | +/-64 | 4.8% | | |
| 60 years and over | 629 | +/-192 | 221 | +/-117 | 35.1% | | |
| 65 years and over | 504 | +/-151 | 221 | +/-117 | 43.8% | | |
| SEX | | | | | | | |
| Male | 1,897 | +/-261 | 115 | +/-88 | 6.1% | | |
| Female | 1,991 | +/-222 | 328 | +/-136 | 16.5% | | |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | | | |
| White alone | 2,253 | +/-361 | 200 | +/-108 | 8.9% | | |
| Black or African American alone | 693 | +/-190 | 118 | +/-95 | 17.0% | | |
| American Indian and Alaska Native alone | 22 | +/-40 | 0 | +/-12 | 0.0% | | |
| Asian alone | 734 | +/-228 | 125 | +/-107 | 17.0% | | |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Some other race alone | 0 | +/-12 | 0 | +/-12 | - | | |
| Two or more races | 186 | +/-100 | 0 | +/-12 | 0.0% | | |
| Hispanic or Latino origin (of any race) | 421 | +/-212 | 26 | +/-29 | 6.2% | | |
| White alone, not Hispanic or Latino | 1,920 | +/-317 | 174 | +/-103 | 9.1% | | |
| EDUCATIONAL ATTAINMENT | | | | | | | |
| Population 25 years and over | 3,520 | +/-369 | 298 | +/-130 | 8.5% | | |
| Less than high school graduate | 195 | +/-110 | 118 | +/-95 | 60.5% | | |
| High school graduate (includes equivalency) | 228 | +/-129 | 13 | +/-21 | 5.7% | | |
| Some college, associate's degree | 226 | +/-119 | 45 | +/-72 | 19.9% | | |

| Subject | Census Tract 1035.02, Arlington County, Virginia | | | | |
|---|--|-----------------|---------------------|-----------------|-----------------------------|
| | Total | | Below poverty level | | Percent below poverty level |
| | Estimate | Margin of Error | Estimate | Margin of Error | |
| Bachelor's degree or higher | 2,871 | +/-336 | 122 | +/-82 | 4.2% |
| EMPLOYMENT STATUS | | | | | |
| Civilian labor force 16 years and over | 2,802 | +/-334 | 53 | +/-45 | 1.9% |
| Employed | 2,717 | +/-338 | 21 | +/-25 | 0.8% |
| Male | 1,562 | +/-253 | 0 | +/-12 | 0.0% |
| Female | 1,155 | +/-197 | 21 | +/-25 | 1.8% |
| Unemployed | 85 | +/-61 | 32 | +/-37 | 37.6% |
| Male | 17 | +/-26 | 0 | +/-12 | 0.0% |
| Female | 68 | +/-56 | 32 | +/-37 | 47.1% |
| WORK EXPERIENCE | | | | | |
| Population 16 years and over | 3,766 | +/-344 | 428 | +/-167 | 11.4% |
| Worked full-time, year-round in the past 12 months | 2,403 | +/-323 | 0 | +/-12 | 0.0% |
| Worked part-time or part-year in the past 12 months | 511 | +/-151 | 38 | +/-37 | 7.4% |
| Did not work | 852 | +/-218 | 390 | +/-160 | 45.8% |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | |
| 50 percent of poverty level | 240 | +/-113 | (X) | (X) | (X) |
| 125 percent of poverty level | 627 | +/-178 | (X) | (X) | (X) |
| 150 percent of poverty level | 685 | +/-190 | (X) | (X) | (X) |
| 185 percent of poverty level | 719 | +/-204 | (X) | (X) | (X) |
| 200 percent of poverty level | 734 | +/-201 | (X) | (X) | (X) |
| 300 percent of poverty level | 972 | +/-216 | (X) | (X) | (X) |
| 400 percent of poverty level | 1,115 | +/-240 | (X) | (X) | (X) |
| 500 percent of poverty level | 1,546 | +/-267 | (X) | (X) | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | | | | | |
| Male | 1,145 | +/-233 | 77 | +/-79 | 6.7% |
| Female | 1,219 | +/-214 | 274 | +/-125 | 22.5% |
| 15 years | 0 | +/-12 | 0 | +/-12 | - |
| 16 to 17 years | 0 | +/-12 | 0 | +/-12 | - |
| 18 to 24 years | 238 | +/-167 | 130 | +/-92 | 54.6% |
| 25 to 34 years | 1,034 | +/-255 | 13 | +/-20 | 1.3% |
| 35 to 44 years | 401 | +/-163 | 0 | +/-12 | 0.0% |
| 45 to 54 years | 260 | +/-95 | 32 | +/-37 | 12.3% |
| 55 to 64 years | 150 | +/-74 | 0 | +/-12 | 0.0% |
| 65 to 74 years | 152 | +/-102 | 109 | +/-93 | 71.7% |
| 75 years and over | 129 | +/-61 | 67 | +/-76 | 51.9% |
| Mean income deficit for unrelated individuals (dollars) | 8,114 | +/-1,761 | (X) | (X) | (X) |
| Worked full-time, year-round in the past 12 months | 1,664 | +/-302 | 0 | +/-12 | 0.0% |
| Worked less than full-time, year-round in the past 12 months | 274 | +/-112 | 21 | +/-25 | 7.7% |
| Did not work | 426 | +/-159 | 330 | +/-152 | 77.5% |

| Subject | Census Tract 1032-02, Arlington County, Virginia | IMR Update |
|--|---|-----------------|
| | Percent below poverty level | Margin of Error |
| Population for whom poverty status is determined | | +/-4.6 |
| AGE | | |
| Under 18 years | | +/-18.0 |
| Under 5 years | | +/-30.5 |
| 5 to 17 years | | +/-53.6 |
| Related children of householder under 18 years | | +/-18.0 |
| 18 to 64 years | | +/-3.5 |
| 18 to 34 years | | +/-4.8 |
| 35 to 64 years | | +/-4.6 |
| 60 years and over | | +/-18.0 |
| 65 years and over | | +/-20.8 |
| SEX | | |
| Male | | +/-4.5 |
| Female | | +/-6.8 |
| RACE AND HISPANIC OR LATINO ORIGIN | | |
| White alone | | +/-4.6 |
| Black or African American alone | | +/-13.2 |
| American Indian and Alaska Native alone | | +/-63.2 |
| Asian alone | | +/-13.4 |
| Native Hawaiian and Other Pacific Islander alone | | ** |
| Some other race alone | | ** |
| Two or more races | | +/-16.0 |
| Hispanic or Latino origin (of any race) | | +/-7.2 |
| White alone, not Hispanic or Latino | | +/-5.1 |
| EDUCATIONAL ATTAINMENT | | |
| Population 25 years and over | | +/-3.8 |
| Less than high school graduate | | +/-26.6 |
| High school graduate (includes equivalency) | | +/-9.7 |
| Some college, associate's degree | | +/-28.1 |
| Bachelor's degree or higher | | +/-2.9 |
| EMPLOYMENT STATUS | | |
| Civilian labor force 16 years and over | | +/-1.6 |
| Employed | | +/-0.9 |
| Male | | +/-2.1 |
| Female | | +/-2.2 |
| Unemployed | | +/-40.1 |
| Male | | +/-71.9 |
| Female | | +/-48.5 |
| WORK EXPERIENCE | | |
| Population 16 years and over | | +/-4.5 |
| Worked full-time, year-round in the past 12 months | | +/-1.3 |
| Worked part-time or part-year in the past 12 months | | +/-6.8 |
| Did not work | | +/-18.4 |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | |
| 50 percent of poverty level | | (X) |
| 125 percent of poverty level | | (X) |
| 150 percent of poverty level | | (X) |

| Subject | Census Tract 1035-02, Arlington County, Virginia | IMR Update |
|--|---|------------|
| | Percent below poverty level | |
| | Margin of Error | |
| | | |
| 185 percent of poverty level | (X) | |
| 200 percent of poverty level | (X) | |
| 300 percent of poverty level | (X) | |
| 400 percent of poverty level | (X) | |
| 500 percent of poverty level | (X) | |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-5.9 | |
| Male | +/-6.7 | |
| Female | +/-9.0 | |
| 15 years | ** | |
| 16 to 17 years | ** | |
| 18 to 24 years | +/-22.4 | |
| 25 to 34 years | +/-2.0 | |
| 35 to 44 years | +/-7.8 | |
| 45 to 54 years | +/-13.9 | |
| 55 to 64 years | +/-19.3 | |
| 65 to 74 years | +/-32.0 | |
| 75 years and over | +/-46.1 | |
| Mean income deficit for unrelated individuals (dollars) | (X) | |
| Worked full-time, year-round in the past 12 months | +/-1.9 | |
| Worked less than full-time, year-round in the past 12 months | +/-9.2 | |
| Did not work | +/-19.1 | |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

| Subject | Census Tract 9801, Arlington County, Virginia | | | | |
|--|---|-----------------|---------------------|-----------------|--------------------------------------|
| | Total | | Below poverty level | | Percent below poverty level Estimate |
| | Estimate | Margin of Error | Estimate | Margin of Error | |
| Population for whom poverty status is determined | 14 | +/-16 | 0 | +/-12 | 0.0% |
| AGE | | | | | |
| Under 18 years | 0 | +/-12 | 0 | +/-12 | - |
| Under 5 years | 0 | +/-12 | 0 | +/-12 | - |
| 5 to 17 years | 0 | +/-12 | 0 | +/-12 | - |
| Related children of householder under 18 years | 0 | +/-12 | 0 | +/-12 | - |
| 18 to 64 years | 14 | +/-16 | 0 | +/-12 | 0.0% |
| 18 to 34 years | 14 | +/-16 | 0 | +/-12 | 0.0% |
| 35 to 64 years | 0 | +/-12 | 0 | +/-12 | - |
| 60 years and over | 0 | +/-12 | 0 | +/-12 | - |
| 65 years and over | 0 | +/-12 | 0 | +/-12 | - |
| SEX | | | | | |
| Male | 0 | +/-12 | 0 | +/-12 | - |
| Female | 14 | +/-16 | 0 | +/-12 | 0.0% |
| RACE AND HISPANIC OR LATINO ORIGIN | | | | | |
| White alone | 14 | +/-16 | 0 | +/-12 | 0.0% |
| Black or African American alone | 0 | +/-12 | 0 | +/-12 | - |
| American Indian and Alaska Native alone | 0 | +/-12 | 0 | +/-12 | - |
| Asian alone | 0 | +/-12 | 0 | +/-12 | - |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-12 | 0 | +/-12 | - |
| Some other race alone | 0 | +/-12 | 0 | +/-12 | - |
| Two or more races | 0 | +/-12 | 0 | +/-12 | - |
| Hispanic or Latino origin (of any race) | 0 | +/-12 | 0 | +/-12 | - |
| White alone, not Hispanic or Latino | 14 | +/-16 | 0 | +/-12 | 0.0% |
| EDUCATIONAL ATTAINMENT | | | | | |
| Population 25 years and over | 14 | +/-16 | 0 | +/-12 | 0.0% |
| Less than high school graduate | 0 | +/-12 | 0 | +/-12 | - |
| High school graduate (includes equivalency) | 0 | +/-12 | 0 | +/-12 | - |
| Some college, associate's degree | 0 | +/-12 | 0 | +/-12 | - |

| Subject | Census Tract 9801, Arlington County, Virginia | | | | | |
|---|---|-----------------|---------------------|-----------------|-----------------------------|--|
| | Total | | Below poverty level | | Percent below poverty level | |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | |
| Bachelor's degree or higher | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| EMPLOYMENT STATUS | | | | | | |
| Civilian labor force 16 years and over | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Employed | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Male | 0 | +/-12 | 0 | +/-12 | - | |
| Female | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Unemployed | 0 | +/-12 | 0 | +/-12 | - | |
| Male | 0 | +/-12 | 0 | +/-12 | - | |
| Female | 0 | +/-12 | 0 | +/-12 | - | |
| WORK EXPERIENCE | | | | | | |
| Population 16 years and over | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Worked full-time, year-round in the past 12 months | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Worked part-time or part-year in the past 12 months | 0 | +/-12 | 0 | +/-12 | - | |
| Did not work | 0 | +/-12 | 0 | +/-12 | - | |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | | | | | | |
| 50 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 125 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 150 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 185 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 200 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 300 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 400 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| 500 percent of poverty level | 0 | +/-12 | (X) | (X) | (X) | |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Male | 0 | +/-12 | 0 | +/-12 | - | |
| Female | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| 15 years | 0 | +/-12 | 0 | +/-12 | - | |
| 16 to 17 years | 0 | +/-12 | 0 | +/-12 | - | |
| 18 to 24 years | 0 | +/-12 | 0 | +/-12 | - | |
| 25 to 34 years | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| 35 to 44 years | 0 | +/-12 | 0 | +/-12 | - | |
| 45 to 54 years | 0 | +/-12 | 0 | +/-12 | - | |
| 55 to 64 years | 0 | +/-12 | 0 | +/-12 | - | |
| 65 to 74 years | 0 | +/-12 | 0 | +/-12 | - | |
| 75 years and over | 0 | +/-12 | 0 | +/-12 | - | |
| Mean income deficit for unrelated individuals (dollars) | - | ** | (X) | (X) | (X) | |
| Worked full-time, year-round in the past 12 months | 14 | +/-16 | 0 | +/-12 | 0.0% | |
| Worked less than full-time, year-round in the past 12 months | 0 | +/-12 | 0 | +/-12 | - | |
| Did not work | 0 | +/-12 | 0 | +/-12 | - | |

| Subject | Census Tract 9801, Arlington County, Virginia Percent below poverty level Margin of Error |
|--|--|
| Population for whom poverty status is determined | +/-79.3 |
| AGE | |
| Under 18 years | ** |
| Under 5 years | ** |
| 5 to 17 years | ** |
| Related children of householder under 18 years | ** |
| 18 to 64 years | +/-79.3 |
| 18 to 34 years | +/-79.3 |
| 35 to 64 years | ** |
| 60 years and over | ** |
| 65 years and over | ** |
| SEX | |
| Male | ** |
| Female | +/-79.3 |
| RACE AND HISPANIC OR LATINO ORIGIN | |
| White alone | +/-79.3 |
| Black or African American alone | ** |
| American Indian and Alaska Native alone | ** |
| Asian alone | ** |
| Native Hawaiian and Other Pacific Islander alone | ** |
| Some other race alone | ** |
| Two or more races | ** |
| Hispanic or Latino origin (of any race) | ** |
| White alone, not Hispanic or Latino | +/-79.3 |
| EDUCATIONAL ATTAINMENT | |
| Population 25 years and over | +/-79.3 |
| Less than high school graduate | ** |
| High school graduate (includes equivalency) | ** |
| Some college, associate's degree | ** |
| Bachelor's degree or higher | +/-79.3 |
| EMPLOYMENT STATUS | |
| Civilian labor force 16 years and over | +/-79.3 |
| Employed | +/-79.3 |
| Male | ** |
| Female | +/-79.3 |
| Unemployed | ** |
| Male | ** |
| Female | ** |
| WORK EXPERIENCE | |
| Population 16 years and over | +/-79.3 |
| Worked full-time, year-round in the past 12 months | +/-79.3 |
| Worked part-time or part-year in the past 12 months | ** |
| Did not work | ** |
| ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS | |
| 50 percent of poverty level | (X) |
| 125 percent of poverty level | (X) |
| 150 percent of poverty level | (X) |
| 185 percent of poverty level | (X) |

Subject: Columbia Pike/Washington Boulevard Interchange – IMR Update

Census Tract
9801, Arlington
County, Virginia
Percent below
poverty level
Margin of Error

| | |
|--|---------|
| 200 percent of poverty level | (X) |
| 300 percent of poverty level | (X) |
| 400 percent of poverty level | (X) |
| 500 percent of poverty level | (X) |
| UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED | +/-79.3 |
| Male | ** |
| Female | +/-79.3 |
| 15 years | ** |
| 16 to 17 years | ** |
| 18 to 24 years | ** |
| 25 to 34 years | +/-79.3 |
| 35 to 44 years | ** |
| 45 to 54 years | ** |
| 55 to 64 years | ** |
| 65 to 74 years | ** |
| 75 years and over | ** |
| Mean income deficit for unrelated individuals (dollars) | (X) |
| Worked full-time, year-round in the past 12 months | +/-79.3 |
| Worked less than full-time, year-round in the past 12 months | ** |
| Did not work | ** |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

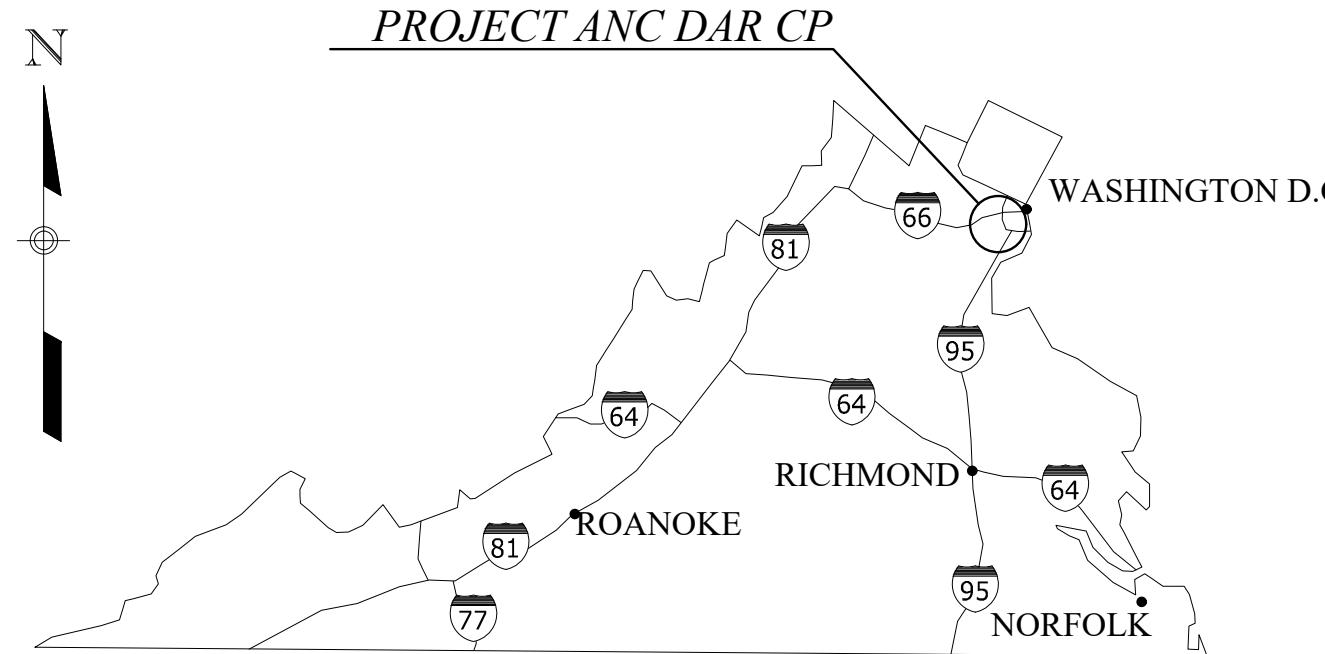
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Columbia Pike/Washington Boulevard Interchange – IMR Update

Appendix H
Preferred Alternative and Conceptual Signing Plan



STATE OF VIRGINIA
70 0 70
SCALE IN MILES

DESCRIPTION OF PROJECT

IMPROVEMENT: (SUMMARY OF PROJECT, EFLHD TO PROVIDE)

FEDERAL HIGHWAY ADMINISTRATION

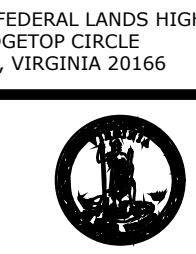
SEE SHEET 1B FOR INDEX OF SHEETS

PLANS FOR PROPOSED

ARLINGTON NATIONAL CEMETERY SOUTHERN EXPANSION DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT FROM WASHINGTON BOULEVARD (ROUTE 27) TO S. OAK STREET

40% PLANS
SEPTEMBER 20, 2019

U.S. Department of Transportation
Federal Highway Administration
EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166



ARLINGTON
VIRGINIA
DEPARTMENT OF
ENVIRONMENTAL SERVICES
Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606

Kimley»Horn
©2019 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703-474-1300
Fax: 703-474-1350

Seal

PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Seal

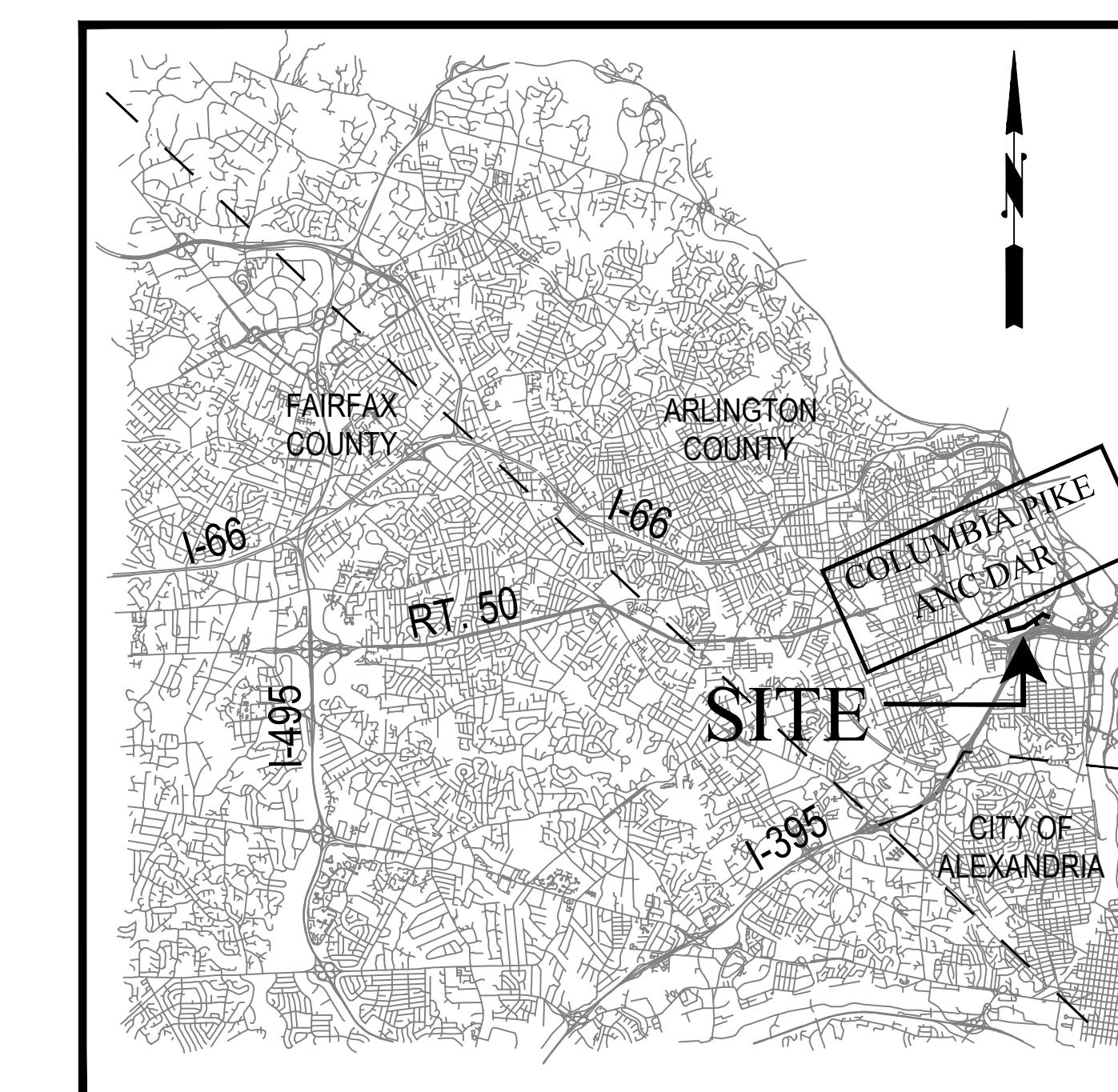
PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION



Revisions _____

Date _____

LOCATION MAP



| | |
|-----------------|---------------|
| Project Manager | Lead Designer |
| R. JOHN MARTIN | MIKE ALBRIGHT |

40% PLANS
PLANS PREPARED FOR

U.S. Department of Transportation
Federal Highway
Administration

EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166

PLANS PREPARED BY

Kimley»Horn

11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VIRGINIA 20191

Designed: TEC
Drawn: OCD
Checked: MRA
Miss Utility Transmittal #: _____

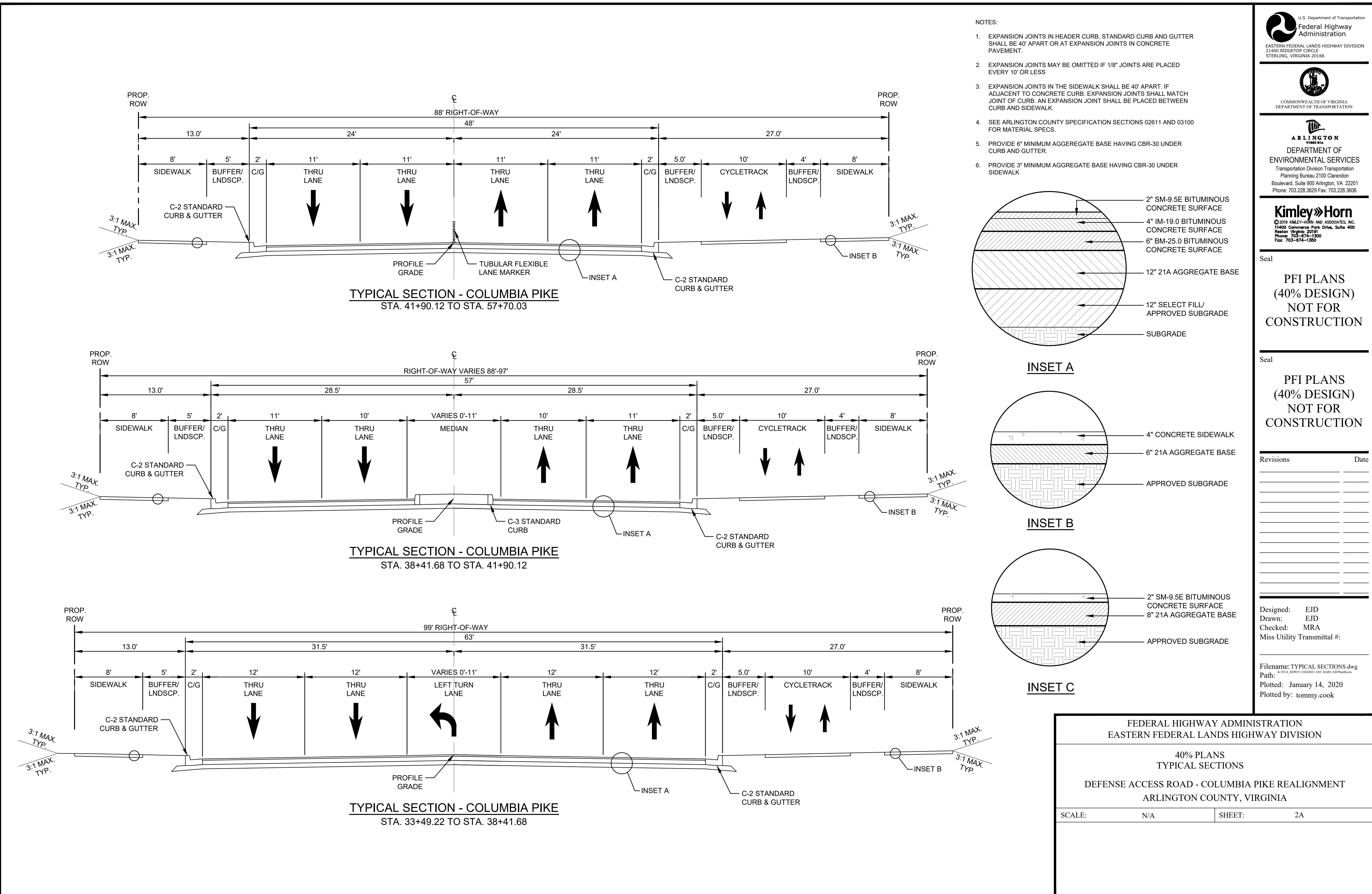
Filename:1-TITLE_SHEET-FHWA.dwg
Path: C:\VA\ROW\1130401\ANC DAR\Cap\Plans\Sheets
Plotted: January 13, 2020
Plotted by: tommy.cook

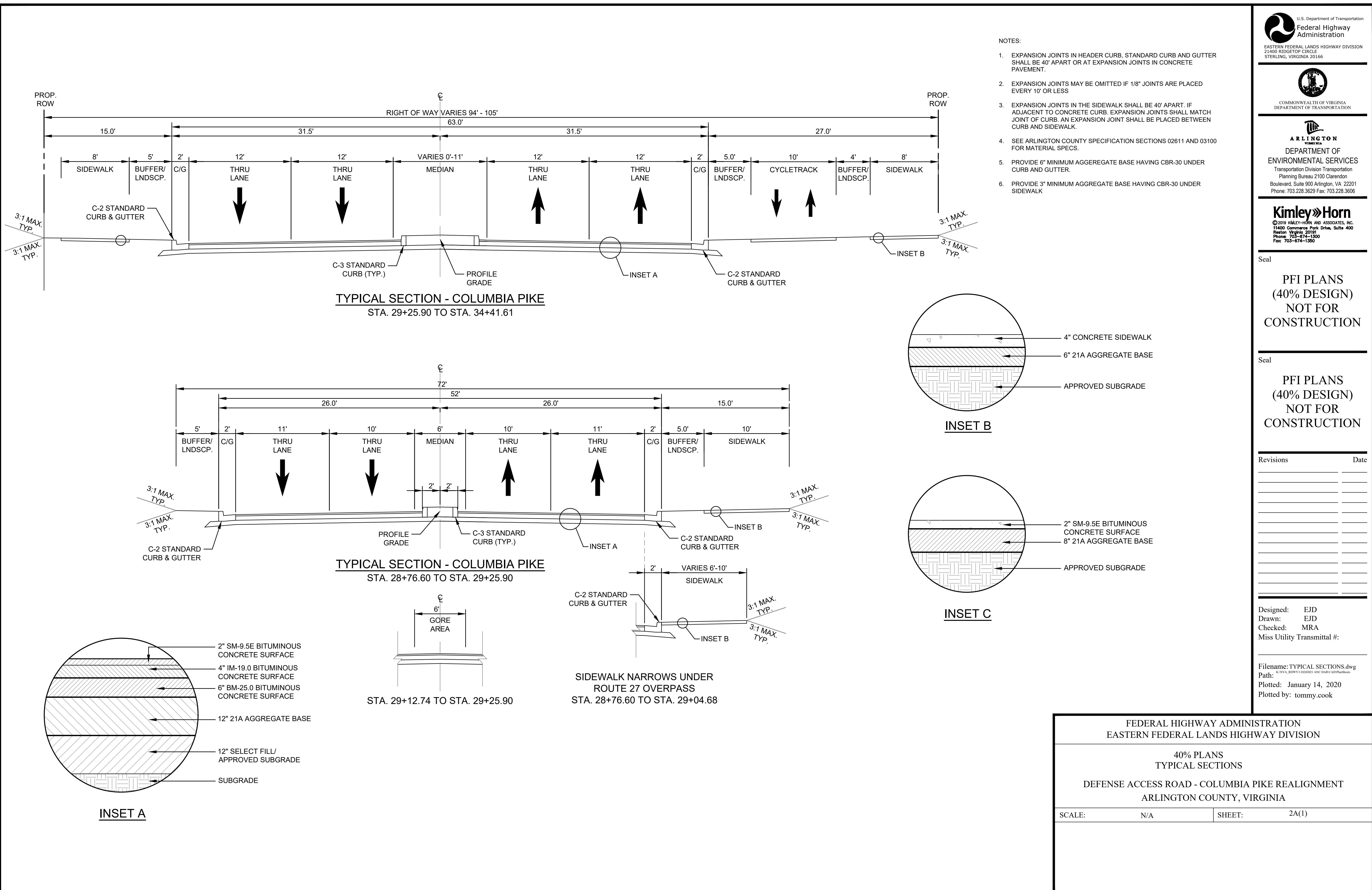
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

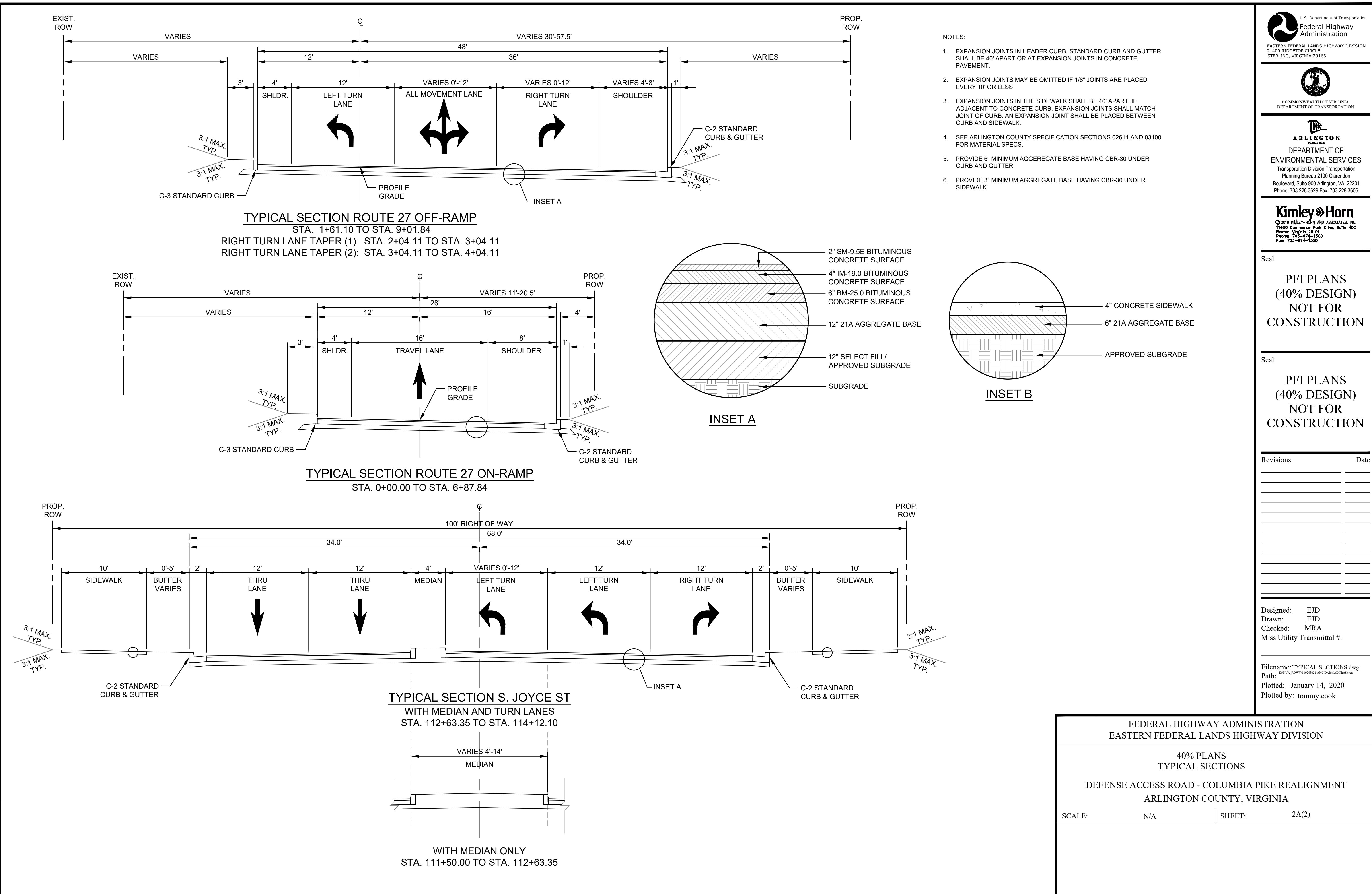
40% PLANS
TITLE SHEET

DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: N/A SHEET: 1







U.S. Department of Transportation
Federal Highway Administration
EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
ARLINGTON
DEPARTMENT OF ENVIRONMENTAL SERVICES
Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606

Kimley-Horn
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703.277.1500
Fax: 703.277.1500

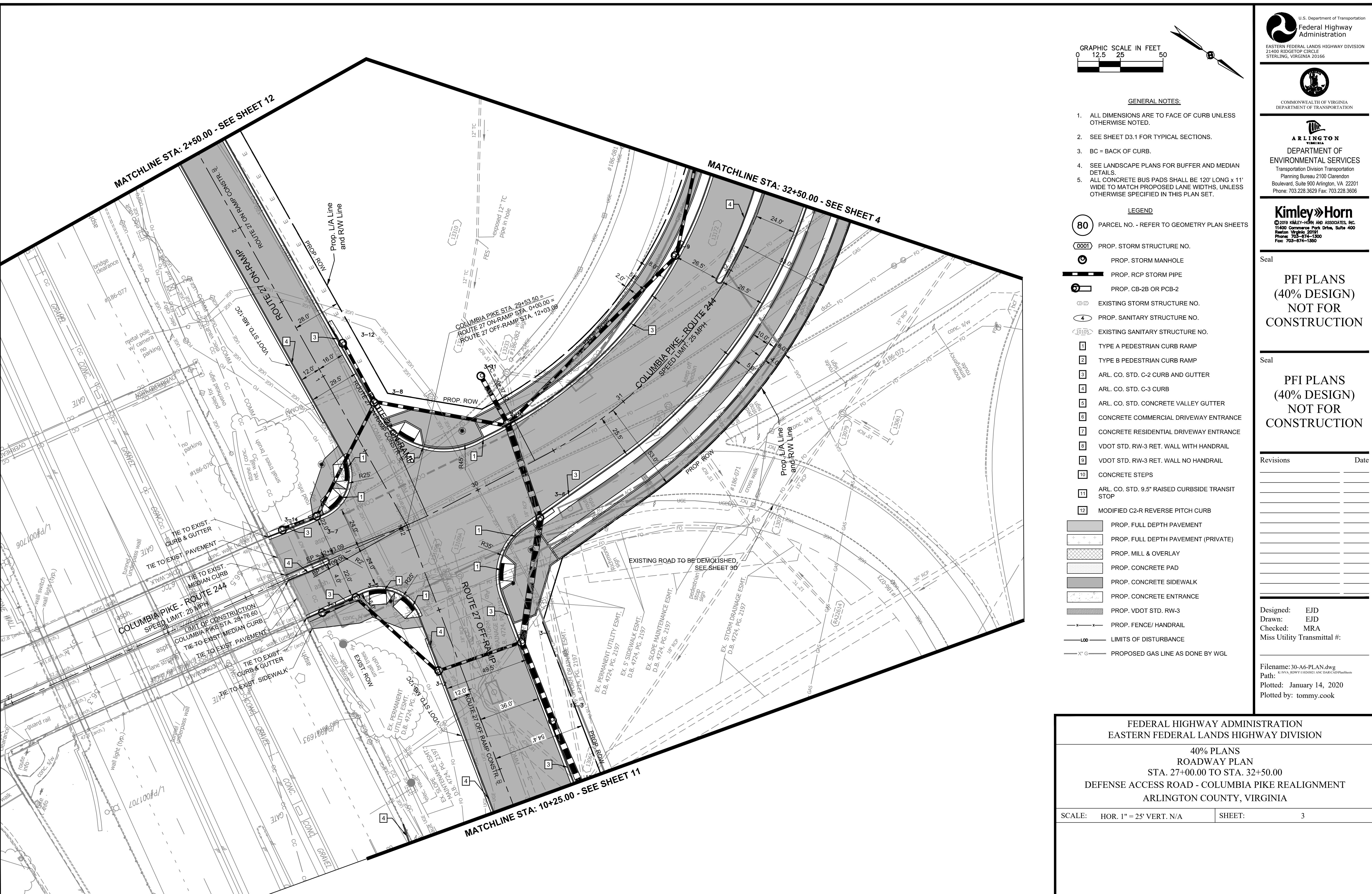
Seal

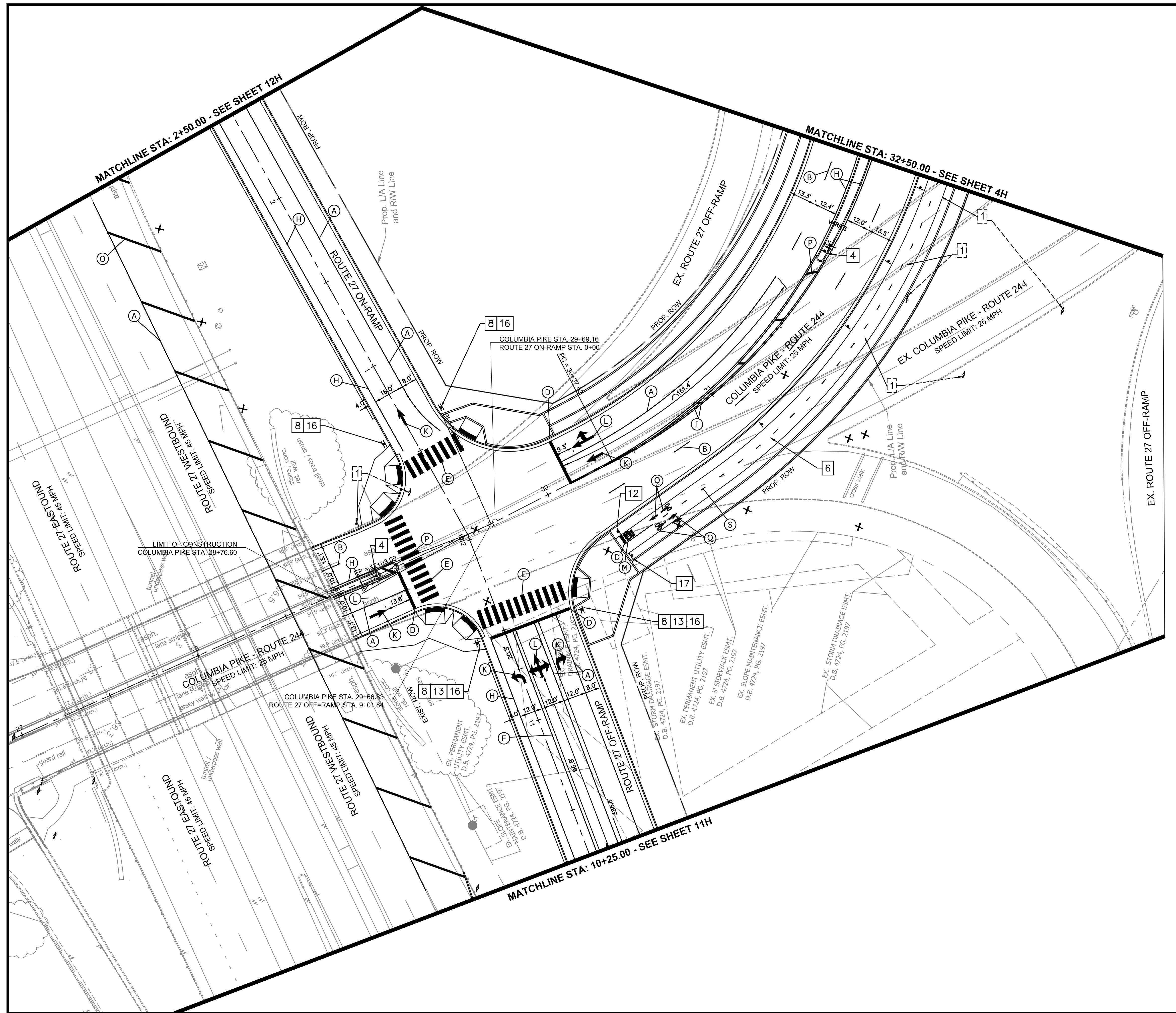
PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

Seal

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

Revisions _____ Date _____





ERN FEDERAL LANDS HIGHWAY DIVISION
D RIDGETOP CIRCLE
LING, VIRGINIA 20166

ERN FEDERAL LANDS HIGHWAY DIVISION
D RIDGETOP CIRCLE
LING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606



ax: 703-674-1350

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION



PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

ions Date

ions Date

ned: EJD
n: OCD
ked: MRA
Utility Transmittal #:

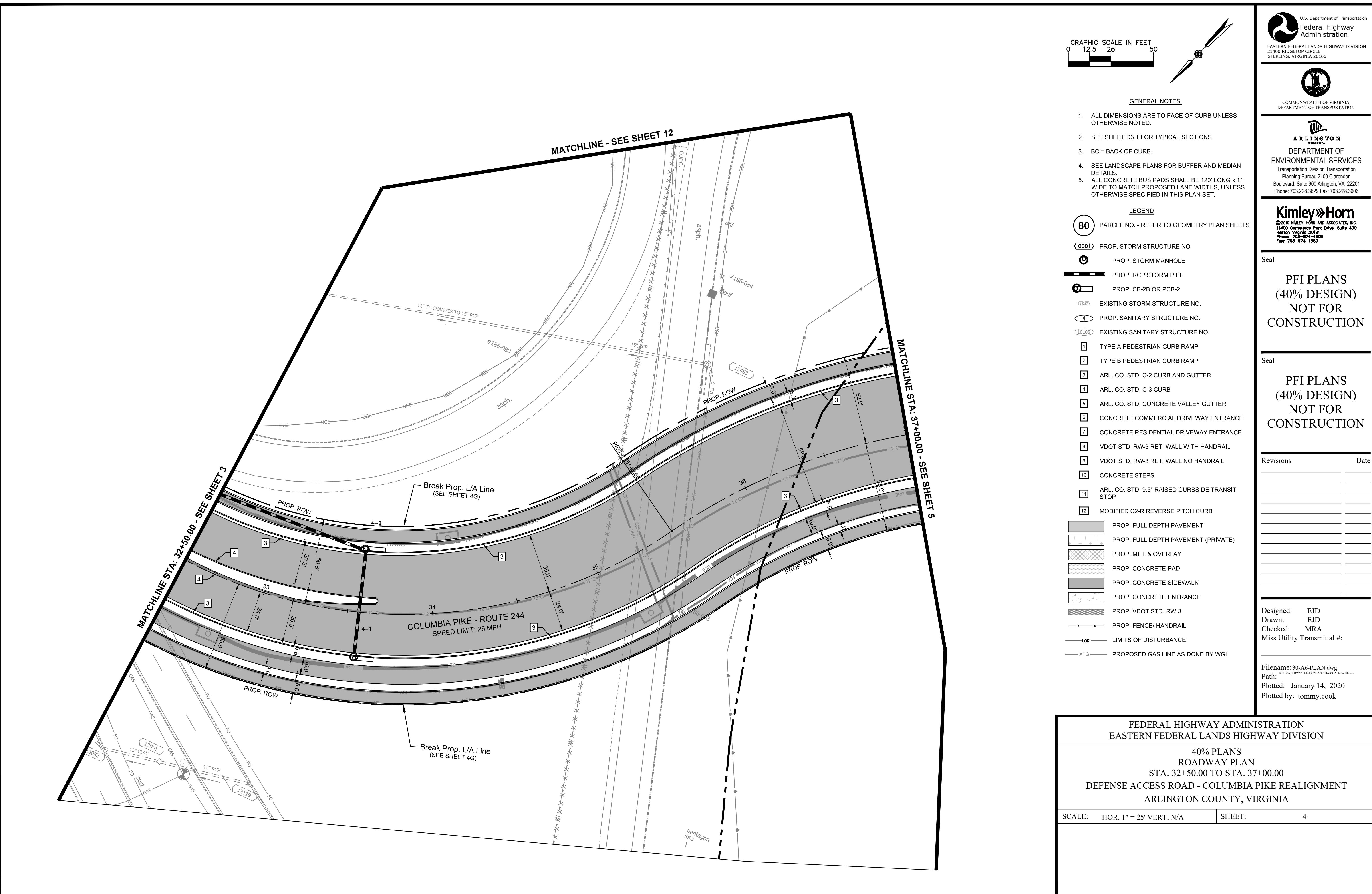
Name: SIGNING MARKING PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets

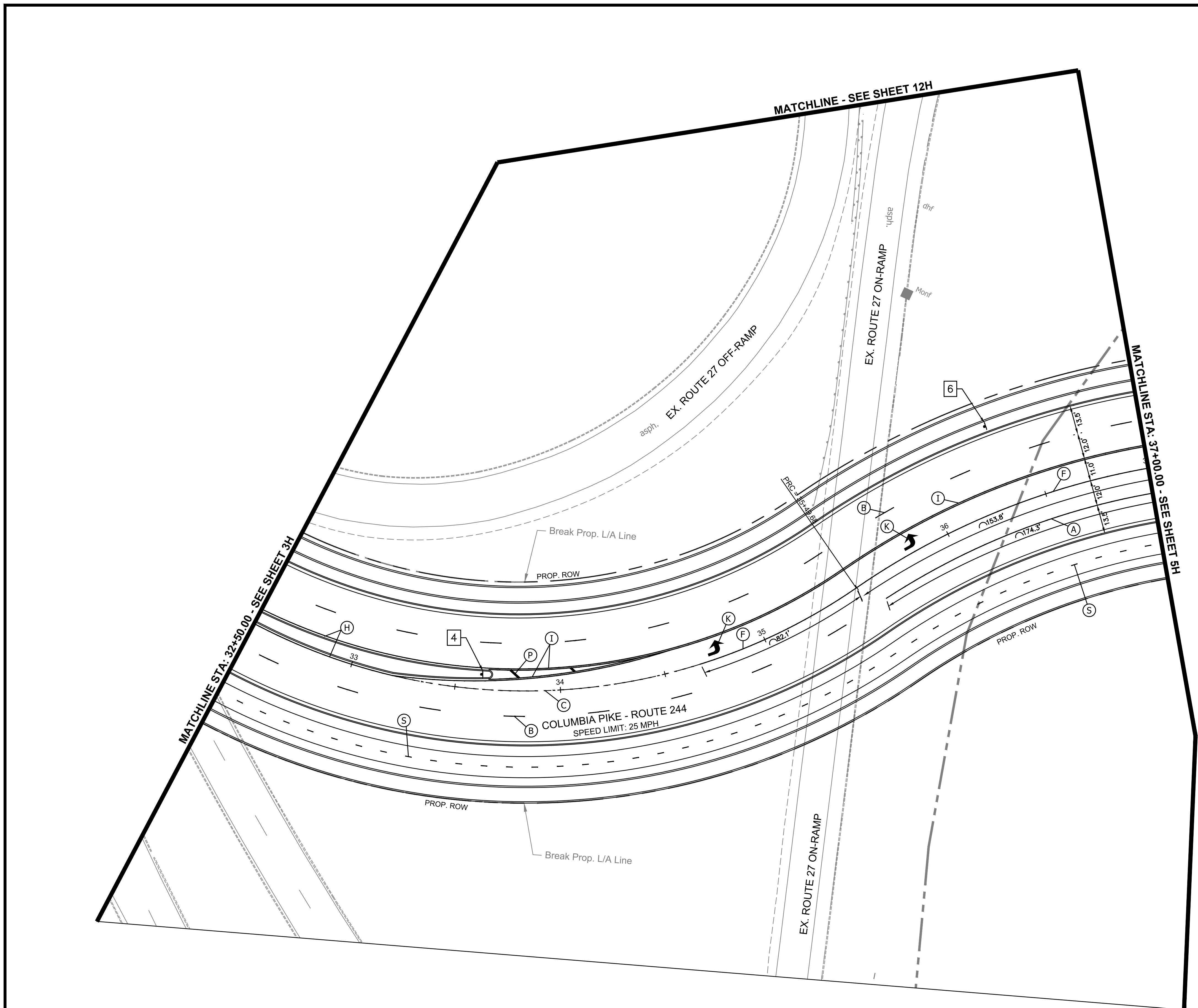
d: January 14, 2020
d by: olivia decarla

ATION DIVISION

0 REALIGNMENT IA

3H





NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 32+50.00 TO STA. 37+00.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

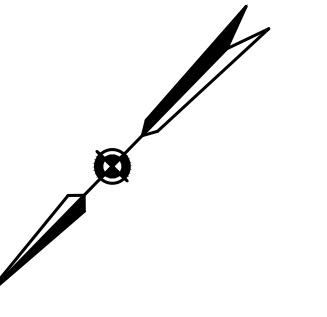
SCALE: HOR. 1" = 25' VERT. N/A SHEET: 4



ESTERN FEDERAL LANDS HIGHWAY DIVISION
00 RIDGETOP CIRCLE
ERLING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



GRAPHIC SCALE IN FEET



A horizontal scale bar divided into four segments by vertical tick marks. The segments are labeled with their lengths in feet: 0, 12.5, 25, and 50. The first segment (0-12.5) is light gray. The second segment (12.5-25) is dark gray. The third segment (25-50) is light gray. The fourth segment (50) is dark gray.

ARLINGTON
VIRGINIA

DEPARTMENT OF
ENVIRONMENTAL SERVICES

Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606

Kimley » Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston Virginia 20191
Phone: 703-674-1300
Fax: 703-674-1350

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

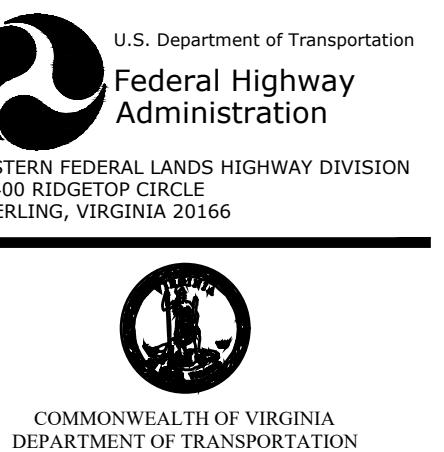
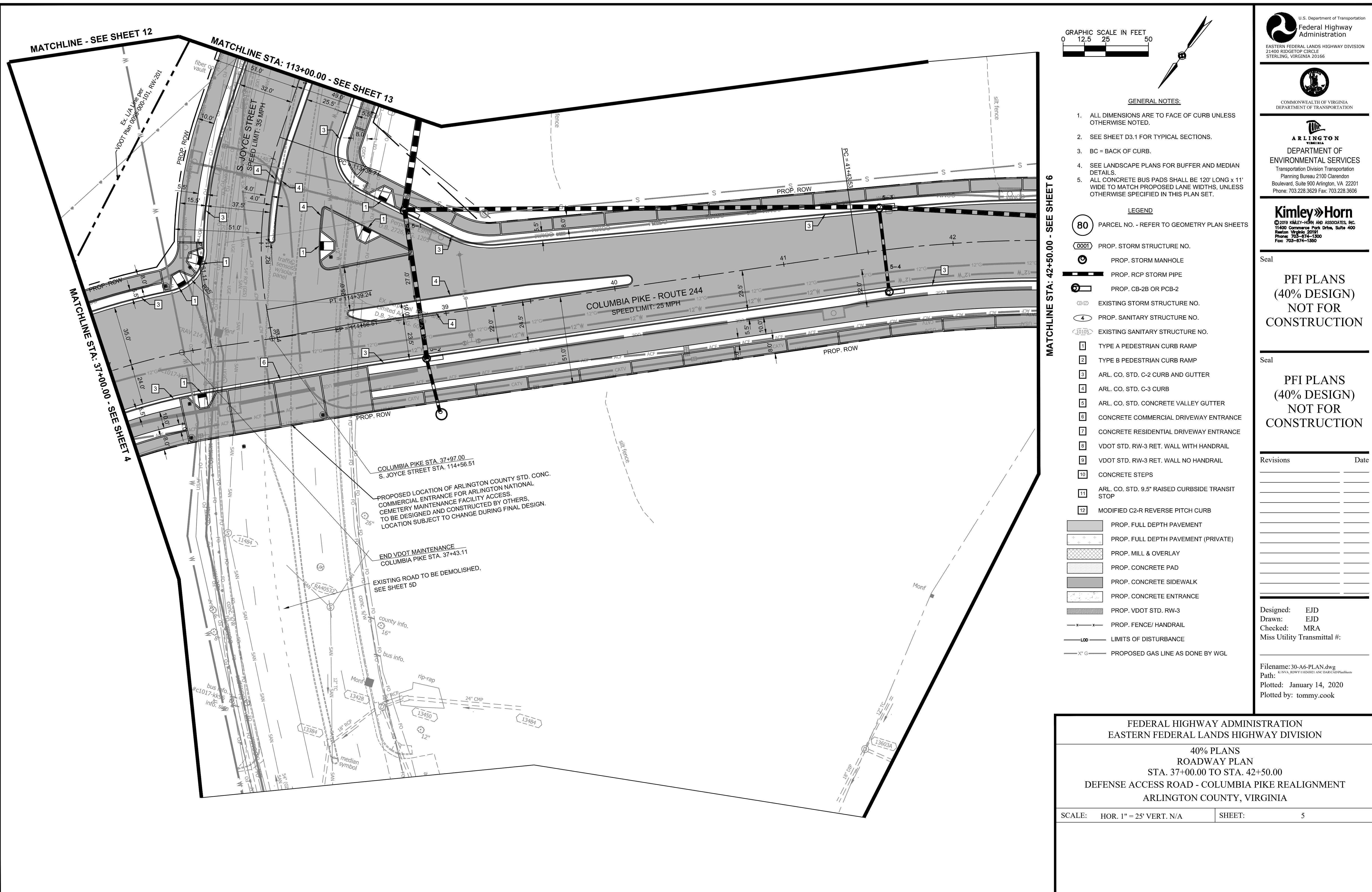
PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

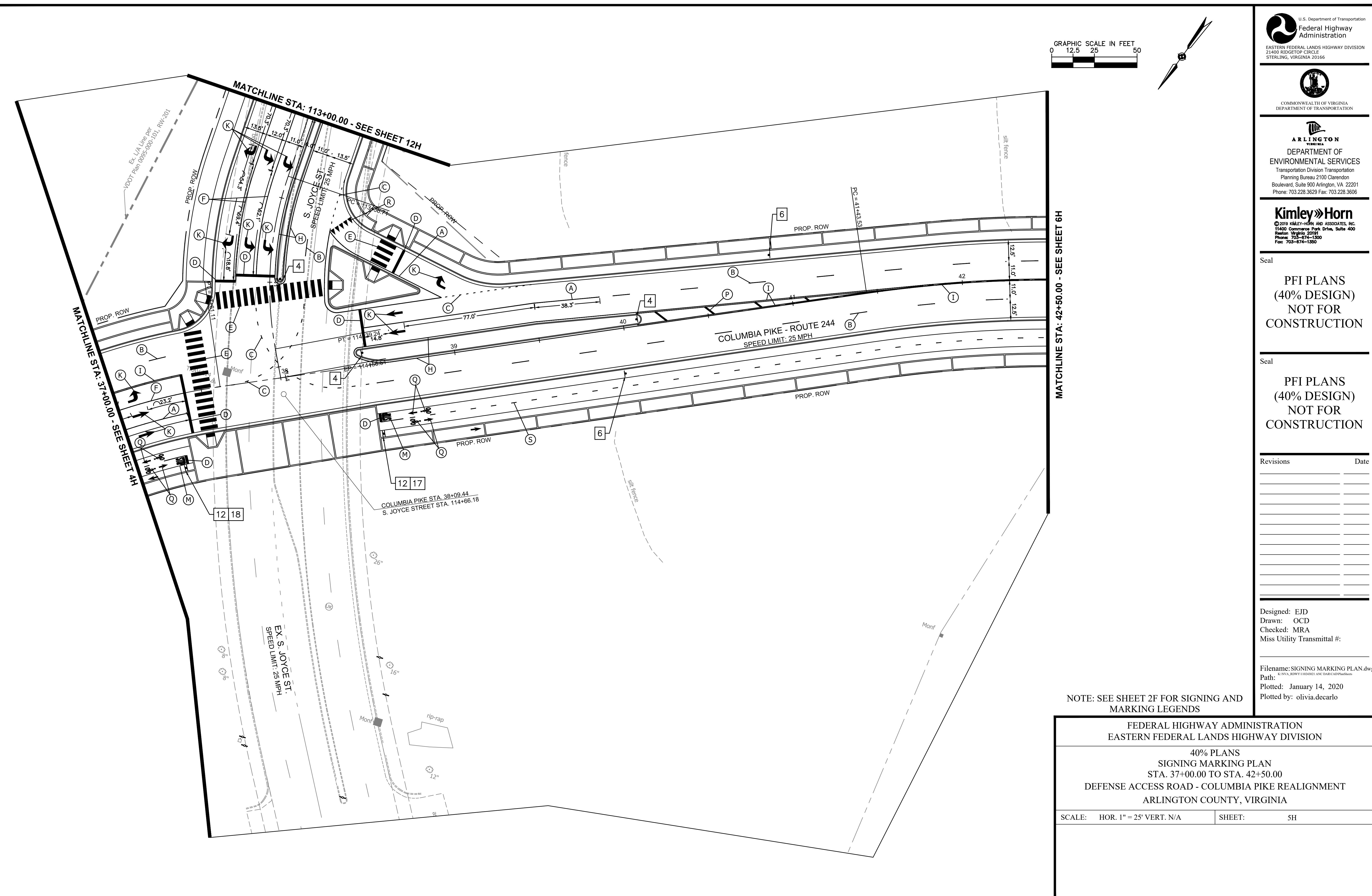
visions Date

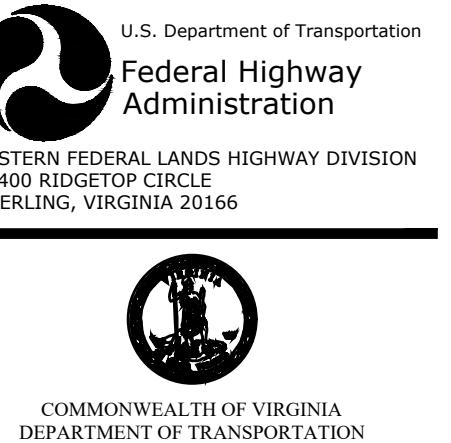
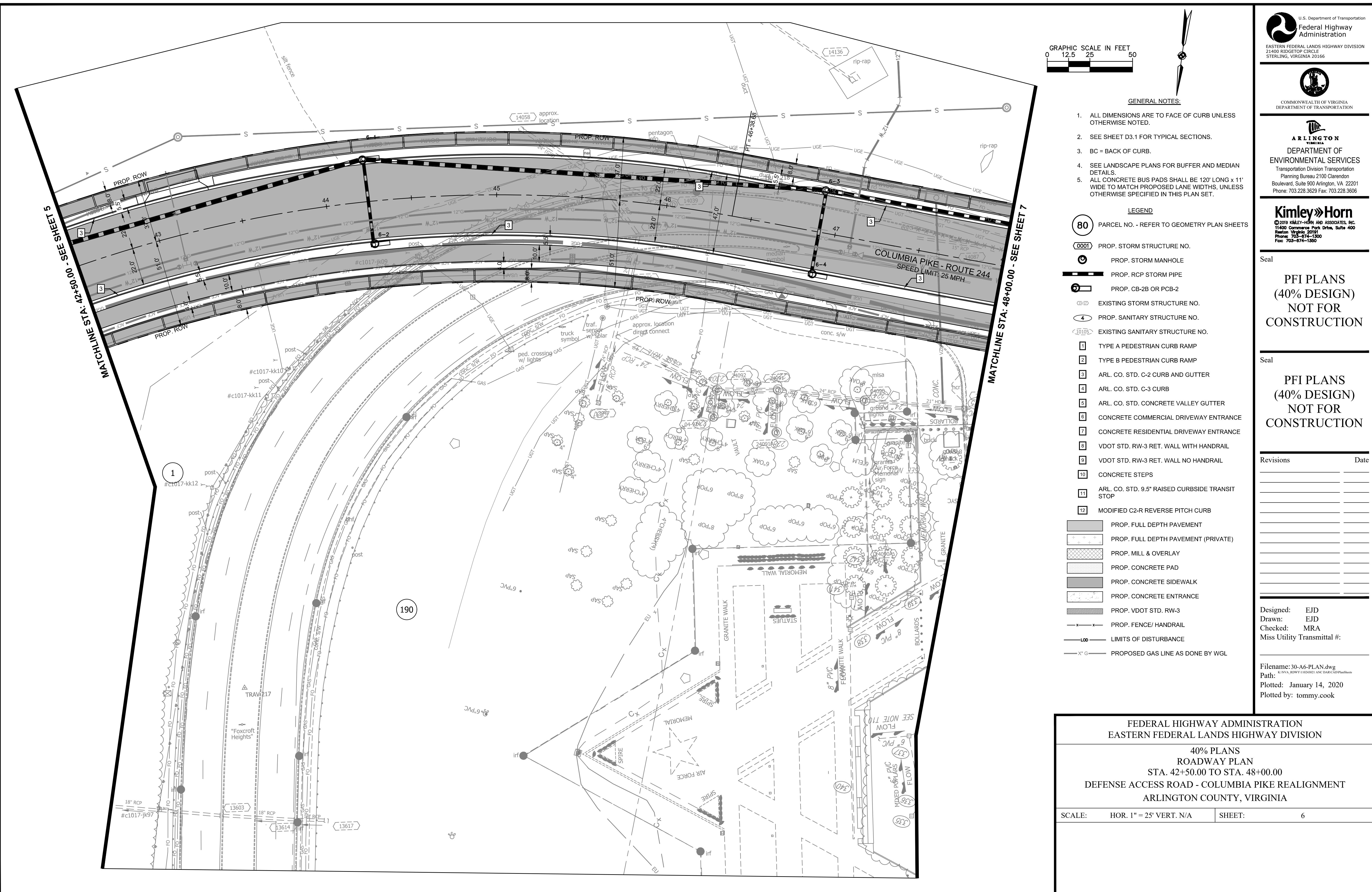
Visions Date

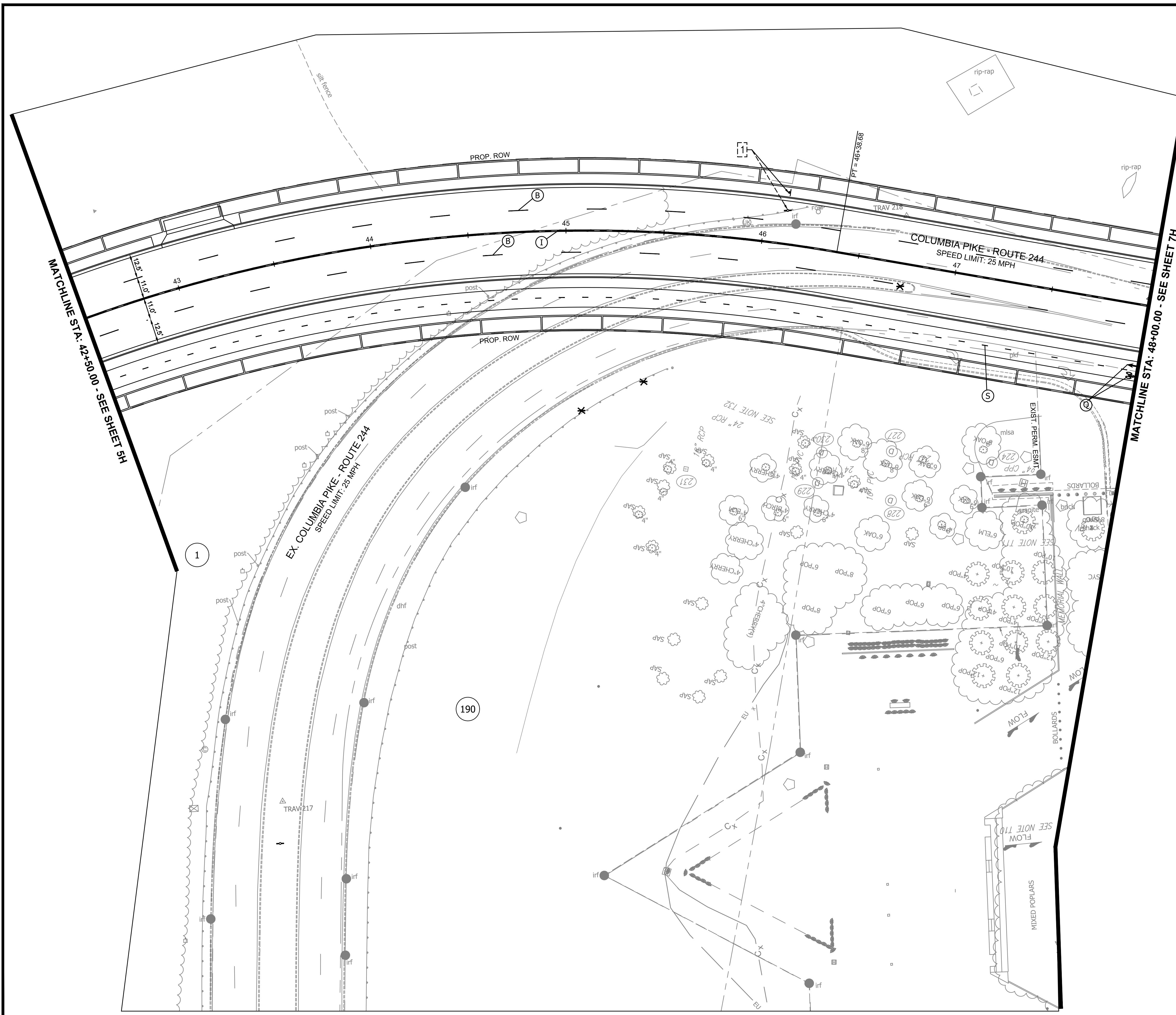
gned: EJD
wn: OCD
cked: MRA
s Utility Transmittal #:

name: SIGNING MARKING PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets
dated: January 14, 2020









**NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS**

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 42+50.00 TO STA. 48+00.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR 1" = 25' VERT N/A SHEET:

Page 1



The logo for the Federal Highway Administration (FHWA) is located at the top left of the page. It features a stylized circular emblem on the left, composed of three curved segments in black and white, followed by the text "Federal Highway Administration" in a serif font.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



**DEPARTMENT OF
ENVIRONMENTAL SERVICES**



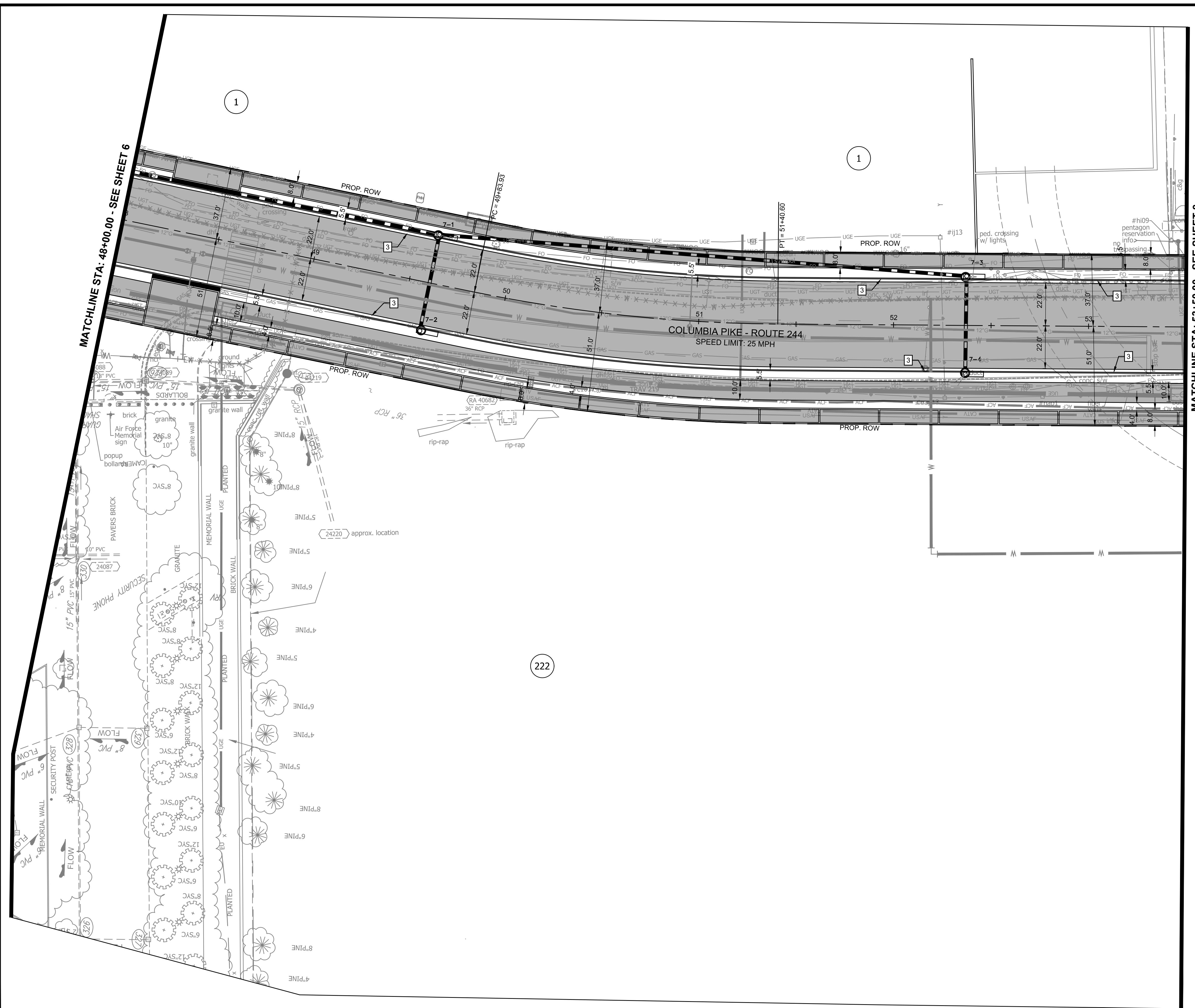
PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

visions Date

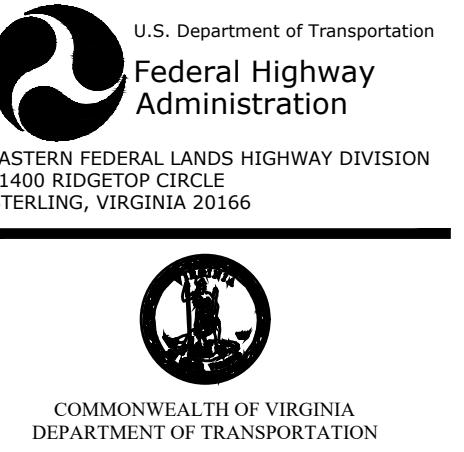
gned: EJD
wn: OCD
cked: MRA
s Utility Transmittal #:

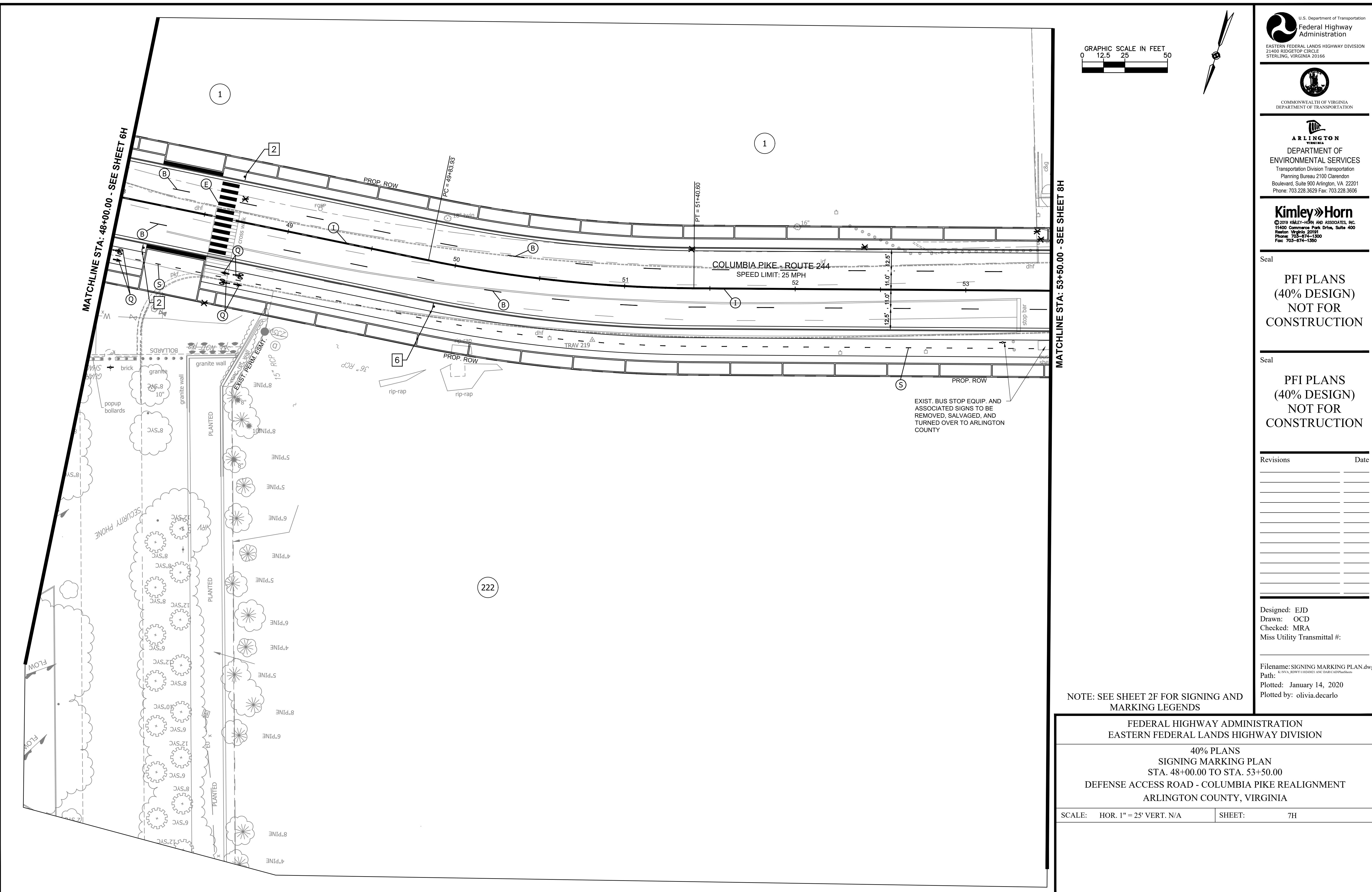
name: SIGNING MARKING PLAN.dwg
K:\INVA_RDWY\110243021 ANC DAR\CAD\PlanSheets
dated: January 14, 2020

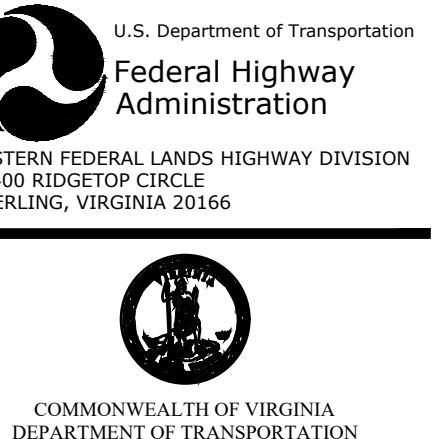
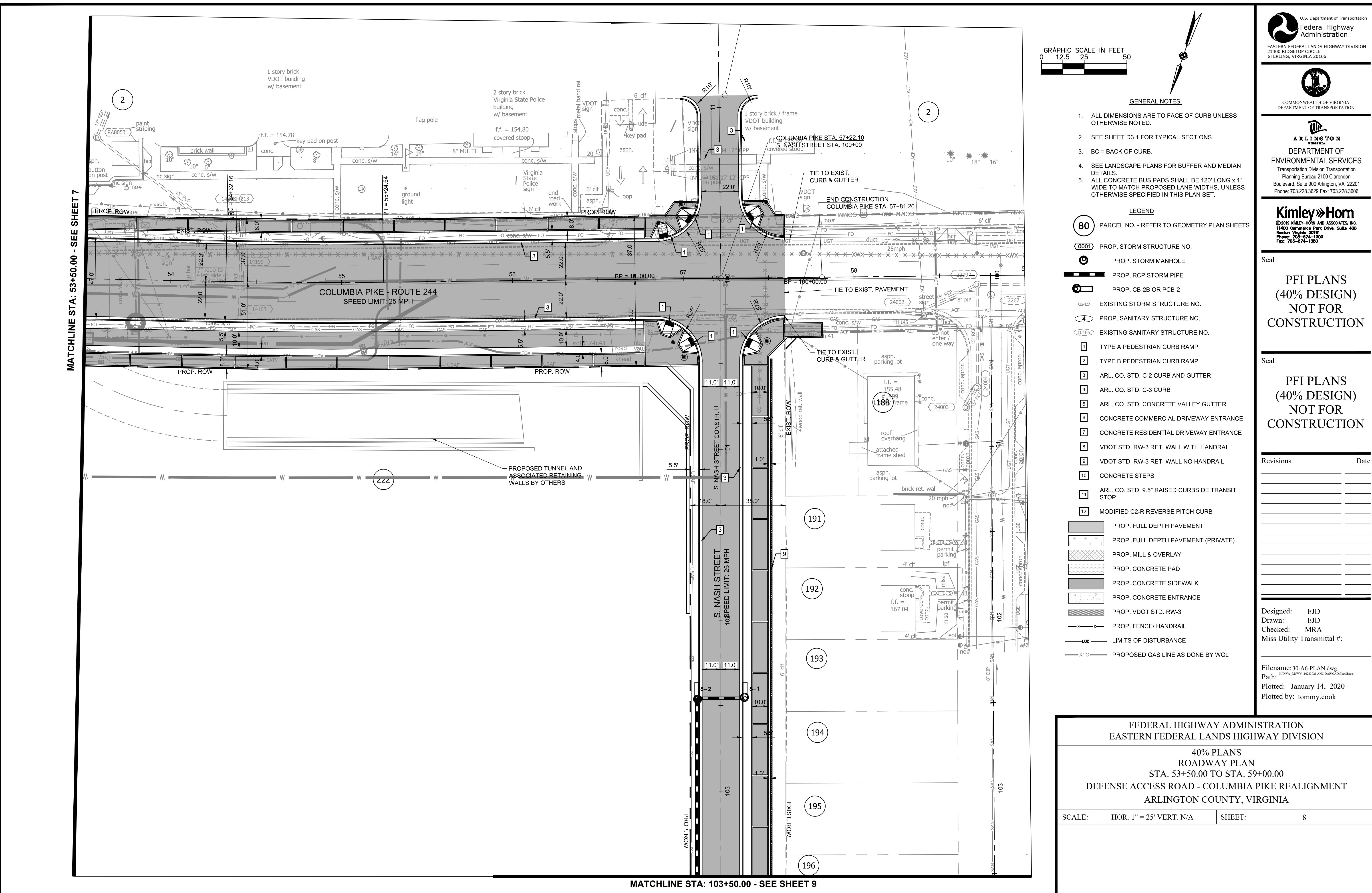


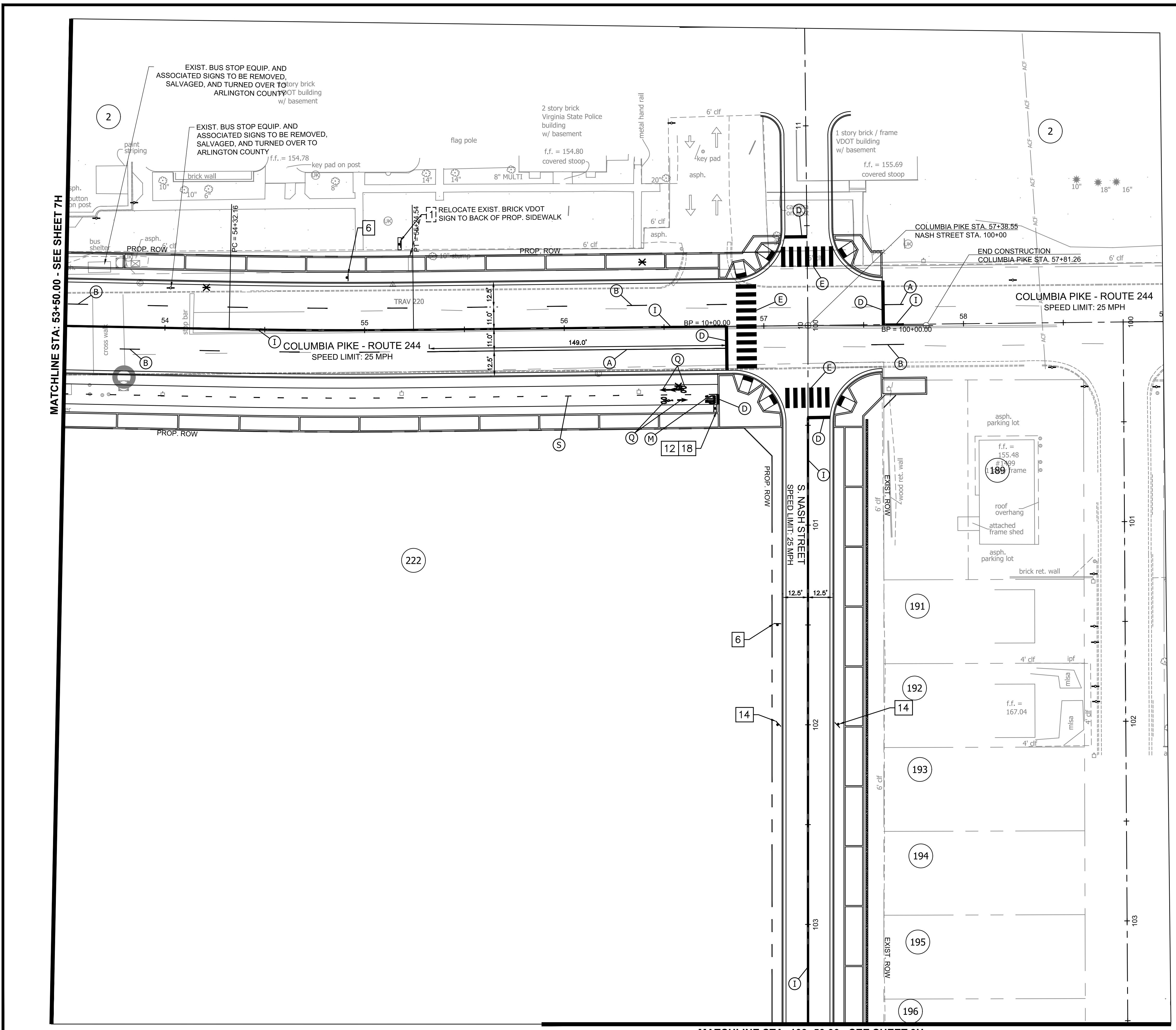
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION
40% PLANS
ROADWAY PLAN
STA. 48+00.00 TO STA. 53+50.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 7









**NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS**

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 53+50.00 TO STA. 59+00.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR 1" = 25' VERT N/A SHEET: 8



ESTERN FEDERAL LANDS HIGHWAY DIVISION
00 RIDGETOP CIRCLE
ERLING, VIRGINIA 20166

© 2024 All rights reserved. This material may not be reproduced without written consent from the author.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



A horizontal graphic scale labeled "GRAPHIC SCALE IN FEET" at the top. The scale has tick marks at 0, 12.5, 25, and 50. The segments between the tick marks are blacked out.

ARLINGTON
VIRGINIA

DEPARTMENT OF
ENVIRONMENTAL SERVICES

Kimley » Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston Virginia 20191
Phone: 703-674-1300
Fax: 703-674-1350

Digitized by srujanika@gmail.com

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

Journal of Oral Rehabilitation 2006 33: 103–109

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

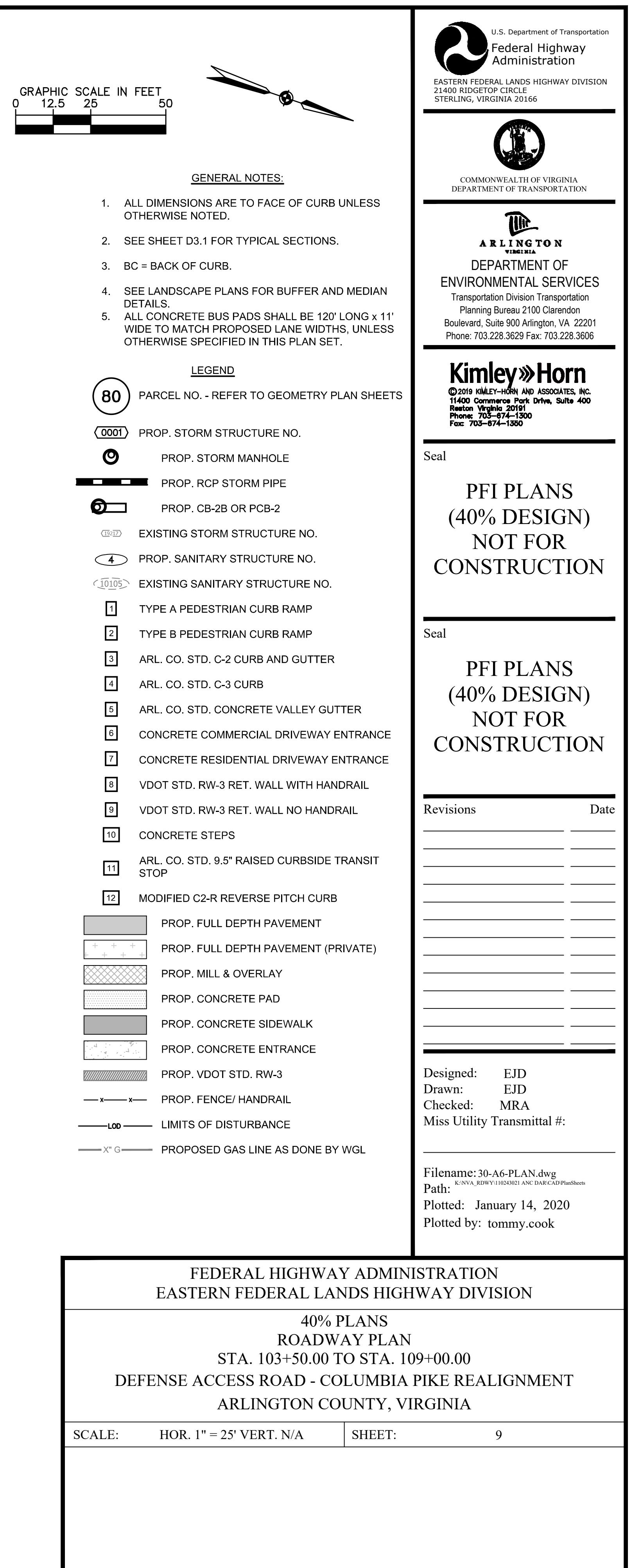
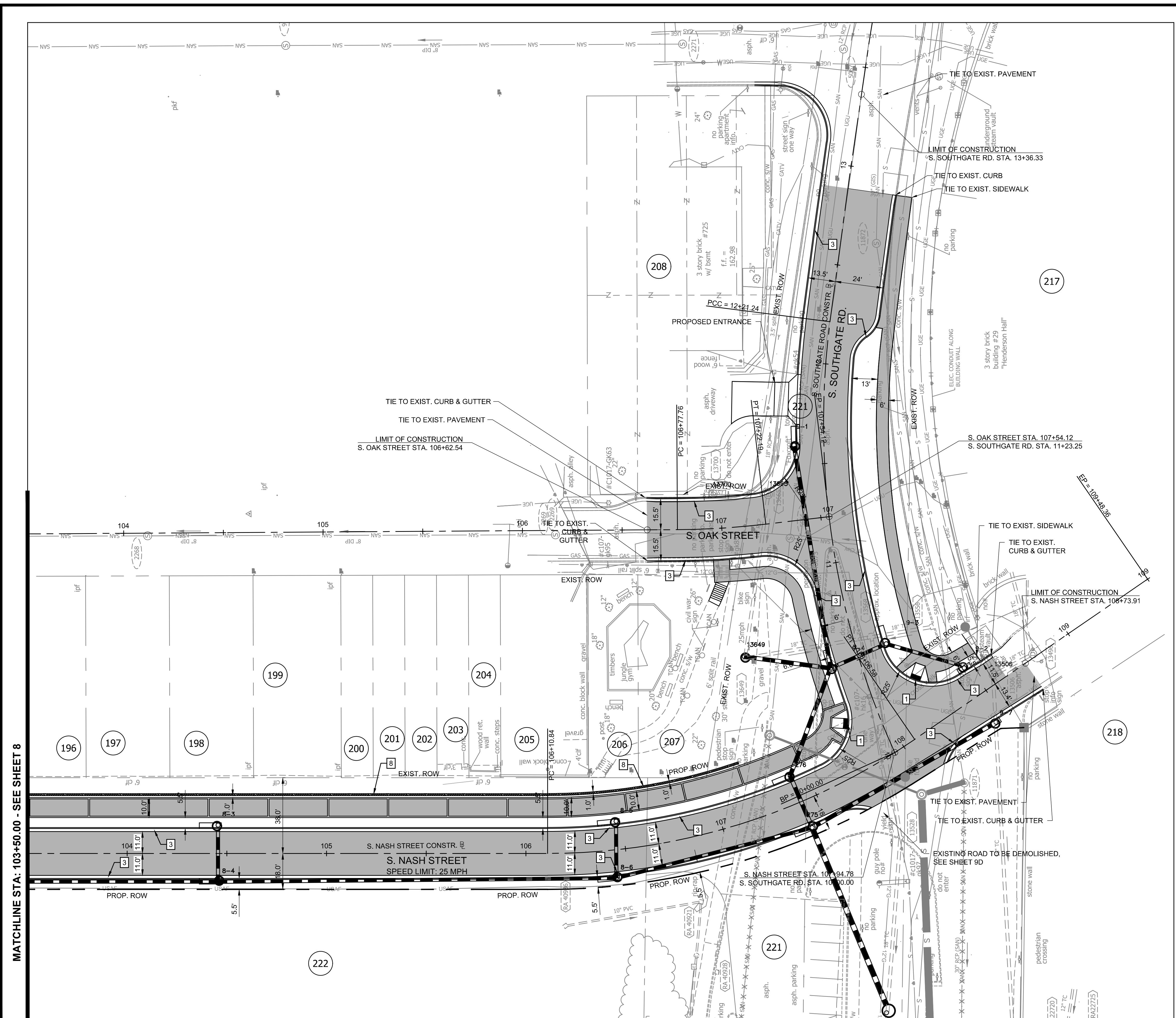
visions Date

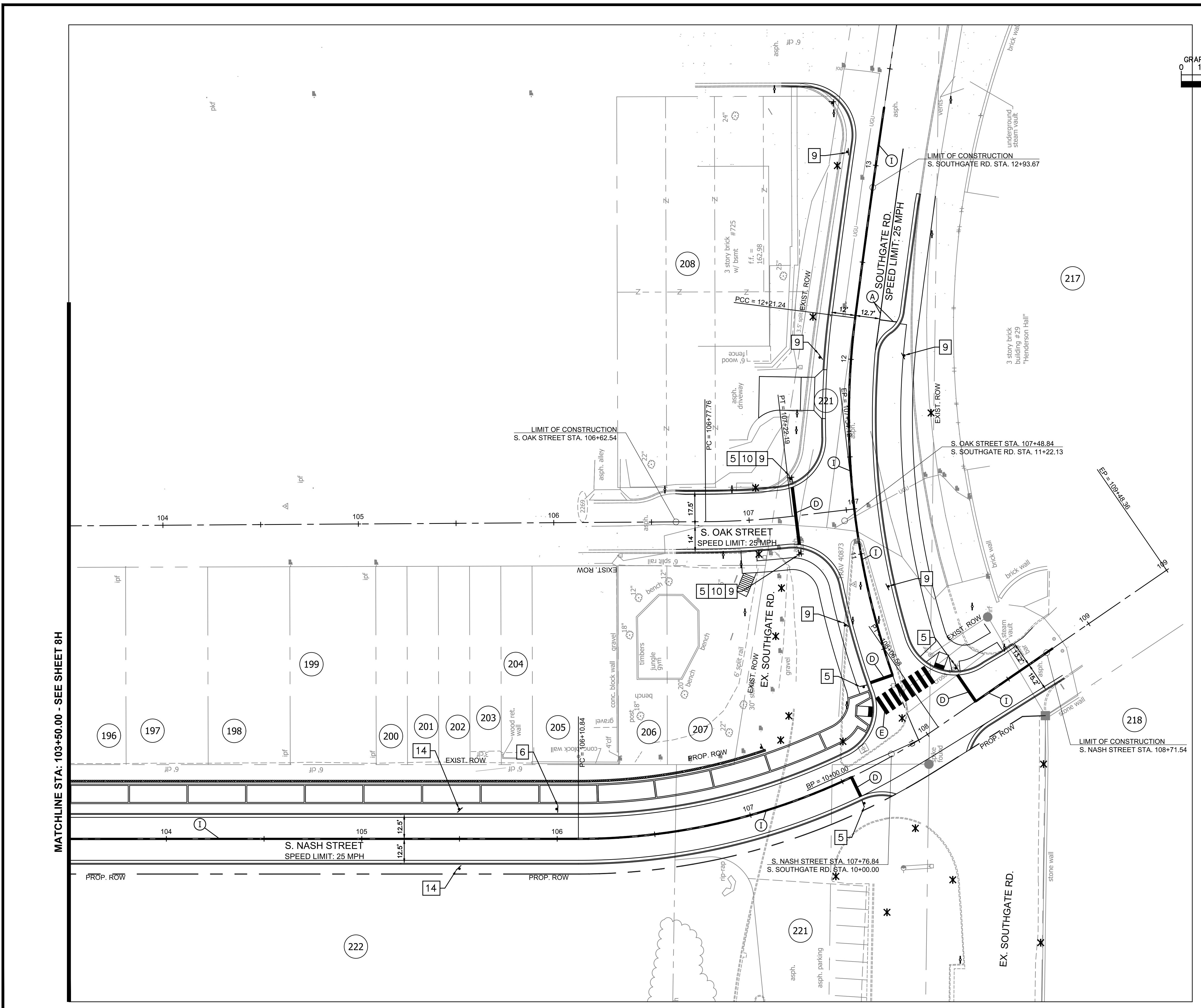
Reasons _____ **Date** _____

gned: EJD
wn: OCD
cked: MRA
s Utility Transmittal #:

name: SIGNING MARKING PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets

dated: January 14, 2020
dated by: olivia decarlo





**NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS**

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 103+50.00 TO STA. 109+00.00

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 9

The logo for the Federal Highway Administration (FHA) is displayed. It consists of a circular emblem on the left containing a stylized sunburst or flame design in white against a black background. To the right of the emblem, the text "U.S. Department of Transportation" is written in a serif font. Below this, the words "Federal Highway Administration" are written in a larger, bold, sans-serif font. At the bottom of the page, the text "EASTERN FEDERAL LANDS HIGHWAY DIVISION" is centered in a small, all-caps, sans-serif font.

EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

ARLINGTON
VIRGINIA

DEPARTMENT OF
ENVIRONMENTAL SERVICES

The logo for Kimley-Horn consists of the company name "Kimley»Horn" in a large, bold, black serif font. The two words are connected by a double-lined arrow symbol pointing to the right between "Kimley" and "Horn".

Seal

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

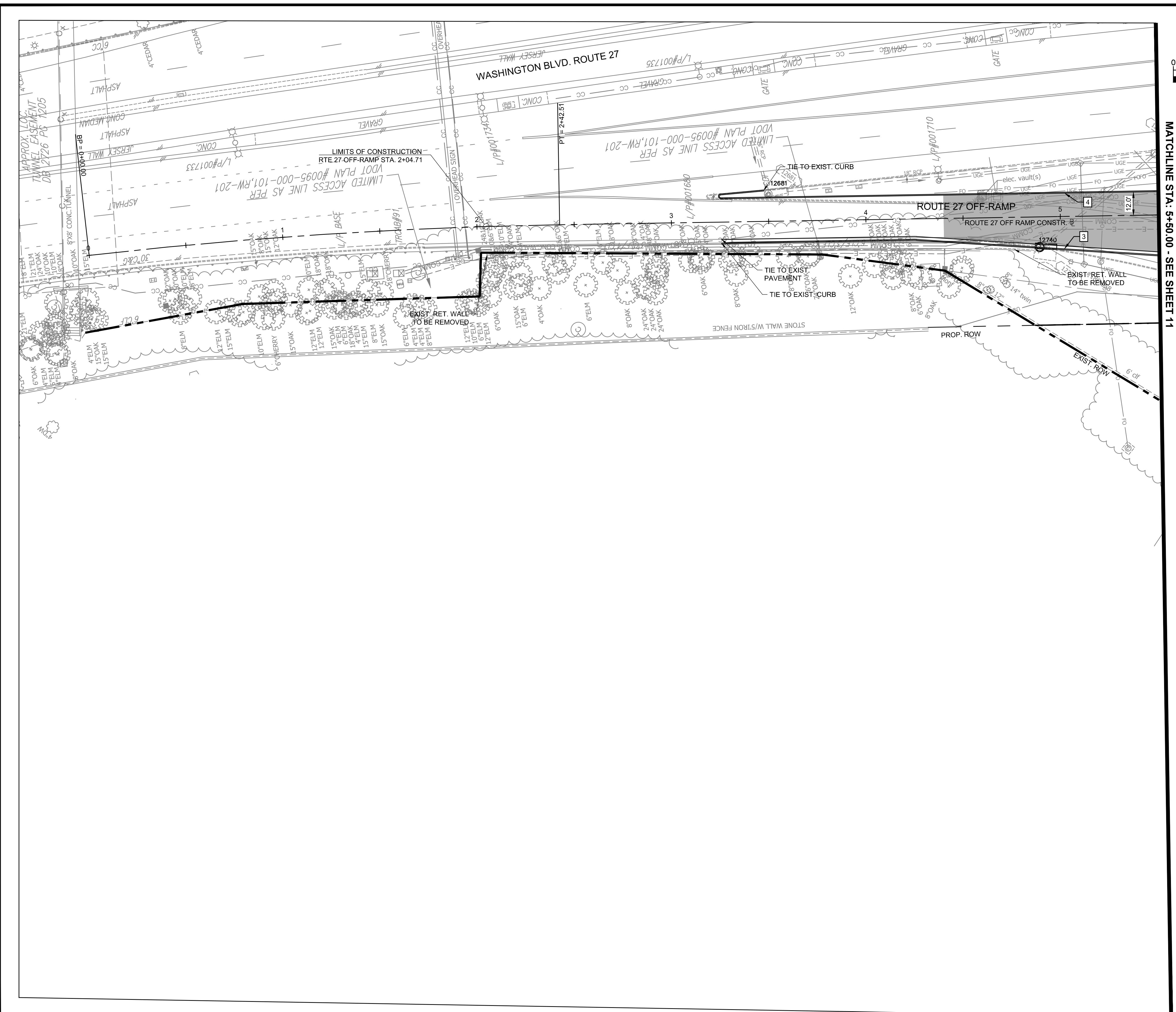
Seal

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

Revisions Date

Designed: EJD
Drawn: OCD
Checked: MRA
Miss Utility Transmittal #:

Filename: SIGNING MARKING PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets
Path:
Plotted: January 14, 2020



GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. SEE SHEET D3.1 FOR TYPICAL SECTIONS.
3. BC = BACK OF CURB.
4. SEE LANDSCAPE PLANS FOR BUFFER AND MEDIAN DETAILS.
5. ALL CONCRETE BUS PADS SHALL BE 120' LONG x 11' WIDE TO MATCH PROPOSED LANE WIDTHS, UNLESS OTHERWISE SPECIFIED IN THIS PLAN SET.

LEGEND

| | |
|------------------|---|
| 80 | PARCEL NO. - REFER TO GEOMETRY PLAN SHEETS |
| 000 | PROP. STORM STRUCTURE NO. |
| 0 | PROP. STORM MANHOLE |
| - | PROP. RCP STORM PIPE |
| — | PROP. CB-2B OR PCB-2 |
| (E) | EXISTING STORM STRUCTURE NO. |
| 4 | PROP. SANITARY STRUCTURE NO. |
| 10105 | EXISTING SANITARY STRUCTURE NO. |
| [] | TYPE A PEDESTRIAN CURB RAMP |
| [] | TYPE B PEDESTRIAN CURB RAMP |
| 3 | ARL. CO. STD. C-2 CURB AND GUTTER |
| 4 | ARL. CO. STD. C-3 CURB |
| 5 | ARL. CO. STD. CONCRETE VALLEY GUTTER |
| 6 | CONCRETE COMMERCIAL DRIVEWAY ENTRANCE |
| 7 | CONCRETE RESIDENTIAL DRIVEWAY ENTRANCE |
| 8 | VDOT STD. RW-3 RET. WALL WITH HANDRAIL |
| 9 | VDOT STD. RW-3 RET. WALL NO HANDRAIL |
| 10 | CONCRETE STEPS |
| 11 | ARL. CO. STD. 9.5" RAISED CURBSIDE TRANSIT STOP |
| 12 | MODIFIED C2-R REVERSE PITCH CURB |
| [] | PROP. FULL DEPTH PAVEMENT |
| [+ + +] | PROP. FULL DEPTH PAVEMENT (PRIVATE) |
| [] | PROP. MILL & OVERLAY |
| [] | PROP. CONCRETE PAD |
| [] | PROP. CONCRETE SIDEWALK |
| [] | PROP. CONCRETE ENTRANCE |
| [] | PROP. VDOT STD. RW-3 |
| — x — x — | PROP. FENCE/ HANDRAIL |
| — LO — | LIMITS OF DISTURBANCE |
| — X G — | PROPOSED GAS LINE AS DONE BY WGL |

Revisions _____ Date _____

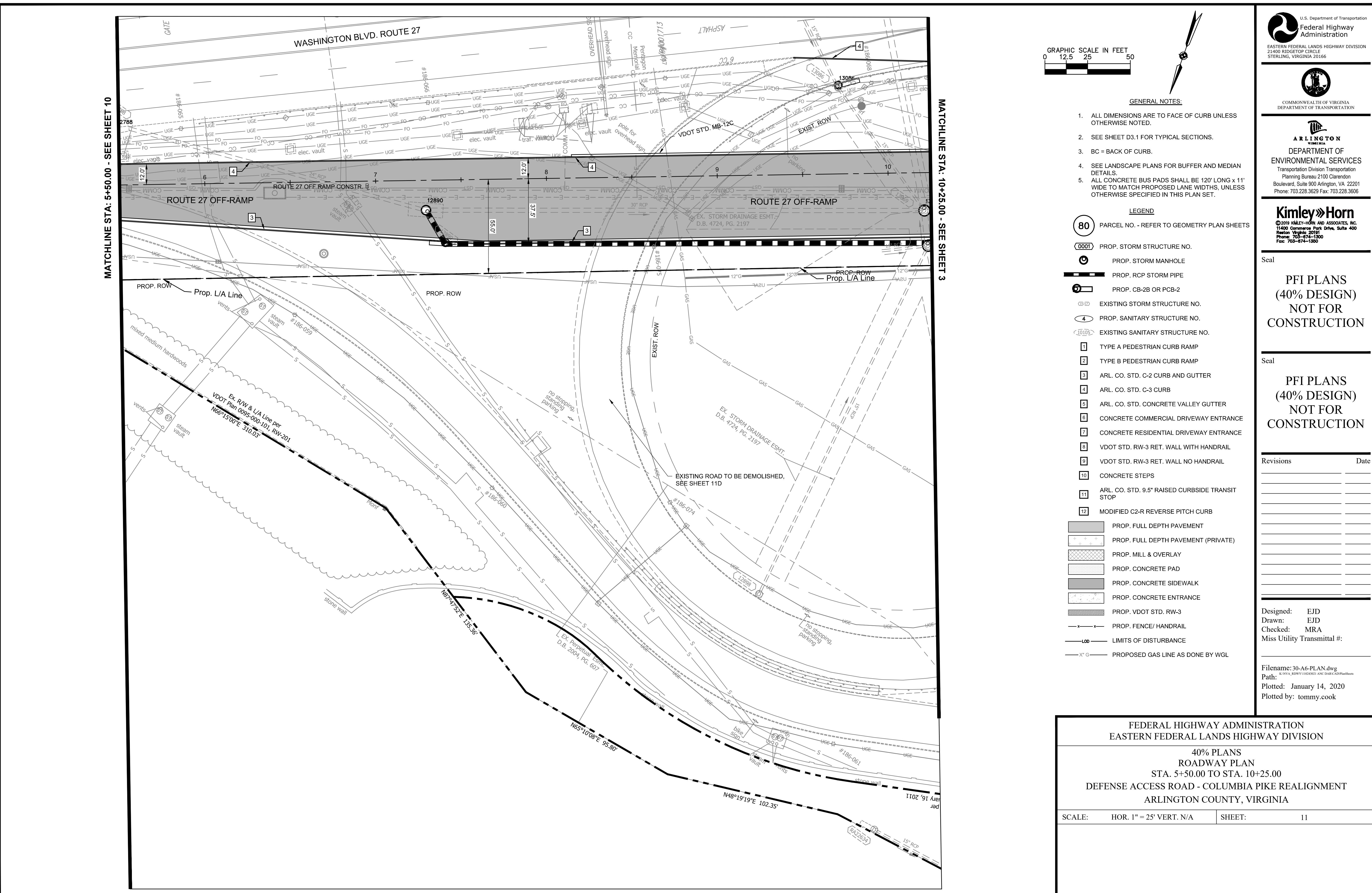
Designed: EJD
Drawn: EJD
Checked: MRA
Miss Utility Transmittal #: _____

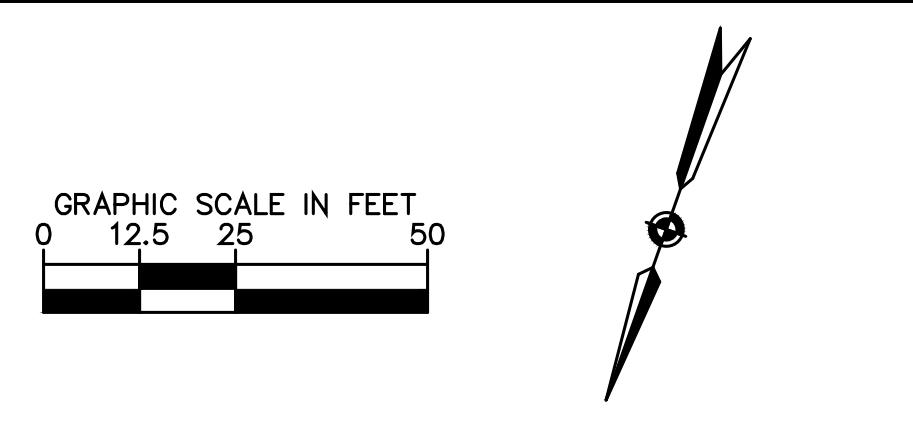
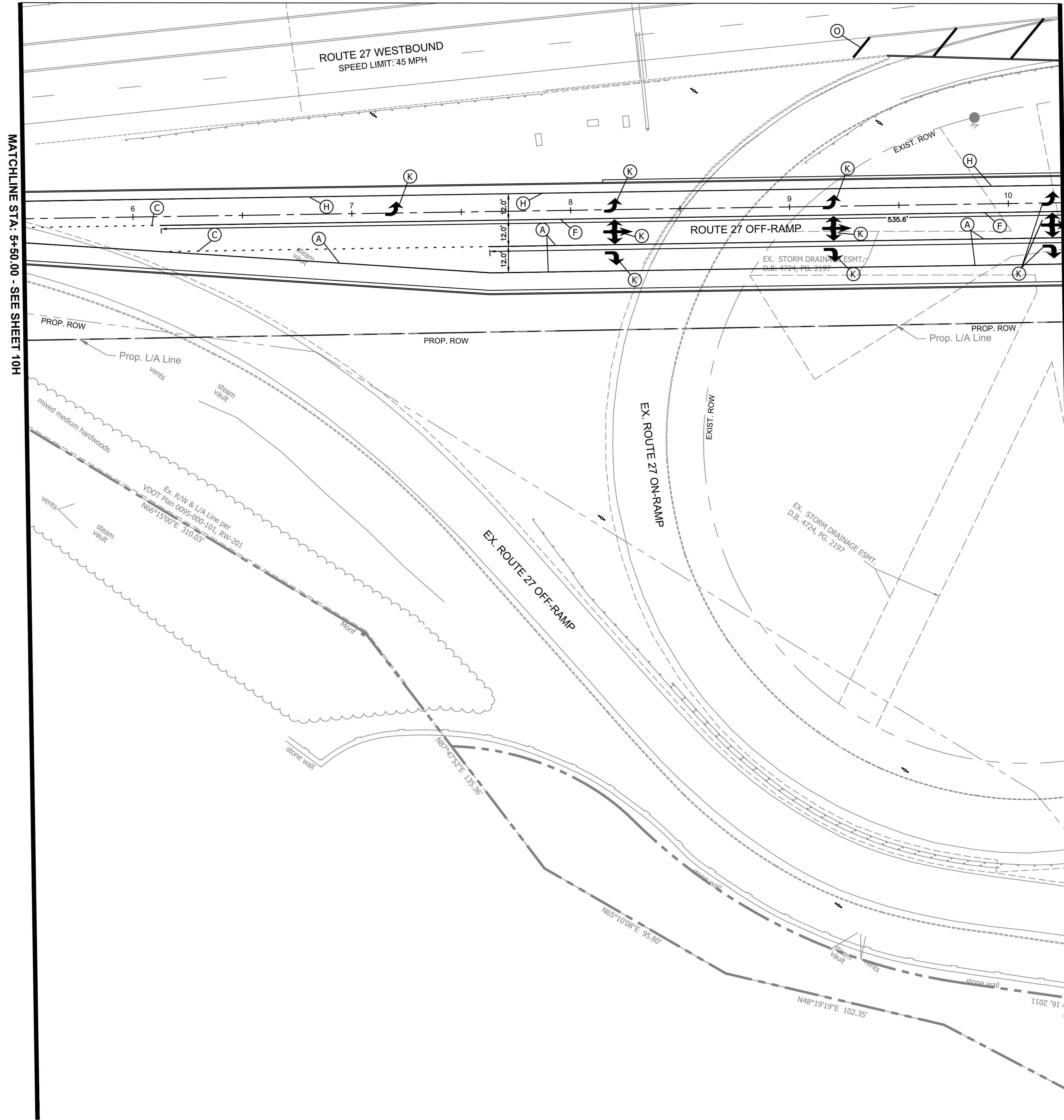
Filename: 30-A6-PLAN.dwg
Path: C:\VA\ROW\11100001\ANC\DATA\CAD\PlanSheets
Plotted: January 14, 2020
Plotted by: tommy.cook

**FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION**

**40% PLANS
ROADWAY PLAN
STA. 0+00.00 TO STA. 5+50.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA**

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 10





GRAPHIC SCALE IN FEET
0 12.5 25 50



The logo for the FHWA Eastern Federal Lands Highway Division. It features a circular emblem on the left containing a stylized white 'S' or 'C' shape on a black background. To the right of the emblem, the text "U.S. Department of Transportation" is written in a serif font. Below this, "Federal Highway Administration" is written in a larger, bold, sans-serif font. At the bottom, "EASTERN FEDERAL LANDS HIGHWAY DIVISION" is written in a smaller, all-caps, sans-serif font.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



**DEPARTMENT OF
ENVIRONMENTAL SERVICES**



[View Details](#) | [Edit](#) | [Delete](#)

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

visions Date

gned: EJD
wn: OCD
cked: MRA
s Utility Transmittal #:

name: SIGNING MARKING PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets

ited by: olivia.decarlo

NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS

FEDERAL HIGHWAY ADMINISTRATION
WESTERN FEDERAL LANDS HIGHWAY DIVISION

**40% PLANS
SIGNING MARKING PLAN
STA. 5+50.00 TO STA. 10+25.00**

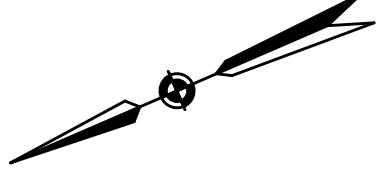
SCALE: HOR. 1" = 25' VERT. N/A SHEET: 1



TERN FEDERAL LANDS HIGHWAY DIVISION
10 RIDGETOP CIRCLE
RLING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION



A horizontal graphic scale labeled "GRAPHIC SCALE IN FEET" at the top. Below the label is a horizontal line with tick marks. The numbers 0, 12.5, 25, and 50 are placed above the line. A thick black bar is positioned below the line, starting at the 0 mark and ending at the 25 mark.

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 2. SEE SHEET D3.1 FOR TYPICAL SECTIONS.
 3. BC = BACK OF CURB.
 4. SEE LANDSCAPE PLANS FOR BUFFER AND MEDIAN DETAILS.
 5. ALL CONCRETE BUS PADS SHALL BE 120' LONG x 11' WIDE TO MATCH PROPOSED LANE WIDTHS, UNLESS OTHERWISE SPECIFIED IN THIS PLAN SET.

LEGEND

- 80** PARCEL NO. - REFER TO GEOMETRY PLAN SHEETS

0001 PROP. STORM STRUCTURE NO.

 PROP. STORM MANHOLE

 PROP. RCP STORM PIPE

 PROP. CB-2B OR PCB-2

19217 EXISTING STORM STRUCTURE NO.

4 PROP. SANITARY STRUCTURE NO.

10105 EXISTING SANITARY STRUCTURE NO.

PFI PLANS (40% DESIGN) NOT FOR ONSTRUCTION

PFI PLANS (40% DESIGN) NOT FOR ONSTRUCTION

sions Date

gned: EJD
vn: EJD
ked: MRA
Utility Transmittal #:

ame: 30-A6-PLAN.dwg
K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets
ed: January 14, 2020
ed by: t

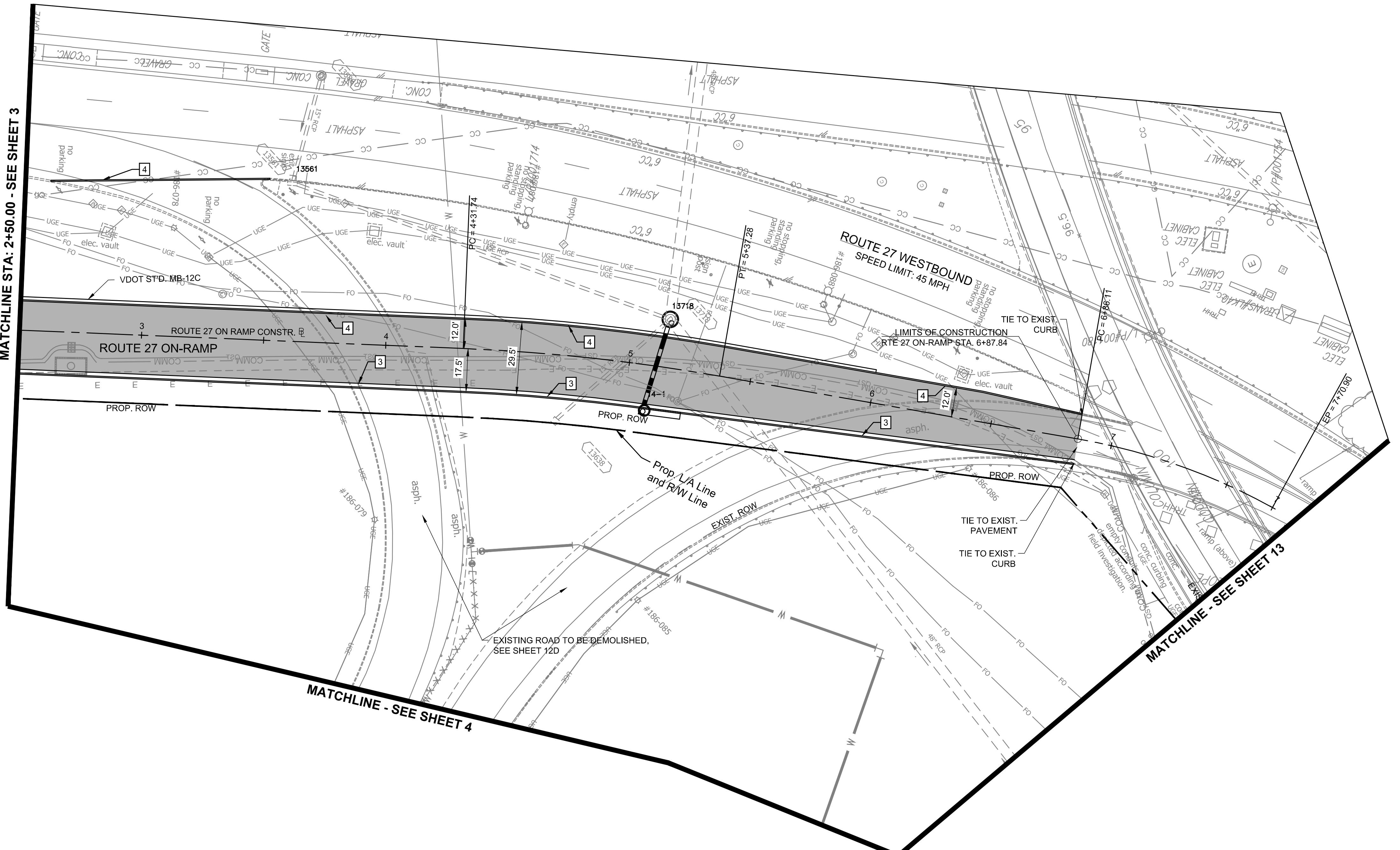
EDUCATION
DIVISION

**40% PLANS
ROADWAY PLAN
STA. 2+50.00 TO STA. 7+25.00**

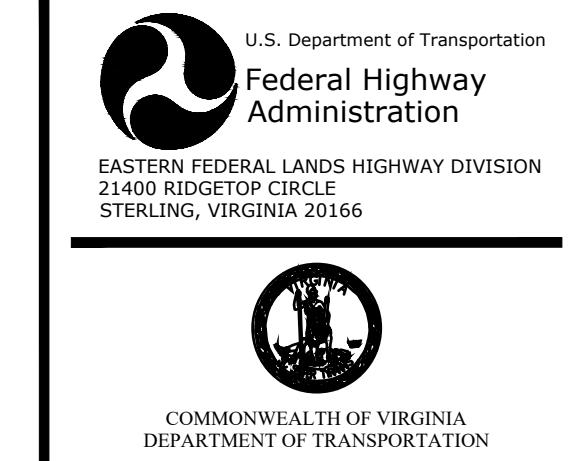
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT

ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 12



GRAPHIC SCALE IN FEET
0 12.5 25 50



ARLINGTON
VIRGINIA
DEPARTMENT OF
ENVIRONMENTAL SERVICES
Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3529 Fax: 703.228.3606

Kimley-Horn
©2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703-874-1300
Fax: 703-874-1350

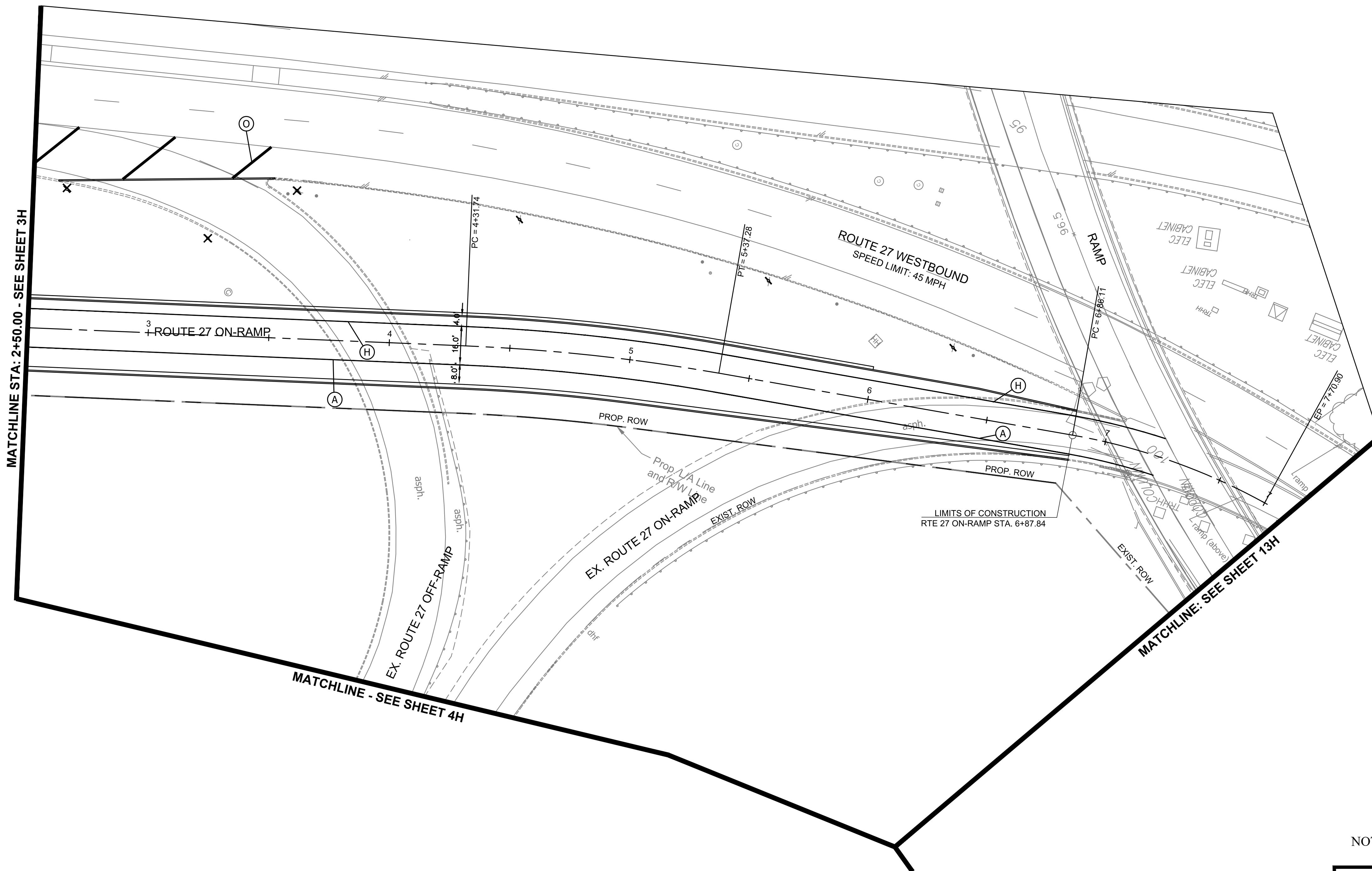
Seal
PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Seal
PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Revisions _____ Date _____

Designed: EJD
Drawn: OCD
Checked: MRA
Miss Utility Transmittal #: _____

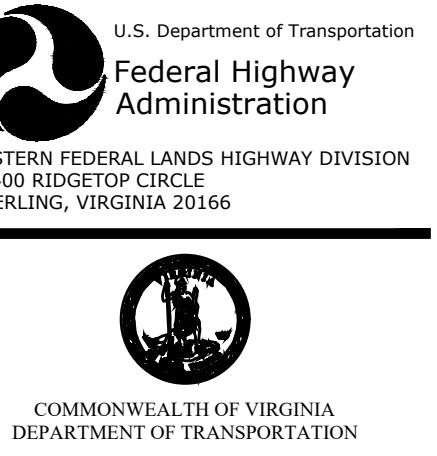
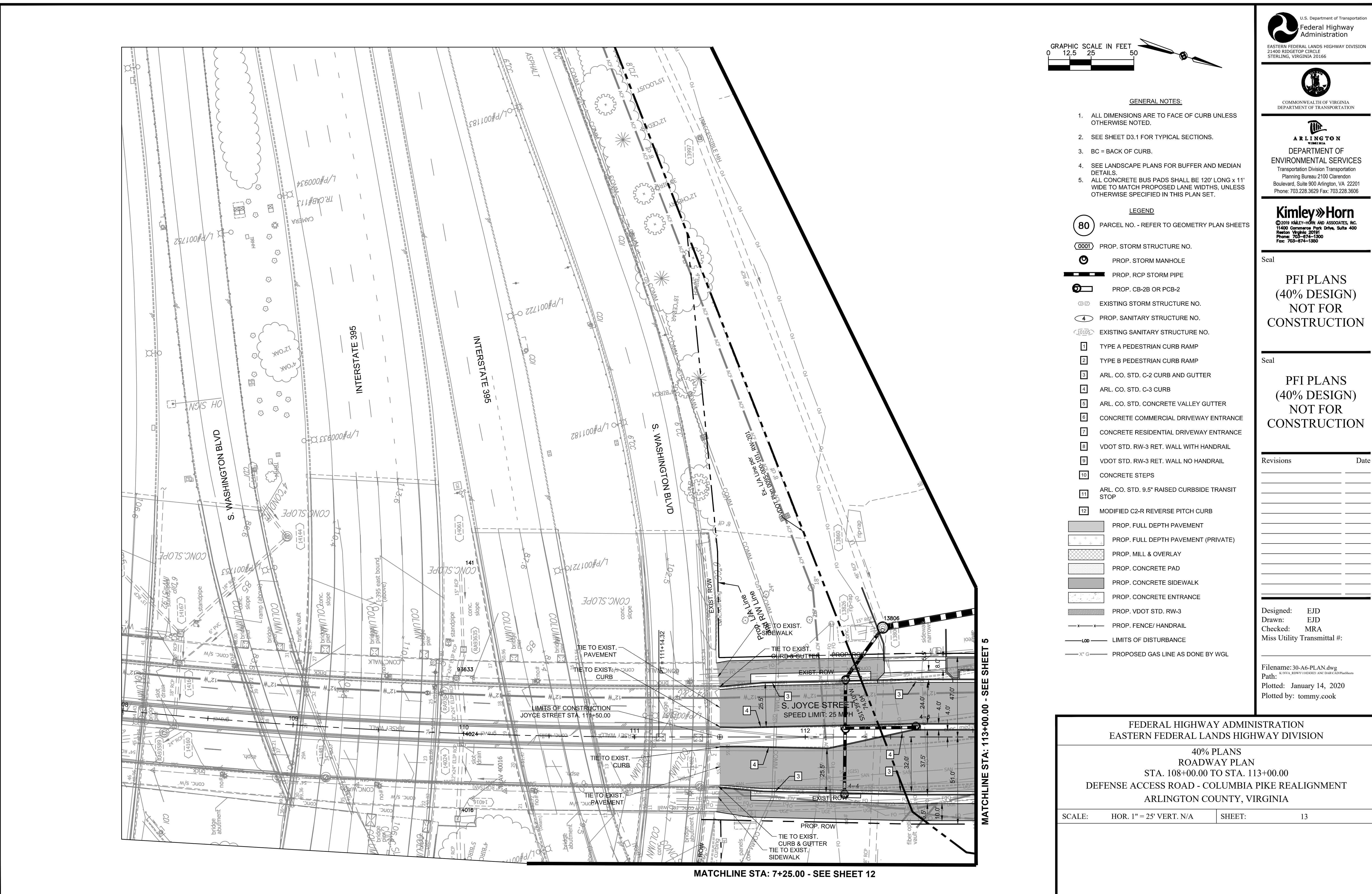
Filename: SIGNING MARKING PLAN.dwg
Path: C:\VA\ADP\111\30321\INC\ARCAD\Plansheets
Plotted: January 14, 2020
Plotted by: olivia.decarlo



FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 2+50.00 TO STA. 7+50.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 12H



ARLINGTON
VIRGINIA
DEPARTMENT OF
ENVIRONMENTAL SERVICES
Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3529 Fax: 703.228.3606

Kimley-Horn
©2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703.474.1300
Fax: 703.474.1350

Seal

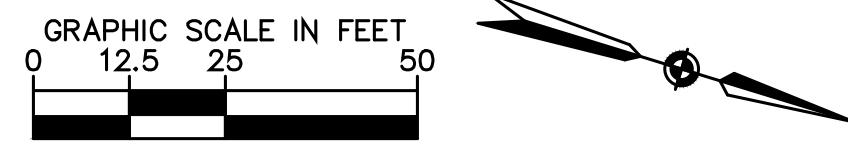
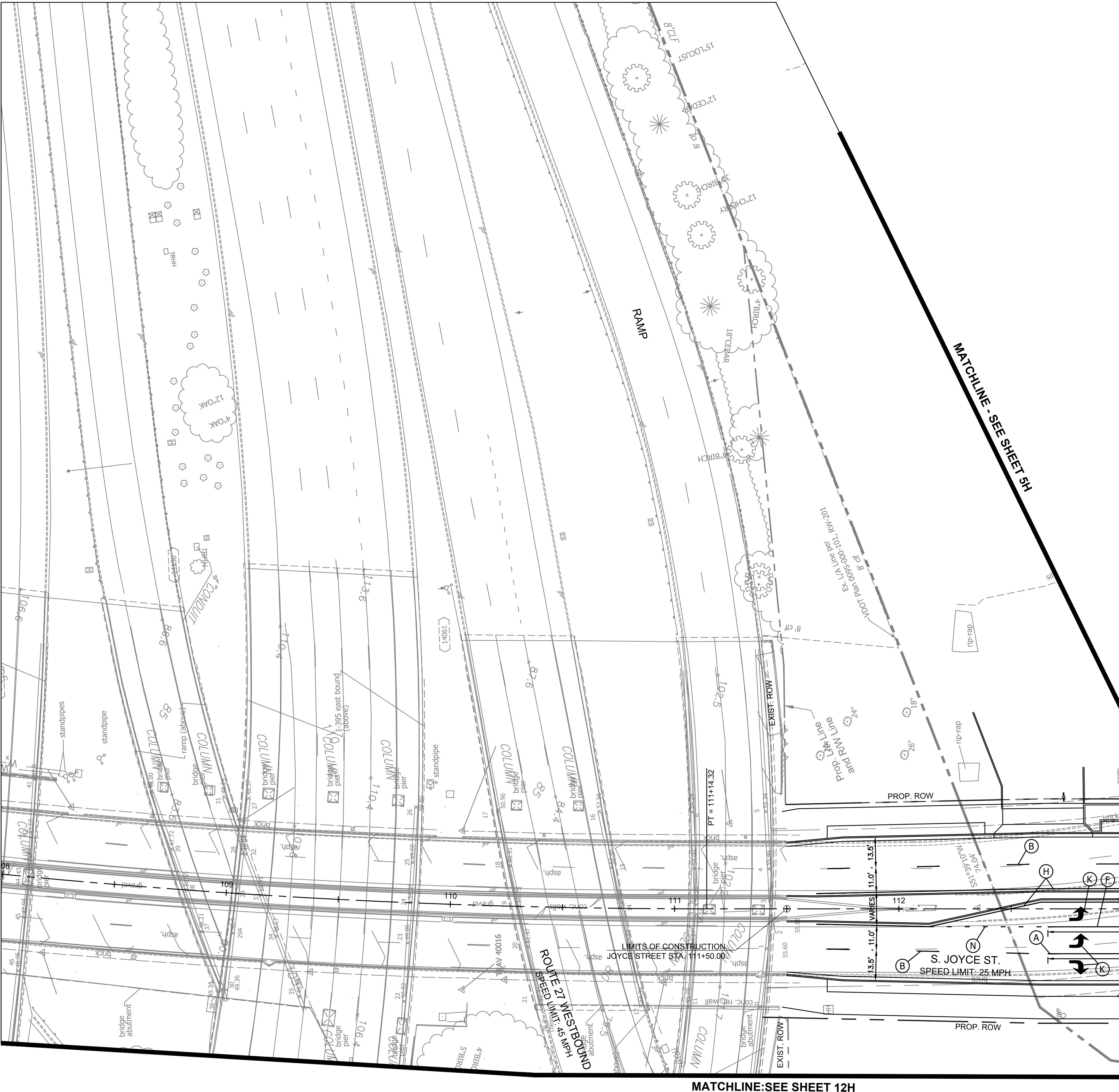
PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

PFI PLANS (40% DESIGN) NOT FOR CONSTRUCTION

Revisions Date

Designed: EJD
Drawn: EJD
Checked: MRA
Miss Utility Transmittal #: _____

Filename: 30-A6-PLAN.dwg
Path: C:\VA\ROW\1100001\ANC\DATA\CAD\PlanSheets
Plotted: January 14, 2020
Plotted by: tommy.cook



U.S. Department of Transportation
Federal Highway Administration
EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

ARLINGTON
VIRGINIA
DEPARTMENT OF
ENVIRONMENTAL SERVICES
Transportation Division Transportation
Planning Bureau 1100 Glebe Road
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606

Kimley-Horn
©2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703-874-1300
Fax: 703-874-1350

Seal

PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Seal

PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Revisions _____ Date _____

Designed: EJD
Drawn: OCD
Checked: MRA
Miss Utility Transmittal #: _____

Filename: SIGNING MARKING PLAN.dwg
Path: C:\VA\ADP\11300021\INC\ARCAD\Plansheets
Plotted: January 14, 2020
Plotted by: olivia.decarlo

NOTE: SEE SHEET 2F FOR SIGNING AND
MARKING LEGENDS

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
SIGNING MARKING PLAN
STA. 108+00.00 TO STA. 113+00.00
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25" VERT. N/A SHEET: 13H

General Notes:

A. GENERAL

1. ALL WORK FOR TRAFFIC SIGNALS, TRAFFIC SIGNS, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE LATEST EDITION OF THE ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS, 2007 VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE SPECIFICATIONS, 2008 VDOT ROAD AND BRIDGE STANDARDS, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL, AND SPECIAL PROVISIONS IN EFFECT AT THE TIME OF ADVERTISEMENT.
2. FIVE WORKING DAYS PRIOR TO COMMENCING SIGNAL INSTALLATION/MODIFICATION WORK AT ANY LOCATION IN ARLINGTON COUNTY, VIRGINIA, SIGNAL CONTRACTORS MUST NOTIFY THE COUNTY ENGINEER IN WRITING WITH THE NAME, DAYTIME PHONE NUMBER, AND EMERGENCY PHONE NUMBERS OF THE CONTRACTOR. THIS NOTIFICATION IS TO INCLUDE LOCATION, ROUTE NUMBERS, TYPE, AND DETAILS OF CONSTRUCTION AND SCHEDULE OF WORK.
3. THE TRAFFIC SIGNAL CONSTRUCTION SHALL NOT BEGIN WITHOUT PRIOR NOTIFICATION AND APPROVAL FROM ARLINGTON COUNTY.
4. THE CONTRACTOR, PRIOR TO CONSTRUCTION, SHALL VERIFY POLE(S) AND CONTROLLER CABINET LOCATIONS. THE CONTRACTOR SHALL NOTIFY THE COUNTY INSPECTOR AT LEAST 3 DAYS IN ADVANCE FOR INSPECTION OF ALL FOUNDATIONS PRIOR TO POURING CONCRETE.
5. ALL CATALOG CUTS, POLE CALCULATIONS, FOUNDATION DESIGNS, SHOP DRAWINGS, ETC., SHALL BE SUBMITTED TO, AND APPROVED BY, ARLINGTON COUNTY PRIOR TO CONSTRUCTION.
6. OPERATION OF THE SIGNALIZED INTERSECTION IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL THE TRAFFIC SIGNAL IS ACCEPTED BY ARLINGTON COUNTY.
7. ANY NOTES NOT MENTIONED IN THE NOTES SECTION OF THIS SIGNAL PLAN WILL REVERT TO THE ARLINGTON COUNTY STANDARDS.
8. CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL COMMUNICATION THROUGHOUT THE PROJECT.
9. ALL NEW CONTROLLER CABINETS MUST BE FURNISHED WITH A BACKUP POWER BATTERY.
10. THE CONTRACTOR SHALL CONTACT "MISS UTILITY" AT 811 FOR MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES (I.e. WATER, SEWER, GAS, TELEPHONE, ELECTRIC, AND CABLE TV) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO IDENTIFY AND PROTECT ALL OTHER UTILITY LINES FOUND IN THE WORK SITE AREA BELONGING TO OTHER OWNERS THAT ARE NOT MEMBERS OF "MISS UTILITY." IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WITH MATCHING MATERIALS ANY PAVEMENT, PAVEMENT MARKINGS, CURB AND GUTTER, SIDEWALK, ETC. THAT ARE DAMAGED DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE SIGNING, DELINEATION, PAVEMENT MARKINGS AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY TO PERFORM THE WORK IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL TEMPORARY DEVICES.
13. THE CONTRACTOR SHALL SUBMIT "AS-BUILT" DRAWINGS TO ARLINGTON COUNTY UPON JOB COMPLETION AND FINAL INSPECTION.
14. EXISTING CONTROLLER AND CABINETS SPECIFIED TO BE REMOVED SHALL BE RETURNED TO ARLINGTON COUNTY.
15. CCTV LOCATIONS AND QUANTITIES ARE FOR PLANNING PURPOSES ONLY. THE FINAL LOCATIONS SHALL BE FIELD LOCATED.
16. DUE TO THE NUMEROUS UTILITY IMPROVEMENTS BEING CONSTRUCTED AS PART OF THIS PROJECT, IT IS RECOMMENDED THAT THE CONTRACTOR FIELD VERIFY PROPOSED FOUNDATION LOCATIONS AND MARK THESE LOCATIONS PRIOR TO UTILITY UNDERGROUNDING TO ENSURE PROPOSED DUCT BANKS, CONDUITS, AND STORM DRAINS ARE NOT INSTALLED IN CONFLICT.

Signal Notes:

B. POLES AND FOUNDATIONS

1. MAST ARM LENGTH IS TO BE AS SHOWN ON PLAN AND ALL MAST ARMS ARE TO BE FIELD DRILLED ONLY.
2. MAST ARM POLES SHALL BE DESIGNED TO THE PROPER HEIGHT TO ACCOMMODATE A STREET LIGHT LUMINAIRE AND INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS.
3. MAST ARM POLE FOUNDATIONS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATION TS7-1.0 AND MANUFACTURER REQUIREMENTS. PEDESTAL POLE FOUNDATIONS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATION TS4-3 AND MANUFACTURER REQUIREMENTS. ALL POLES SHALL HAVE SIX BOLT PATTERN.
4. THE COUNTY SHALL STAKE NEW POLE LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL CONTACT MR. ALTON MOSLEY AT 703-228-3723 TO SCHEDULE.

5. AT THE COUNTY'S REQUEST, THE CONTRACTOR SHALL DIG TEST PITS TO VERIFY THAT SIGNAL POLE FOUNDATIONS WILL NOT CONFLICT WITH UNDERGROUND UTILITIES AND THAT FOUNDATIONS WILL FIT WITHIN EXISTING RIGHT-OF-WAY.

6. SIGNAL POLES AND MAST ARMS SHALL BE ORNAMENTAL AND IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL AND STREETLIGHT SPECIFICATIONS TS7-1.1 AND TS7-1.2. POLES SHALL BE TRAFFIC STANDARD WITH 6' LUMINAIRE ARM (BY UNION METAL OR APPROVED SUBSTITUTE) UNLESS SPECIFIED OTHERWISE. COBRA LIGHTING SHALL BE LED TYPE - (LUMEC GPLM-180W98le4k-le3-120-bl-ph8-np) USA-WBT.

7. PEDESTAL POLES SHALL BE NON-ORNAMENTAL AND IN ACCORDANCE WITH ACTSSS TS7-5. POLES SHALL BE POWDER COATED BLACK.

C. CONTROLLER AND FOUNDATION

1. NEW CONTROLLER CABINETS SHALL BE TS-2, P TYPE WITH BATTERY BACKUP PER ARLINGTON COUNTY REQUIREMENTS. ADD GENERATOR AND POLICE PANEL WITH RJ-45 SWITCH PER THE ARLINGTON COUNTY STANDARDS. INSTALL SFK MODEM TO BE COMPATIBLE WITH ARLINGTON COUNTY SYSTEM.

2. CONTROLLER SHALL BE EIGHT PHASE INTELIGHT X-3, TS-2. IT SHALL BE THE LATEST FIRMWARE AND SHALL BE INSTALLED AND SET AS FOLLOWS:

- 2.1 TO REST IN PHASE 2 & 6 GREEN INTERVAL
- 2.2 TO START/RESTART IN PHASE 2 & 6 YELLOW CHANGE INTERVAL

3. THE CONTROLLER CABINET AND FOUNDATION SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS TS4-1.1 AND TS4-1.2.

4. THE COUNTY WILL PROVIDE SIGNAL TIMINGS TO THE CONTRACTOR FOR THE CONTROLLER WHEN THE INTERSECTION IS TOTALLY PREPARED FOR OPERATION. THE CONTRACTOR SHALL NOTIFY THE COUNTY IN WRITING 10 DAYS IN ADVANCE OF REQUIRING FINAL TIMINGS. THE COUNTY WILL INSTALL THE SYSTEM TIMINGS AND FINE TUNE AS NECESSARY.

D. TRAFFIC SIGNAL HEADS

1. ALL NEW VEHICULAR SIGNAL SECTIONS SHALL BE 12 INCHES IN DIAMETER CAST ALUMINUM WITH LED DISPLAYS.
2. PEDESTRIAN SIGNAL HEAD SECTIONS SHALL BE CAST ALUMINUM WITH LED DISPLAYS (COUNTDOWN).
3. CONTRACTOR MUST MAINTAIN A MINIMUM CLEARANCE OF 16 FEET BETWEEN THE BOTTOM OF SIGNAL HEADS AND THE PAVEMENT.

E. DETECTORS

1. PEDESTRIAN PUSH BUTTON STATIONS SHALL CONFORM TO ARLINGTON COUNTY'S SPECIFICATIONS FOR ACCESSIBLE SIGNAL DESIGN AND SHALL USE POLARA NAVIGATOR VIBRO-TACTILE/AUDIO PUSH BUTTON ASSEMBLIES UNLESS OTHERWISE SPECIFIED. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS TS7-6.1, TS7-6.3, TS7-6.4, AND TS7-6.4b.
2. NEW OVERHEAD VIDEO DETECTION SHALL BE THERMAL CAMERAS AND SHALL BE INSTALLED IN ACCORDANCE WITH COUNTY STANDARD TS7-16.

3. EMERGENCY VEHICLE PRE-EMPTION (EV) EQUIPMENT (GTT MODEL M711 OR M721, OR APPROVED SUBSTITUTE, SHALL BE INSTALLED COMPLETE WITH DISCRIMINATOR CARDS, WIRING, ETC. IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS.

F. CONDUIT, CONDUCTORS, AND ELECTRICAL

1. ALL JUNCTION BOXES SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS TS4-4, TS4-5, AND/OR TS4-6. NEW JUNCTION BOX COVERS SHALL HAVE THE LETTERS "TRAFFIC" CAST IN THE TOP SURFACE DEPRESSION FOR ALL TRAFFIC SIGNAL RELATED JUNCTION BOXES CONTAINING CABLE WITH LESS THAN 50 VOLTS. TRAFFIC RELATED JUNCTION BOXES CONTAINING CABLE MORE THAN 50 VOLTS SHALL HAVE THE LETTERS "TRAF/ELEC". COMMUNICATION CABLE RELATED JUNCTION BOXES SHALL HAVE THE LETTERS "COMMUNICATIONS".

2. METER PEDESTAL SHALL MATCH COUNTY STANDARDS TS7-13.1 AND TS7-13.2. UNDERGROUND SERVICE SHALL BE OBTAINED FROM THE NEAREST UTILITY POLE OR SERVICE POINT AND BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARD TS7-12. CONTRACTOR IS RESPONSIBLE FOR OBTAINING APPROVAL AND COORDINATING WITH POWER SERVICE COMPANY FOR CONNECTION.

3. CONDUIT SYSTEM SHALL BE ADDED TO CONNECT EXISTING COMMUNICATION CABLE PLANT TO THE NEW CONTROLLER CABINET LOCATION AS SHOWN IN THE COMMUNICATION PLANS.

4. ALL CONDUIT ENTERING INTO JUNCTION BOXES SHALL NOT EXTEND OVER 3" MAXIMUM NOR 2" MINIMUM INSIDE THE JUNCTION BOXES, AND SHALL BE FITTED WITH BELL ENDS OR BUSHING.

5. ALL JUNCTION BOXES SHALL HAVE A GROUND ROD INSTALLED.

6. CONTRACTOR IS TO VERIFY DEPTHS OF UTILITIES AT PROPOSED CONDUIT CROSSINGS PRIOR TO EXCAVATING CONDUIT TRENCHES.

7. ALL CONDUITS PASSING BENEATH ROADWAYS SHALL BE DIRECTIONAL DRILLED. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING AND AVOIDING ALL UNDERGROUND UTILITIES DURING CONSTRUCTION ACTIVITIES.

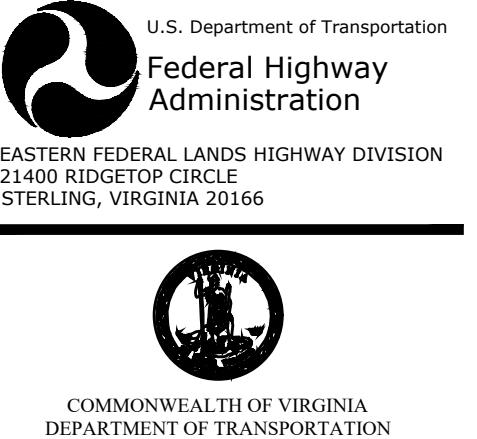
8. ALL EXISTING CONDUIT AND CABLES ARE BASED ON RECORD DRAWINGS OR WERE ESTIMATED. CONTRACTOR SHALL VERIFY CONDUIT FILL CAPACITY IN EXISTING CONDUITS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ARLINGTON COUNTY IF CONDUIT CAPACITY IS NOT AVAILABLE IN EXISTING CONDUIT FOR NEW CABLES.

9. NEW CCTV CAMERAS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARD TS7-14.

G. TRAFFIC SIGNAL SIGNS

1. ALL MAST ARM SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS. SIGNS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

2. STREET NAME SIGNS SHALL HAVE A WHITE LEGEND ON GREEN BACKGROUND. THE FONT SHALL BE HIGHWAY FONT.



Kimley»Horn
©2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703-674-1320
Fax: 703-674-1320

**PFI PLANS
(40% DESIGN)**

**NOT FOR
CONSTRUCTION**

**PFI PLANS
(40% DESIGN)**

**NOT FOR
CONSTRUCTION**

Revisions _____ Date _____

Designed: ATS
Drawn: ATS
Checked: MRA
Miss Utility Transmittal #: _____

Filename: TRAFFIC SIGNALS.dwg
Path: C:\VA\ROW\1110001\ANC\DATA\CapPlansheet
Plotted: January 14, 2020
Plotted by: tommy.cook

FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
TRAFFIC SIGNAL MODIFICATION NOTES

DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 31(1)

GRAPHIC SCALE IN FEET
0 12.5 25 50

U.S. Department of Transportation
Federal Highway Administration

EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Division Transportation
Planning Bureau 2100 Clarendon
Boulevard, Suite 900 Arlington, VA 22201
Phone: 703.228.3629 Fax: 703.228.3606

Kimley-Horn
©2010 KIMLEY-HORN AND ASSOCIATES, INC.
11400 Commerce Park Drive, Suite 400
Reston, Virginia 20191
Phone: 703-474-1300
Fax: 703-474-1350

Seal

PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

Seal

PFI PLANS
(40% DESIGN)
NOT FOR
CONSTRUCTION

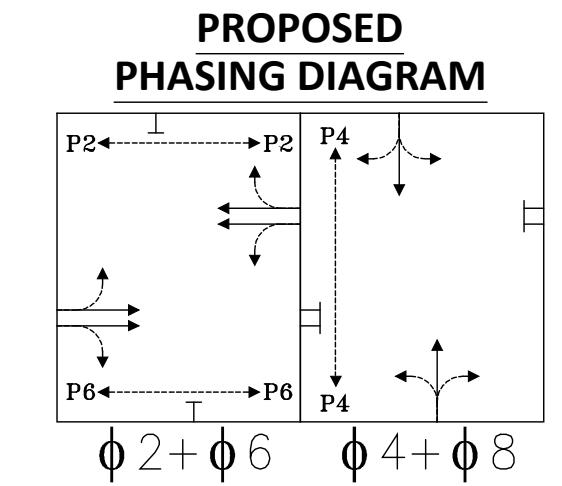
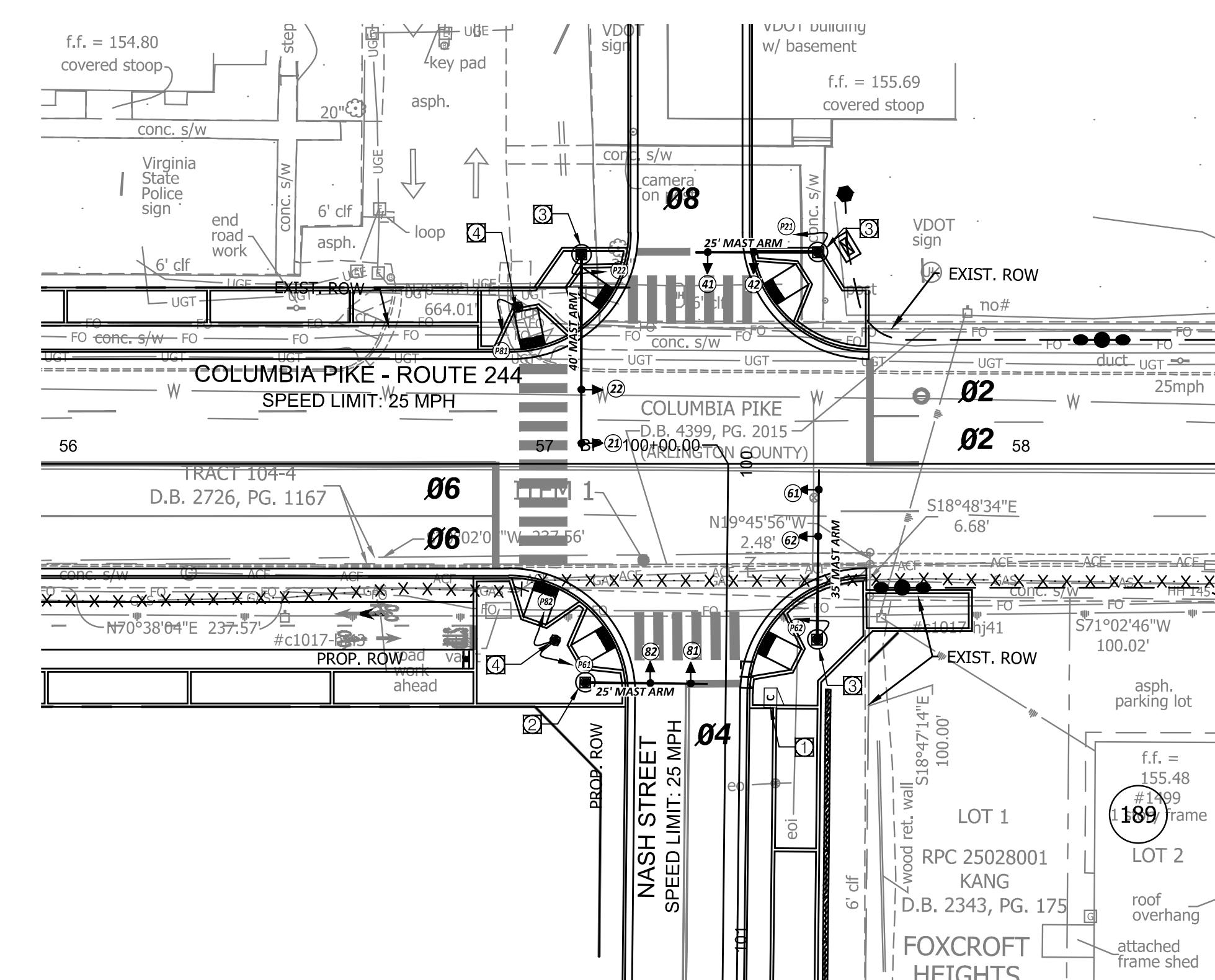
Revisions Date

Designed: ATS
Drawn: ATS
Checked: MRA
Miss Utility Transmittal #:

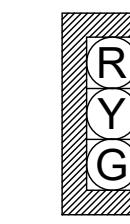
Filename: TRAFFIC SIGNALS.dwg
Path: C:\VA\ROW\1100001\ANC\DATA\PLANSHEET
Plotted: January 14, 2020
Plotted by: tommy.cook

CONSTRUCTION NOTES

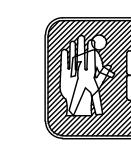
- ① INSTALL CONTROLLER CABINET.
- ② INSTALL ORNAMENTAL SIGNAL POLE WITH SIGNAL HEADS AND APS PUSH BUTTON.
- ③ INSTALL ORNAMENTAL SIGNAL POLE WITH SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD, AND APS PUSH BUTTON.
- ④ INSTALL PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD AND APS PUSH BUTTON.



PROPOSED TRAFFIC SIGNAL HEADS



HEADS
21,22,41,42
61,62,81,82



HEADS
P21,P22,P61
P62,P81,P82

LEGEND

| | EXISTING | PROPOSED |
|---------------------------------------|----------|----------|
| Controller Cabinet | ☒ | ☒ |
| Signal Junction Box (61-02) | ○ | ○ |
| Signal Junction Box (61-04) | □ | □ |
| Comm. Junction Box | ○ | ○ |
| Service Junction Box | ○ | ○ |
| Mast Arm Pole & Foundation | ○ | ● |
| Pedestrian Pedestal Pole & Foundation | ○ | ○ |
| Carlyle Lighting Pole & Foundation | * | * |
| Service Meter | ○ | ○ |
| Battery Backup (UPS) | ■ | ■ |
| Vehicle Signal Head (LED) | ○→○ | ●→● |
| Pedestrian Push Button | →PB# | →PB# |
| FLIR Video Detection | →VD# | →VD# |
| Emergency Vehicle Preemption | ↔ PE# | ↔ PE# |
| CCTV Vehicle Camera | ○—CCTV | ○—CCTV |
| Overhead Light (LED) | → SL# | → SL# |
| Conduit Run | ===== | ===== |

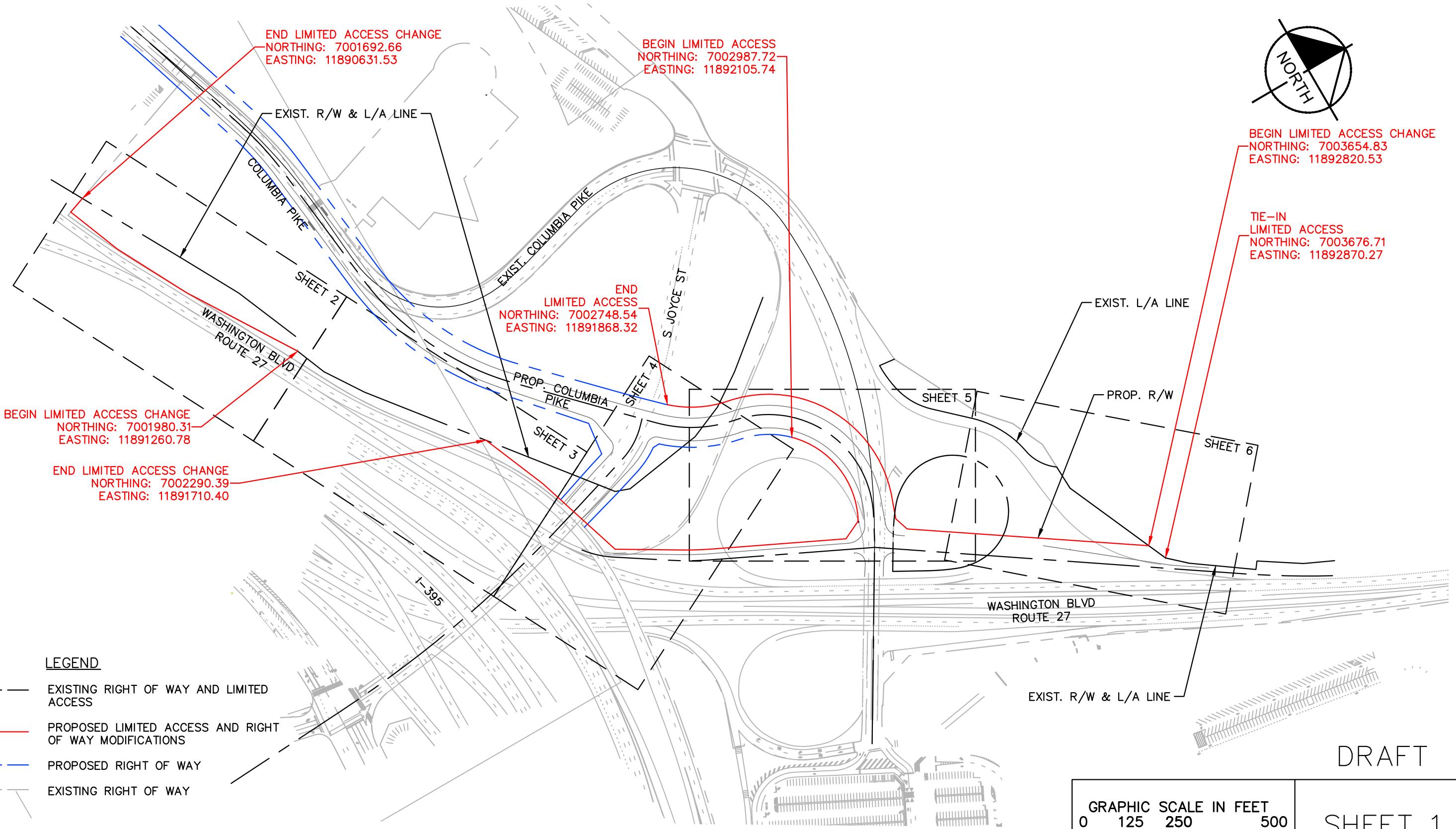
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

40% PLANS
TRAFFIC SIGNAL MODIFICATION PLAN

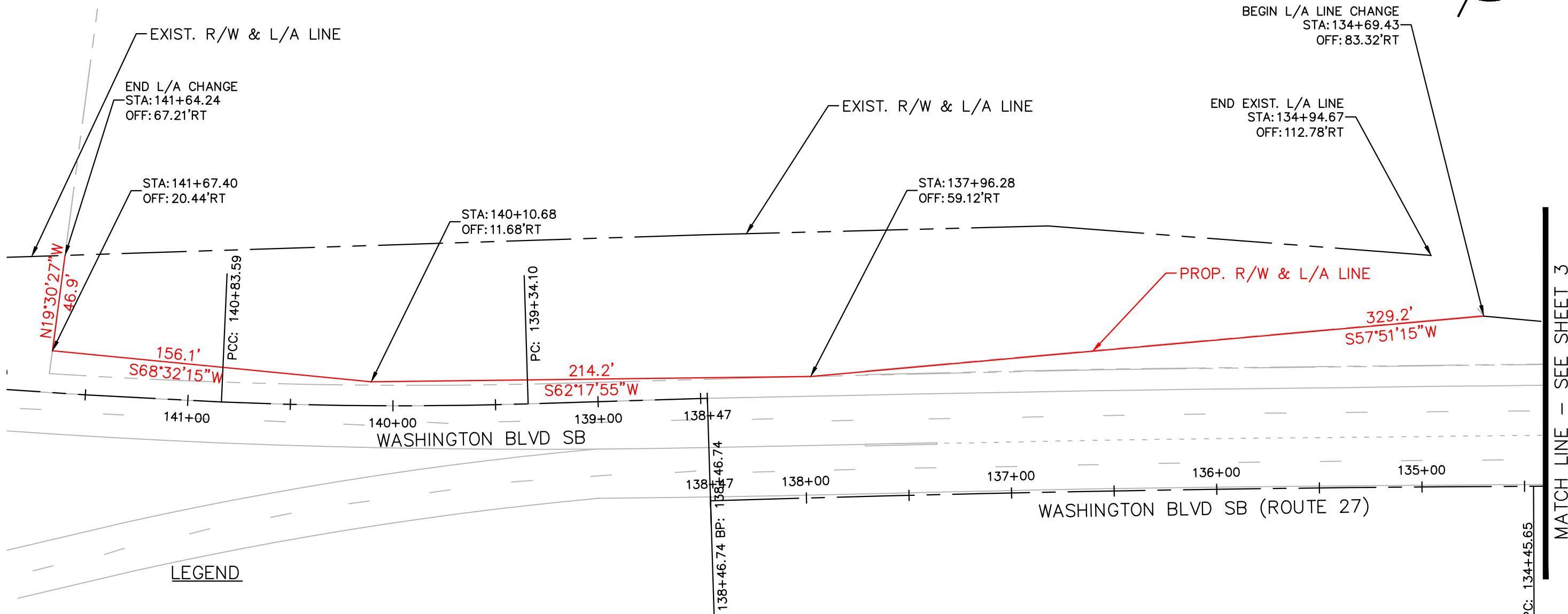
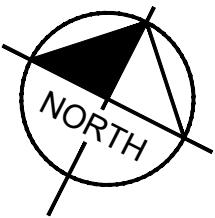
DEFENSE ACCESS ROAD - COLUMBIA PIKE REALIGNMENT
ARLINGTON COUNTY, VIRGINIA

SCALE: HOR. 1" = 25' VERT. N/A SHEET: 31(4)

PROPOSED LIMITED ACCESS CONTROL CHANGE ROUTE 27 WASHINGTON BOULEVARD



PROPOSED LIMITED ACCESS CONTROL CHANGE ROUTE 27 WASHINGTON BOULEVARD

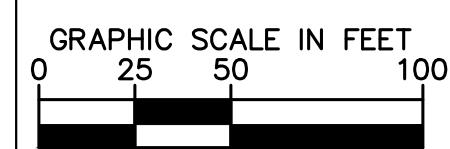


MATCH LINE - SEE SHEET 3

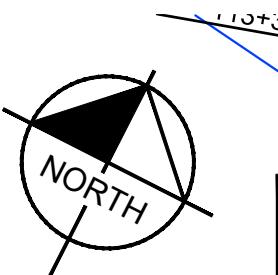
PC: 134+45.65

DRAFT

SHEET 2



PROPOSED LIMITED ACCESS CONTROL CHANGE
ROUTE 27 WASHINGTON BOULEVARD



MATCH LINE – SEE SHEET 2

MATCH LINE – SEE SHEET 4

STA: 51+14.98 (RDWY E)
OFF: 24.60'RT (RDWY E)

STA: 49+93.53 (RDWY E)
OFF: 30.47'RT (RDWY E)

PC: 48+96.70

ROADWAY E

49+00

48+00

47+00

46+00

45+00

PT: 46+49.55

PT: 111+14.32

PT: 126+96.43

PT: 127+00

134+00

133+00

132+00

131+00

130+00

129+00

128+00

127+00

LEGEND

WASHINGTON BLVD SB (ROUTE 27)

END L/A CHANGE
STA: 46+48.94 (RDWY E)
OFF: 42.25'RT (RDWY E)

STA: 44+69.06 (RDWY E)
OFF: 17.76'RT (RDWY E)

N51°42'15"E
620.3'

PROP. R/W & L/A LINE

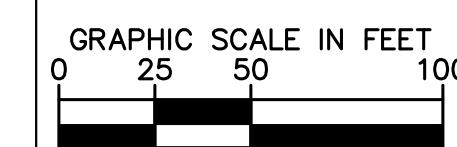
188.2'

S67°28'06"W

61.7'

DRAFT

SHEET 3



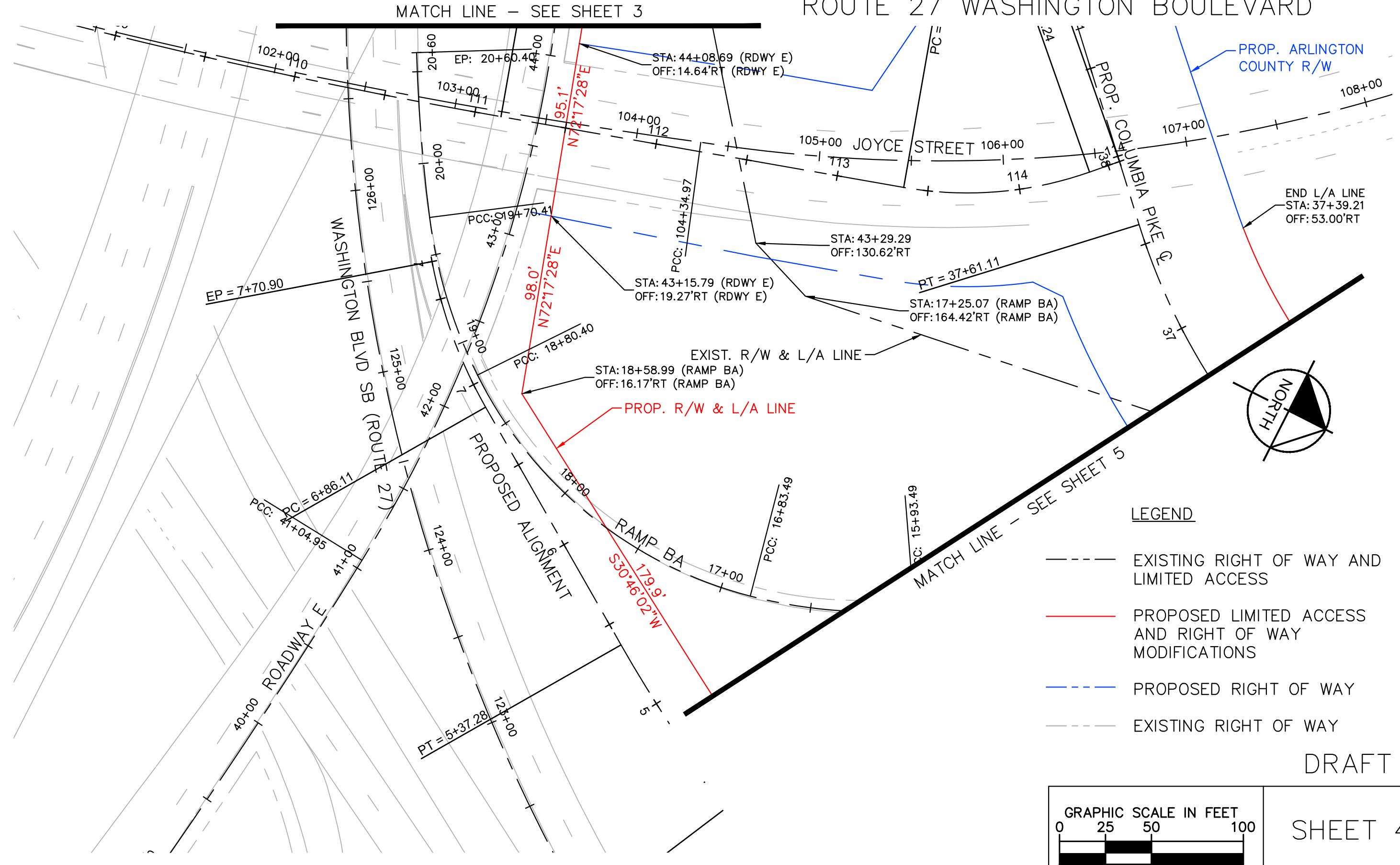
EXISTING RIGHT OF WAY AND
LIMITED ACCESS

PROPOSED LIMITED ACCESS
AND RIGHT OF WAY
MODIFICATIONS

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

PROPOSED LIMITED ACCESS CONTROL CHANGE
ROUTE 27 WASHINGTON BOULEVARD

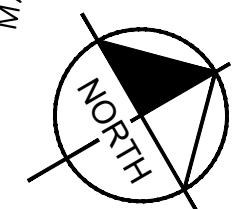


PROPOSED LIMITED ACCESS CONTROL CHANGE
ROUTE 27 WASHINGTON BOULEVARD

GRAPHIC SCALE IN FEET
0 25 50 100

MATCH LINE - SEE SHEET 4

MATCH LINE - SEE SHEET 6



DRAFT

SHEET 5

PROP. ARLINGTON
COUNTY R/W

PROP.

COLUMBIA PIKE

CB=N77°48'08"E
L=365.65'
R=328.00'
Δ=63°52'23"

Δ=5'00'43"
R=772.00'
L=67.53'
CB=S28°15'41"W
C=67.51'

LEGEND

EXISTING RIGHT OF WAY AND
LIMITED ACCESS

PROPOSED LIMITED ACCESS
AND RIGHT OF WAY
MODIFICATIONS

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

STA: 30+23.84 (PROP. COLUMBIA PIKE)
OFF: 41.01'LT (PROP. COLUMBIA PIKE)
PC = 30+37.62

STA: 4+31.74 (PROP. ROUTE 27 ON-RAMP)
OFF: 28.00'RT (PROP. ROUTE 27 ON-RAMP)

PROP. R/W & L/A LINE

STA: 0+72.95 (PROP. ROUTE 27 ON-RAMP)
OFF: 28.00'RT (PROP. ROUTE 27 ON-RAMP)

358.8'
S25°45'20"W

PROP. ROUTE 27
ON-RAMP

2

3

END EXIST L/A LINE
STA: 9+85.00 (RAMP BD)
OFF: 23.00'RT (PROP. ROUTE 27 RAMP BD)

L8

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

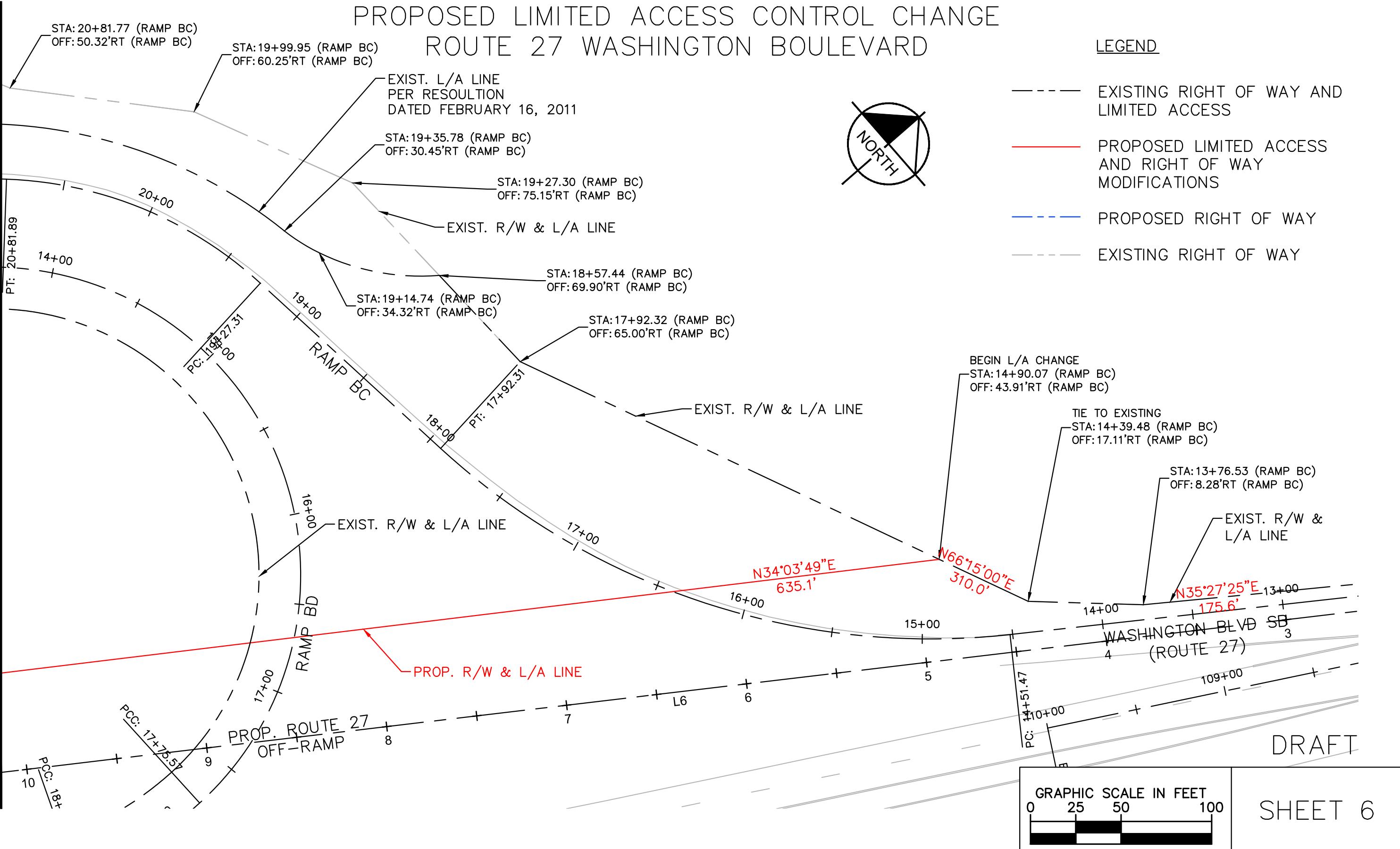
165

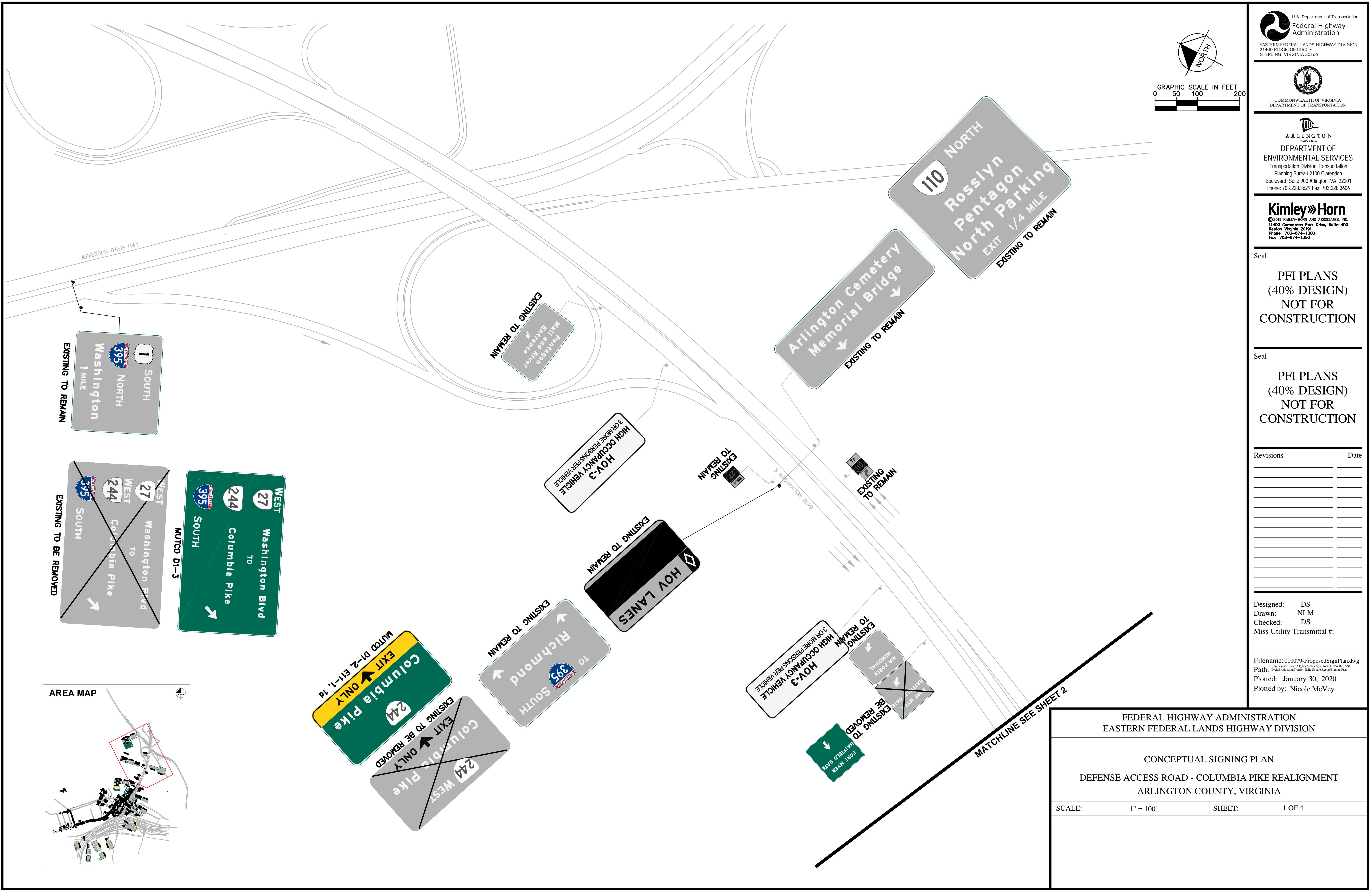
166

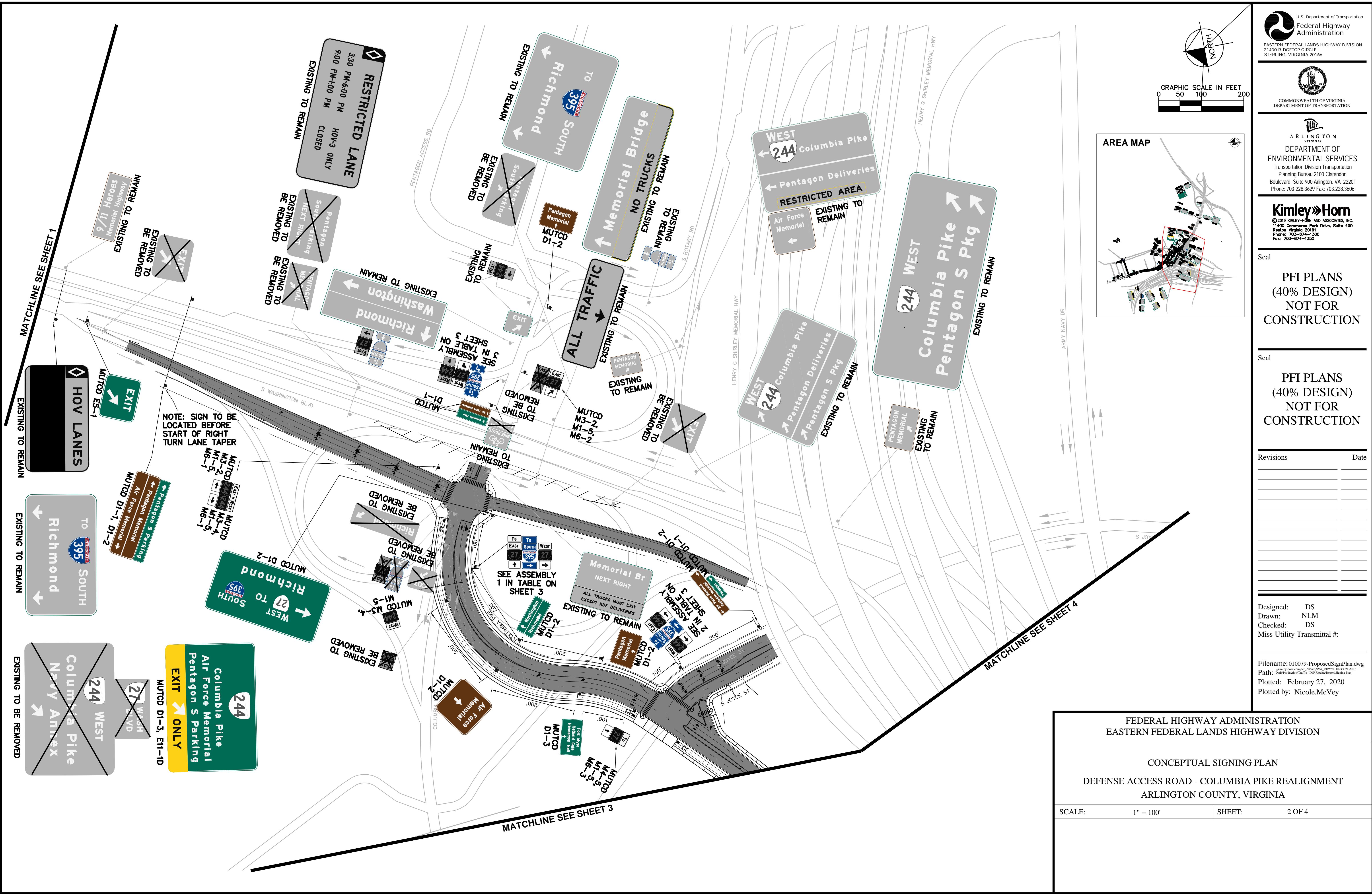
1

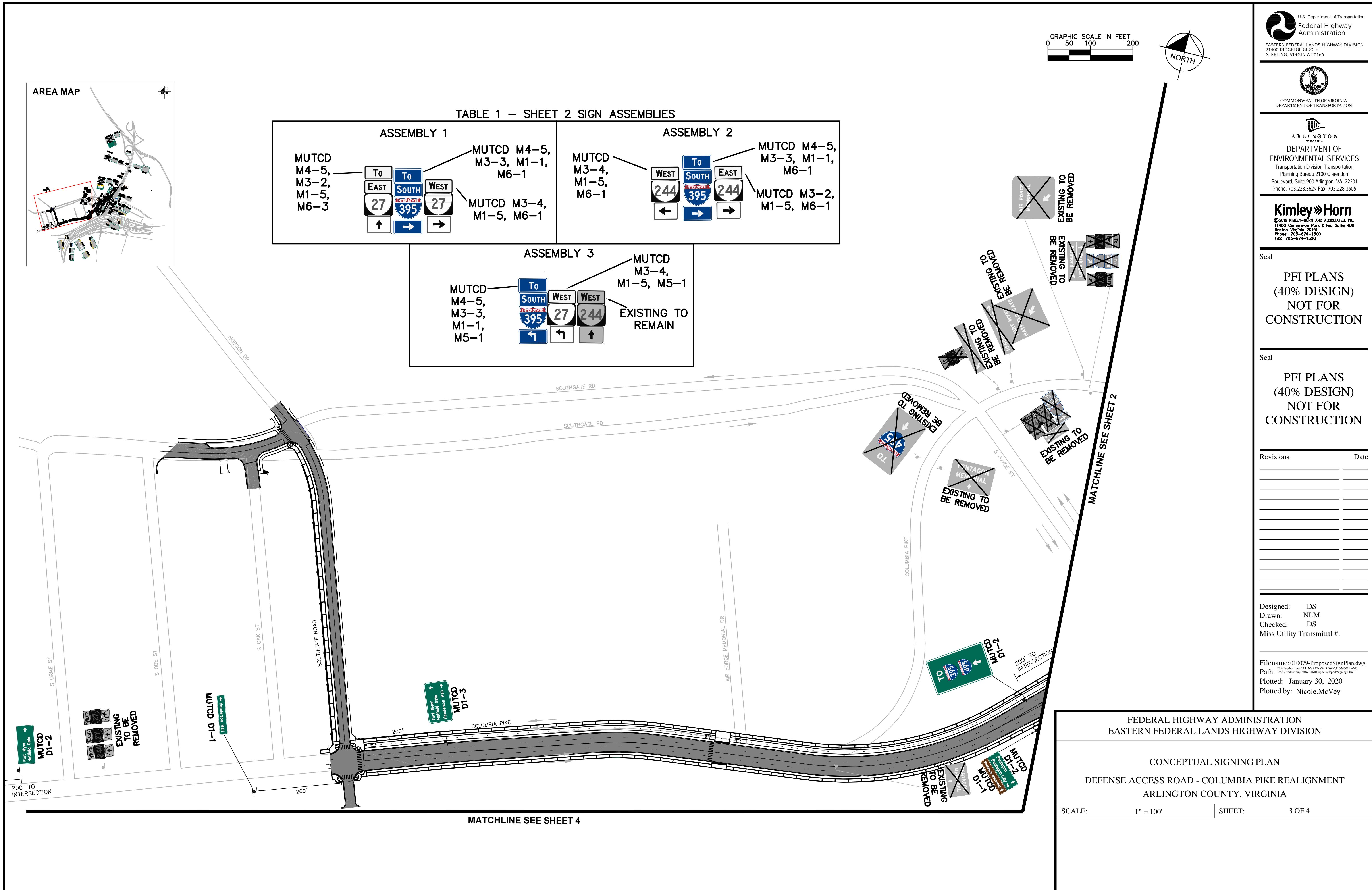
PROPOSED LIMITED ACCESS CONTROL CHANGE
ROUTE 27 WASHINGTON BOULEVARD

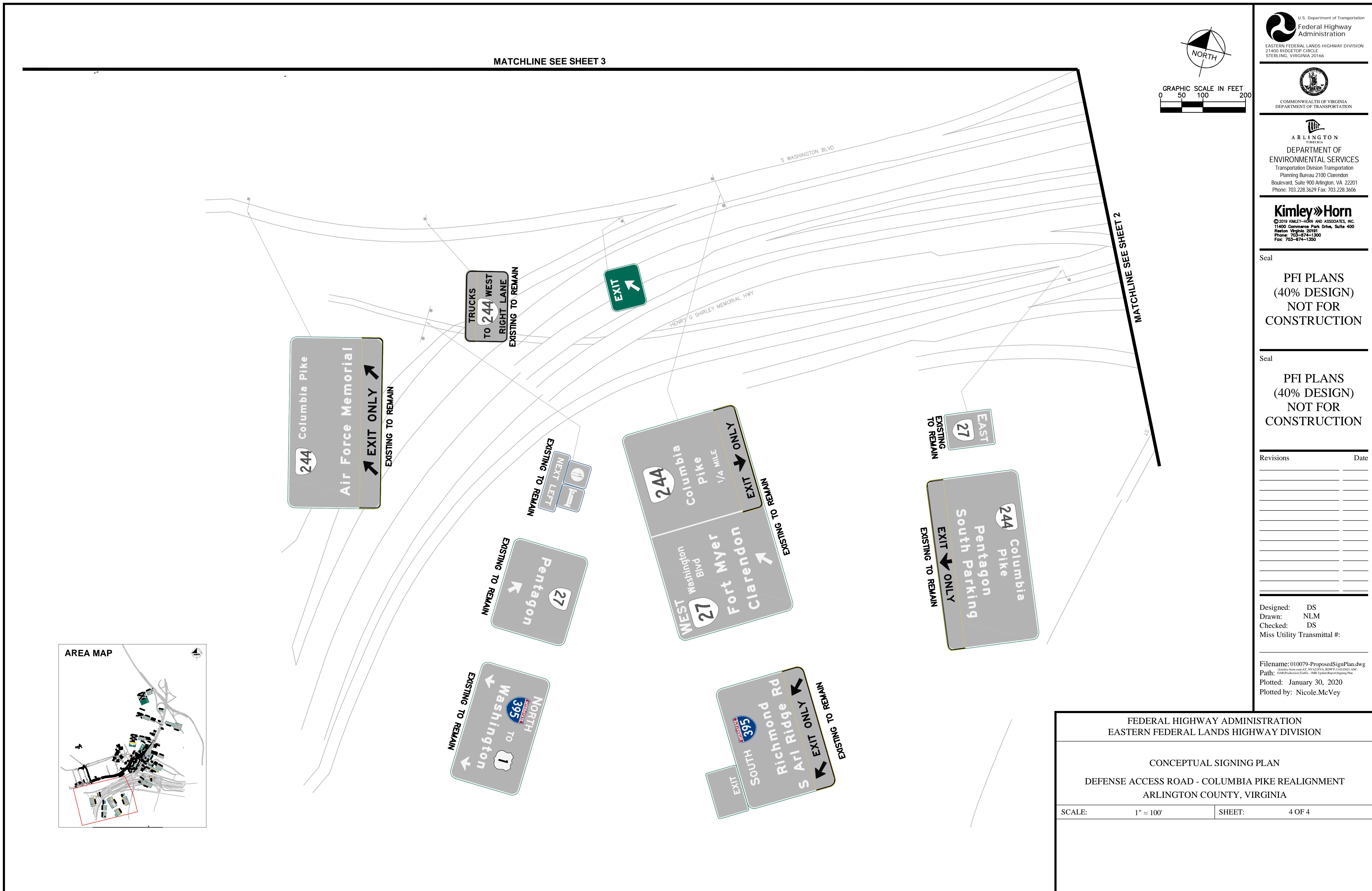
MATCH LINE - SEE SHEET 5











Appendix I
Travel Demand Model Calibration



MEMORANDUM

TO: Tom Shifflett, FHWA Eastern Federal Lands Highway Division
Steve Bates, P.E., VDOT Northern Virginia District Location and Design Engineer
Ivan Horodyskyj, P.E., VDOT Northern Virginia District Traffic Engineer
Amir Shahpar, P.E., VDOT Modeling Manager / Senior Planner
Hui Wang P.E, Arlington County, Bureau Chief TE&O
Josh Nicholas, Arlington County, Sr. ITS & Traffic Signal Engineer
Andy Anton, Arlington County, Engineer - ITS & Traffic Signals Team

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE, IMR Update Task Leader
Anthony Gallo, P.E.

DATE: August 30, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard –Interchange Modification Report (IMR) Update
Travel Demand Model Existing Conditions (2019) Model Calibration

This memorandum summarizes the results of the 2019 Existing Conditions Travel Demand Model calibration process for the Columbia Pike/Washington Boulevard Interchange Modification Report (IMR) Update. This process followed the agreed-upon methodology for travel demand forecasting as documented in the project framework document (as dated August 2nd, 2019) as well as subsequent email confirmation on August 8th, 2019. The result of this process is a modified, calibrated version of the MWCOG regional Travel Demand Model for the Existing Conditions scenario that more accurately reflects field and VDOT traffic counts, when compared to the default MWCOG model scenario. The model network contains geometric updates in the vicinity of the study area as compared to the default MWCOG model network. The modifications applied to the calibrated Existing Conditions model will be applied (where appropriate) to the 2025 and 2045 MWCOG model used for future scenario analyses.

Model Calibration Process Overview

Model Version

The latest MWCOG travel demand model version (version 2.3.75) on the 3,722 traffic analysis zone (TAZ) system is being used in conjunction with Round 9.1 Cooperative Forecasts (socioeconomic data) for the Existing (2019), Opening (2025), and Design (2045) model years. The MWCOG model has been strategically modified with specific alterations to improve the accuracy and reliability of forecasts within and near the study area, specifically for the Columbia Pike and Washington Boulevard corridors and roadways connected to the corridors.

Calibration Criteria and Thresholds

Calibration targets were developed based on guidance from the FHWA Transportation Model Improvement Program (TMIP) Travel Model Validation and Reasonableness Checking Manual and the Virginia Travel Demand Modeling Policies and Procedures Manual (VTM). Because the MWCOG/TPB

Model has already been vetted through FHWA's TMIP Peer Review process, the validation process for the model is focused on the “fit” to the project study area and includes the following comparisons:

- Regional comparisons to VDOT AADTs at the daily level
 - Percent difference in total volume for cutlines
- Columbia Pike and Washington Boulevard study area comparisons to field traffic counts (AM/PM periods and daily)
 - R-squared between modeled volumes and counts on links
 - Percent difference in total volumes across links with counts
 - Percent root mean squared error (%RMSE) across all links with counts

Table 1 provides a listing of the agreed-upon travel demand model calibration criteria.

Table 1. Travel Demand Forecast Model Calibration Criteria.

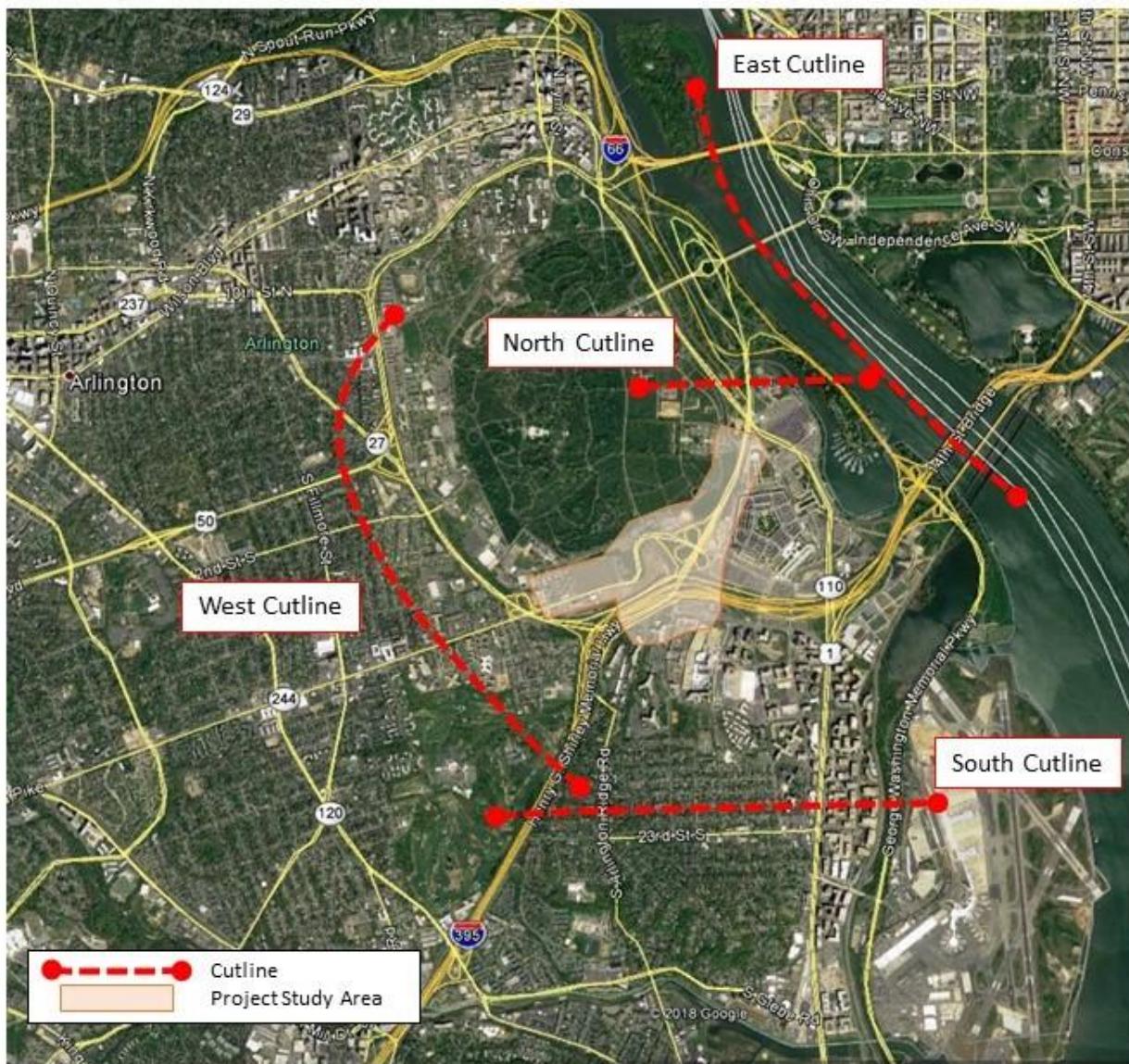
| Calibration Scale | Calibration Check | Calibration Threshold | |
|-------------------|--|-----------------------|-----|
| Regional | % Difference in Total Volume for Cutlines | Cutline Volume | |
| | | 50,000 | 10% |
| | | 100,000 | 10% |
| | | 150,000 | 10% |
| | | 200,000 | 8% |
| | | 250,000 | 7% |
| Study Area | R-Squared between modeled volume and counts on links | 0.88 | |
| | % Difference in Total Volume Across All Links | 10% | |
| | % RMSE Across All Links | 25% | |

The following cutlines, shown in **Figure 1** were used in the calibration process:

- North Cutline
 - Washington Boulevard north/east of Route 110
 - Route 110 north/west of Washington Boulevard
 - George Washington Memorial Parkway north of I-395
- South Cutline
 - I-395 south/west of Washington Boulevard
 - Arlington Ridge Road south of I-395
 - US 1 north of 23rd St
 - George Washington Memorial Parkway south of I-395 and north of National Airport
- East Cutline
 - Theodore Roosevelt Bridge (I-66)

- Memorial Bridge
- 14th Street Bridge (I-395/US 1)
- West Cutline
 - US 50 (Arlington Boulevard) west of Washington Boulevard
 - Columbia Pike west of Washington Boulevard
 - I-395 south/west of Washington Boulevard

Figure 1. Travel Demand Model Calibration Cutlines



Calibration Data

Traffic counts used for the overall study traffic operations analysis were collected on weekdays in June 2019 prior to the end of the Arlington County school year. Several of these 48-hour mainline and ramp counts were used in the travel demand model calibration process. Field-collected traffic counts were used in the link-level travel demand model calibration wherever applicable. For cutlines, VDOT's 2018 count estimates¹ were used as comparison counts.

Model Edits

The following edits have been applied to the MWCOG model during the calibration process:

- Ramps have been micro-coded to improve forecasts and correlation to the microsimulation process (rather than showing each interchange as a diamond per MWCOG's default interchange coding format). This includes coding interchange turn restrictions where applicable to ensure that if there are multiple ramps between facilities, traffic uses the correct ramp and does not make illegal or otherwise illogical movements. Turn restrictions were enforced at the following interchanges:
 - Columbia Pike and Washington Boulevard (east)
 - Washington Boulevard and Route 110
 - Ramps from Pentagon and Pentagon City areas to and from I-395
- Link facility types were modified to better represent study area facilities as they exist and to improve loading of trips, including the following:
 - Changing the facility type for Columbia Pike from “major arterial” to “minor arterial” east of Glebe Road.
 - Changing the facility type for Washington Boulevard from “major arterial” to “freeway” between US 50 and its terminus near Route 110 and George Washington Memorial Parkway.
 - Changing the facility type for US 50 (Arlington Boulevard) from “major arterial” to “expressway” east of Seven Corners; this designation was further modified to “freeway” in the vicinity of grade-separated interchanges along US 50.
- Centroid connector locations were modified/added/removed to improve loading of trips:
 - The location of the centroid for the Pentagon was shifted to the south and west from its default position to improve loading of Washington Boulevard and associated ramps at the Columbia Pike interchange.

These edits are the results of an extensive process of testing and adjusting various parameters known to impact facility loading while still maintaining the integrity of the overall model processes and procedures. A figure showing the modified model network in the study area is provided in the **Appendix**.

¹ https://www.virginiadot.org/info/resources/Traffic_2018/AADT_000_Arlington_2018.pdf

Calibration Results

Cutline Calibration

Table 2 shows the calibration results for the total volume across the four cutlines. All cutlines are meeting the calibration thresholds. A table showing comparisons of individual links across each cutline is provided in the **Appendix**.

Table 2. Cutline Calibration Results

| Cutline | Cutline Volume (Counts) | Cutline Volume (Modeled) | % Difference | Criteria | Meets? |
|-----------|-------------------------|--------------------------|--------------|----------|--------|
| #1: North | 187,000 | 183,966 | -1.6% | 10.0% | Yes |
| #2: South | 378,900 | 396,219 | 4.6% | 7.0% | Yes |
| #3: East | 356,661 | 354,624 | -0.6% | 7.0% | Yes |
| #4: West | 395,000 | 381,040 | -3.5% | 7.0% | Yes |

Study Area Link Calibration

Table 3 provides an overview of the link-level calibration results. The thresholds are being met across all links in the study area for which comparison counts are available. A full comparison of individual link volumes is provided in the **Appendix**.

Table 3. Study Area Link Volume Calibration Results

| Calibration Check | Model Outputs | Threshold | | Meets? | n |
|---|---------------|-----------|------|--------|----|
| R-squared between modeled volumes and counts on links | 0.99 | >= | 0.88 | Yes | 11 |
| % Difference in Total Volume Across All Links | 8% | <= | 10% | Yes | 11 |
| % RMSE Across All Links | 18% | <= | 25% | Yes | 11 |

Summary

The model calibration is considered adequate for representing base year traffic counts and for the application in future scenarios. The modifications applied to the calibrated 2019 model will be applied (where appropriate) to the 2025 and 2045 MWCOG model for future No-Build and Build analyses.

Supplemental Analysis: StreetLight Data

The project team reviewed StreetLight Data to visualize the origins and destinations of trips within the study area. A selection of screen captures using StreetLight's Origin-Destination by Preset Geography (ODxG) tool is provided in the Appendix. These visualization provide a "heat map" of traffic analysis zones (consistent with MWCOG model zone geography) and how these zones contribute to traffic at various locations in the study area. Notably, much of the traffic utilizing Columbia Pike eastbound in the AM peak is originating locally within Arlington County; much of the traffic destined for the Pentagon or using Washington Boulevard northbound in the AM peak is pulling from a much larger geographic area extending well outside the I-495 Beltway.

Appendix

- **Figure A-1:** Map of links used in model calibration
- **Figure A-2:** Map of modified model network in study area
- **Table A-1:** Table showing individual link calibration along cutlines
- **Table A-2:** Table showing individual link calibration within study area

StreetLight Data Visualizations

- **Figure B-1:** Trips using Columbia Pike eastbound (west of S. Joyce St), AM Peak Period (6-10 AM)
- **Figure B-2:** Trips using Washington Boulevard northbound (north of Columbia Pike), AM Peak Period (6-10 AM)
- **Figure B-3:** Trips to Pentagon, AM Peak Period (6-10 AM)

Kimley»Horn

Figure A-1. Links used in model calibration

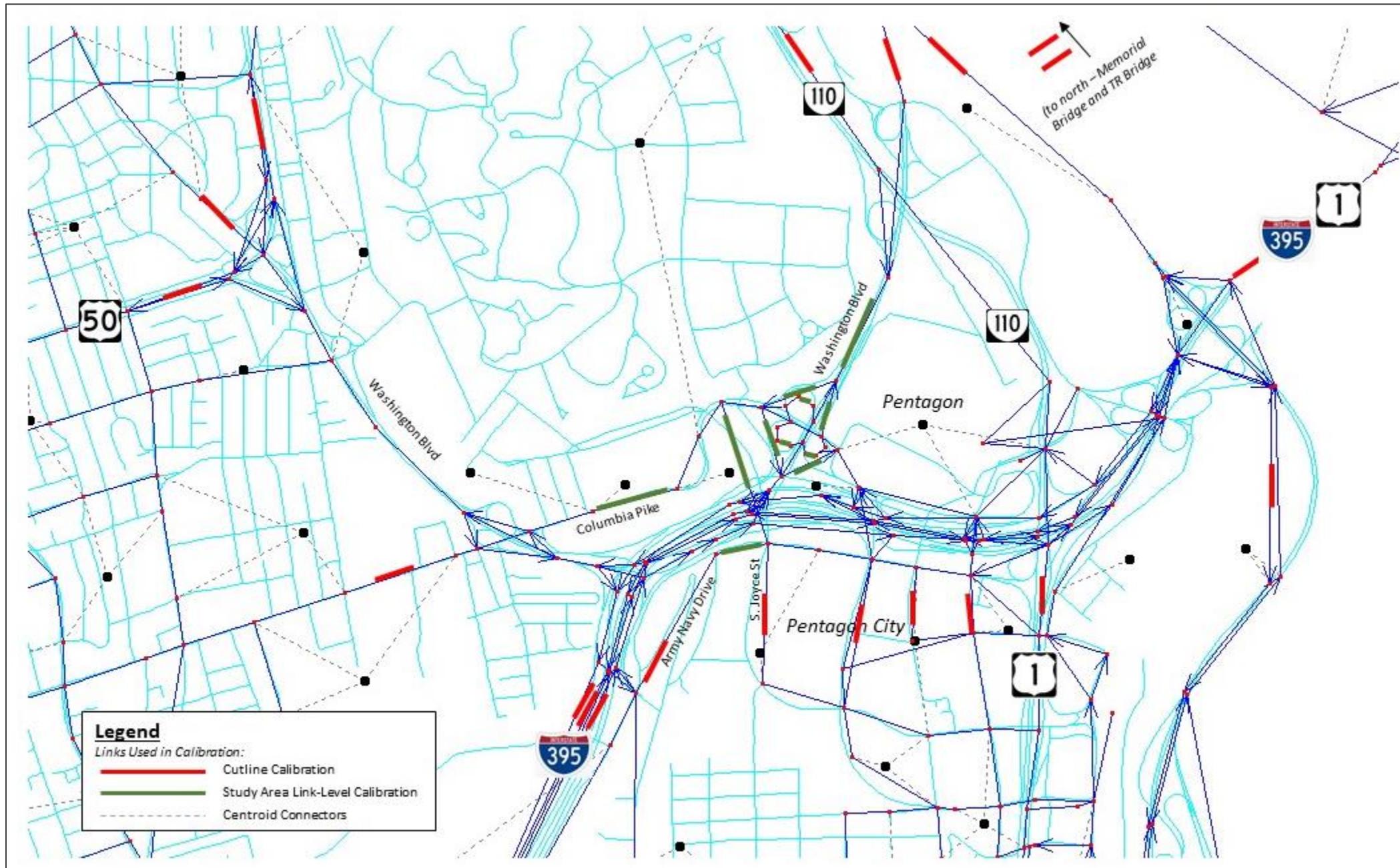


Figure A-2. Modified model network in study area

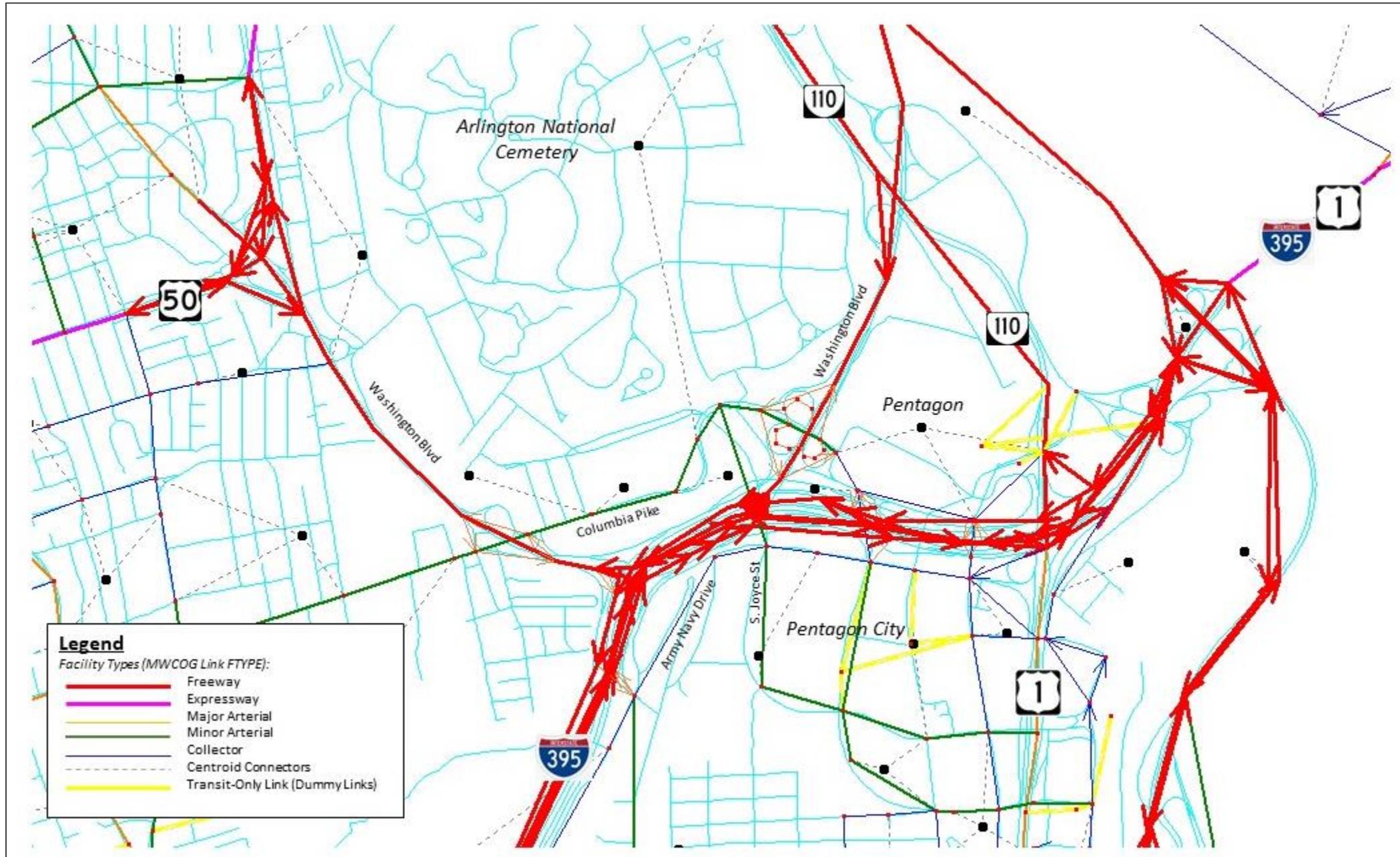


Table A-1. Comparison of individual link volumes along model cutlines.

| Cutline | Roadway | VDOT 2018 AAWDT | DDOT 2017 AAWDT | Comparison Count Used | Modeled Volume | Difference | % Difference | Criteria | Meets? |
|-----------|---|-----------------|-----------------|-----------------------|----------------|----------------|--------------|----------|--------|
| #1: North | Route 110 north/west of Washington Boulevard | 67,000 | | 67,000 | 54,242 | -12,758 | -19.0% | 10.0% | Yes |
| | Washington Boulevard between Route 110 and GW Parkway | 58,000 | | 58,000 | 56,257 | -1,743 | -3.0% | | |
| | GW Parkway south/east of Washington Boulevard | 62,000 | | 62,000 | 73,467 | 11,467 | 18.5% | | |
| | Cutline Total | 187,000 | 0 | 187,000 | 183,966 | -3,034 | -1.6% | | |
| #2: South | I-395 south/west of Washington Boulevard | 209,000 | | 209,000 | 194,425 | -14,575 | -7.0% | 7.0% | Yes |
| | Arlington Ridge Road north of 23rd St S | 14,000 | | 14,000 | 8,966 | -5,034 | -36.0% | | |
| | S Joyce St between Army Navy Dr and S Hayes St | 12,000 | | 12,000 | 12,956 | 956 | 8.0% | | |
| | S Hayes St between 18th St and I-395 | 11,000 | | 11,000 | 19,905 | 8,905 | 81.0% | | |
| | S Fern St between 23rd St S and I-395 | 6,900 | | 6,900 | 9,944 | 3,044 | 44.1% | | |
| | S Eads St between 20th St S and I-395 | 11,000 | | 11,000 | 10,048 | -952 | -8.7% | | |
| | US 1 south of I-395 | 53,000 | | 53,000 | 43,060 | -9,940 | -18.8% | | |
| #3: East | GW Parkway north of Washington National Airport | 62,000 | | 62,000 | 96,915 | 34,915 | 56.3% | 7.0% | Yes |
| | Cutline Total | 378,900 | 0 | 378,900 | 396,219 | 17,319 | 4.6% | | |
| | I-66/US 50 Theodore Roosevelt Bridge | 101,000 | 94,685 | 101,000 | 106,032 | 5,032 | 5.0% | | |
| #4: West | Arlington Memorial Bridge | | 55,661 | 55,661 | 64,217 | 8,556 | 15.4% | 7.0% | Yes |
| | I-395/US 1 14th Street Bridge | 200,000 | 241,377 | 200,000 | 184,375 | -15,625 | -7.8% | | |
| | Cutline Total | 301,000 | 391,723 | 356,661 | 354,624 | -2,037 | -0.6% | | |
| #4: West | Washington Boulevard north/west of US 50 | 36,000 | | 36,000 | 29,829 | -6,171 | -17.1% | 7.0% | Yes |
| | US 50 (Arlington Boulevard) north of Washington Boulevard | 57,000 | | 57,000 | 44,857 | -12,143 | -21.3% | | |
| | US 50 (Arlington Boulevard) west of Washington Boulevard | 67,000 | | 67,000 | 77,533 | 10,533 | 15.7% | | |
| | Route 244 (Columbia Pike) west of Washington Boulevard | 26,000 | | 26,000 | 34,396 | 8,396 | 32.3% | | |
| | I-395 south/west of Washington Boulevard | 209,000 | | 209,000 | 194,425 | -14,575 | -7.0% | | |
| | Cutline Total | 395,000 | 0 | 395,000 | 381,040 | -13,960 | -3.5% | | |

Table A-2. Comparison of individual link volumes within study area.

| Roadway | Location | VDOT 2018 Count Estimate | 2-Way Field Count Volumes | | | Notes | 2-Way TDFM Volumes | Comparison (Model vs. Count) | |
|--|---|--------------------------|---------------------------|--------|--------|------------|--------------------|------------------------------|--------|
| | | | AAWDT | NB/EB | SB/WB | | | 24-Hour Total | Diff |
| Washington Boulevard | Between Columbia Pike and Route 110 | 75,000 | 33,957 | 28,284 | 62,241 | | 71,557 | 9,316 | 15.0% |
| | Between S Oak St and Air Force Memorial | 8,600 | 3,669 | 4,235 | 7,904 | | 10,169 | 2,265 | 28.7% |
| | Between Army Navy Dr and S Joyce St | 12,000 | 7,867 | 5,524 | 13,390 | | 12,479 | -911 | -6.8% |
| Army Navy Drive | Between 28th St S and I-395/S Hayes St | 6,800 | | | 6,800 | VDOT count | 2,825 | -3,975 | -58.4% |
| Ramp: Columbia Pike WB to Washington Blvd NB | | | | | 1,227 | | 2,348 | 1,120 | 91.3% |
| Ramp: Columbia Pike EB to Washington Blvd NB | | | | | 2,975 | | 1,192 | -1,783 | -59.9% |
| Ramp: Washington Blvd NB to Columbia Pike | | | | | 4,526 | | 6,327 | 1,801 | 39.8% |
| Ramp: Washington Blvd SB to Columbia Pike WB | | | | | 4,018 | | 3,339 | -678 | -16.9% |
| Ramp: Columbia Pike WB to Washington Blvd SB | | | | | 1,105 | | 3,206 | 2,101 | 190.1% |
| Ramp: Washington Blvd SB to Columbia Pike EB | | | | | 1,140 | | 1,348 | 208 | 18.2% |
| Ramp: Columbia Pike EB to Washington Blvd SB | | | | | 2,405 | | 1,718 | -687 | -28.6% |

Figure B-1: Trips using Columbia Pike eastbound (west of S. Joyce St), AM Peak Period (6-10 AM)

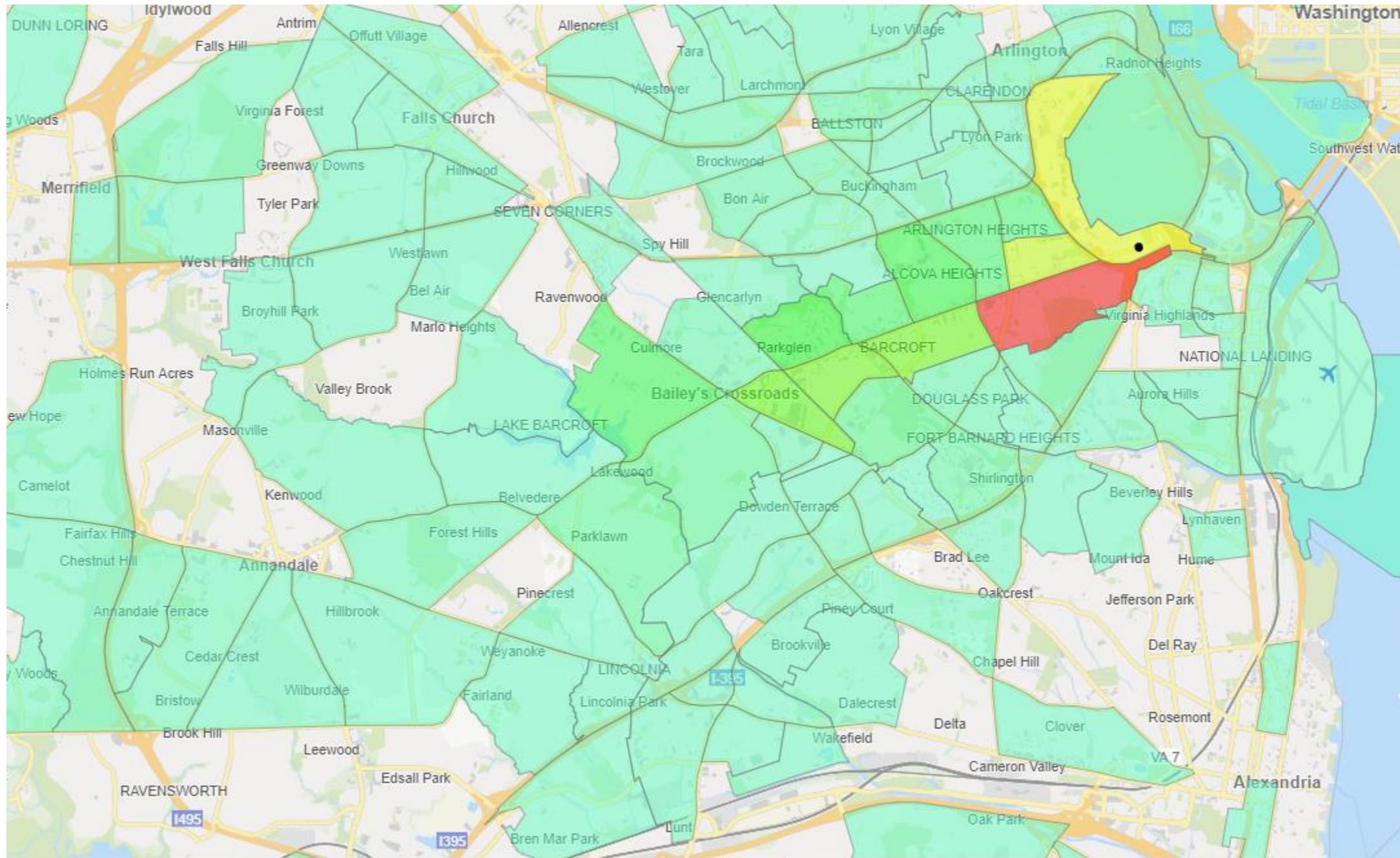


Figure B-2: Trips using Washington Boulevard northbound (north of Columbia Pike), AM Peak Period (6-10 AM)

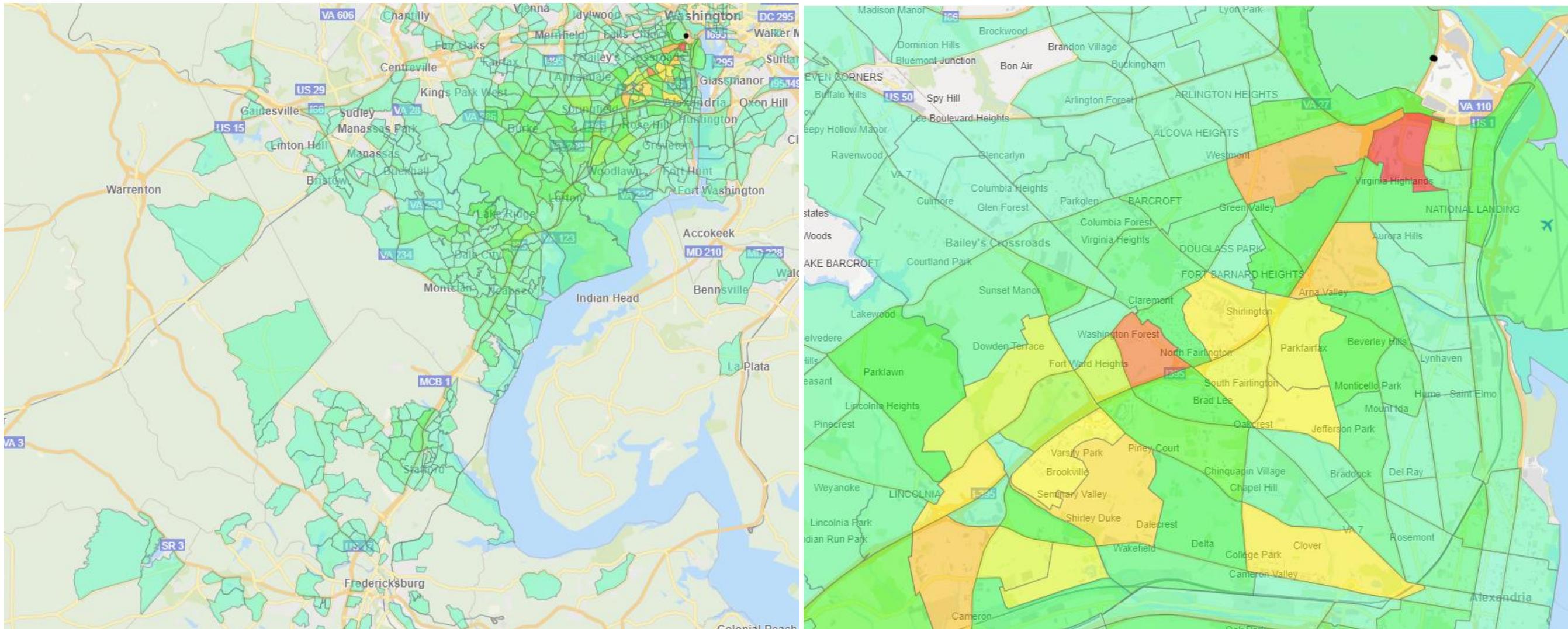
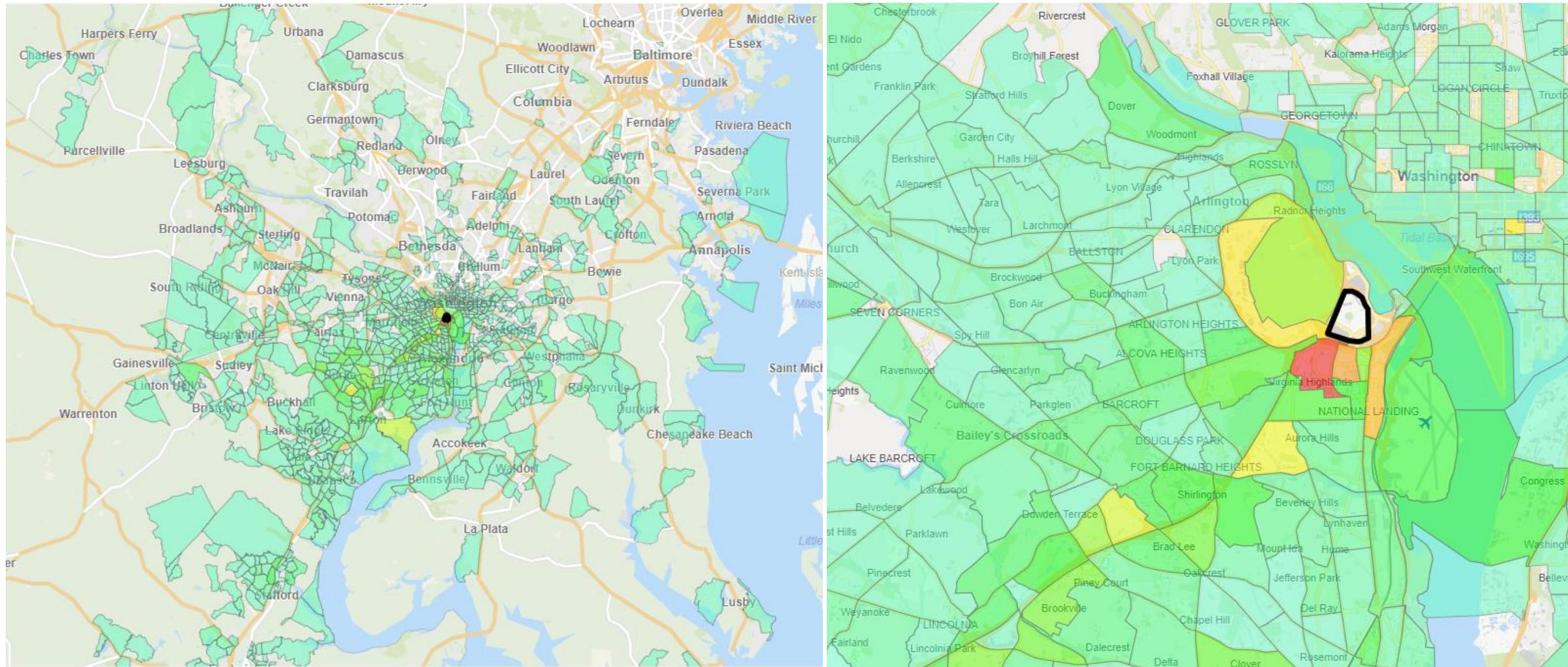


Figure B-3: Trips to Pentagon, AM Peak Period (6-10 AM)



Appendix J

Future Traffic Forecasting Methodology and Peak Hour Volumes



MEMORANDUM

TO: Tom Shifflett, FHWA Eastern Federal Lands Highway Division
Steve Bates, P.E., VDOT Northern Virginia District Location and Design Engineer
Ivan Horodyskyj, P.E., VDOT Northern Virginia District Traffic Engineer
Amir Shahpar, P.E., VDOT Modeling Manager / Senior Planner
Hui Wang P.E, Arlington County, Bureau Chief TE&O
Josh Nicholas, Arlington County, Sr. ITS & Traffic Signal Engineer
Andy Anton, Arlington County, Engineer - ITS & Traffic Signals Team

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE, IMR Update Task Leader
Geoff Giffin, P.E., PTOE
Anthony Gallo, P.E.

DATE: November 11, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard –Interchange Modification Report (IMR) Update
Future Traffic Volumes and Preliminary Traffic Analysis Memorandum

This memorandum summarizes the development and traffic impacts of future AM and PM peak hour traffic volumes for the Columbia Pike/Washington Boulevard Interchange Modification Report (IMR) Update. Volumes have been developed for 2025 and 2045 forecast years for No-Build and Build conditions. No-Build conditions volumes have been developed using a methodology agreed upon with project stakeholders from a series of coordination meetings in September 2019. These future volumes account for the effects of the planned development of Amazon's headquarters in the Pentagon City/Crystal City neighborhoods and incorporate developments already underway in Arlington County's approval process.

Build conditions volumes represent a reassignment of No-Build conditions volumes to account for (1) changes in access to the Arlington National Cemetery (ANC) operations center complex, (2) the relocation of the Columbia Pike/S. Joyce Street intersection and removal of direct access from Southgate Road to this intersection as a part of the Columbia Pike realignment, and (3) the anticipated Pentagon 9/11 Memorial Visitors Education Center (VEC), (4) the design and construction of Nash Street.

This memorandum concludes by presenting draft traffic analysis results after incorporating the forecasted volumes in AM and PM peak hour VISSIM models. Comparisons are provided across existing conditions, 2025 No-Build, 2025 Build, 2045 No-Build and 2045 Build scenarios for intersection delay and level of service, network travel times, and speeds along Washington Boulevard.

No-Build Volume Development Methodology

Future No-Build AM and PM peak hour volumes in the study area were developed based on available data from Arlington County and using a methodology agreed upon by project stakeholders. The available data included a recently-completed study for one of the developments associated with the Amazon

campus (Multimodal Transportation Assessment [MMTA] for Metropolitan Park 6, 7, 8; published June 20, 2019 and prepared by Gorove Slade) as well as supplementary data provided by Arlington County.

The MMTA study includes trip generation rates and assumed mode share for office and retail uses associated with the first phase of the new Amazon planned development. As part of the MMTA study, 2.1 million square feet of office and 67,000 square feet of neighborhood retail was considered for traffic analysis zone (TAZ) 1493.

For analysis purposes, Arlington County indicated another 2.4 million square feet of office and another 123,000 square feet of neighborhood retail would be added to the Amazon campus by 2045 to serve the total 25,500 new employees brought to the area. Additionally, another 2.7 million square feet of office in Crystal City would be occupied due to the “Amazon effect” creating 12,000 new jobs in Crystal City. Estimated development levels were developed assuming a 200 square foot per employee in Crystal City and 160 square feet per employee on the Amazon Campus.

To maintain consistency with this previously-completed study, future No-Build traffic volumes for this IMR update were developed as follows:

- Run 2025 and 2045 updated MWCOG model scenarios without Amazon land use in place (using the currently-adopted Round 9.1 regional socioeconomic data forecasts).
 - The MWCOG model network and inputs have been updated where applicable to reflect changes made during the existing conditions MWCOG model calibration process, as documented in the August 30, 2019 memorandum on travel demand model calibration.
- Use NCHRP 765 methodology to grow existing AM and PM peak hour traffic volumes to 2025 and 2045 peak hour traffic volumes using MWCOG model link volume outputs. This provides background traffic volumes in the study area.
- For the approved developments associated with the Amazon campus (located in MWCOG zones 1493 and 1501), apply the trip generation rates and mode share percentages from the Metropolitan Park MMTA study to the *total* new office and retail developments approved for each of those zones. This reflects a commitment from the developers to ensure a significant non-auto mode split. Trip generation and mode split tables are provided in the **Appendix**.
- Assign traffic volumes for the Amazon-associated developments to the study area network using trip distributions from MWCOG model scenarios *with* the Amazon land use in place (using modified Round 9.1 forecasts provided by Arlington County).
 - The trip distributions for auto trips into and out of the Amazon area were reviewed at a jurisdictional level and are provided in the **Appendix**.
 - The localized trip distributions for roadways within the study area were developed using select link analyses conducted for the centroid connectors into and out of zones 1493 and 1501.
- The resulting total future No-Build traffic volumes are the sum of the background traffic volumes and the Amazon-associated traffic volumes. A breakdown of these traffic volumes for both 2025 and 2045 is provided in the **Appendix**.

Build Volume Development Methodology

The roadway network Build condition for this IMR are not anticipated to affect the levels of background traffic in the IMR study area. Some amount of existing traffic volumes in the study area must be reassigned to account for the following changes:

- **Relocation of existing ANC Service Complex (currently located just north of Columbia Pike between S. Joyce Street and Washington Boulevard) to a new Operations Complex with a parking garage**, which will be located south of Columbia Pike between S. Orme Street and S. Joyce Street. Access to the new Operations Complex will be provided via a right-out exit along eastbound Columbia Pike and via a right-in driveway along southbound S. Joyce Street; all driveway volumes for the ANC Service Complex under No-Build conditions will be re-routed to use the Operations Complex driveway under Build conditions.
 - Additional traffic volume to be attracted to the relocated facility and parking garage will be as described in a traffic study prepared by HNTB (and dated August 2019).
- **Closure of Southgate Road north of Columbia Pike**; access to Fort Myer and Henderson Hall previously provided by Southgate Road will be provided by a new facility, S. Nash Street, to be constructed parallel to and east of S. Oak Street. A new signalized intersection will be provided on Columbia Pike at S. Nash Street, with the existing VDOT driveway forming a fourth leg of this intersection on the south side of Columbia Pike. Trips previously turning onto and off of Southgate Road will be re-routed to use Columbia Pike and Nash Street.
 - The August 2019 ANCSE traffic study notes that some of the trips heading northbound on Southgate Road in the AM peak and southbound on Southgate Road in the PM peak are trips utilizing the existing curb parking spaces on Southgate Road; these trips will be removed from the Columbia Pike/Nash Street re-routing and instead re-routed to the ANC Operations Complex garage as described in the August 2019 traffic study.
- **Removal of Air Force Memorial driveway north of Columbia Pike**; trips to this driveway will be re-routed to the ANC Operations Complex garage.
- **Realignment of Washington Boulevard southbound ramps to and from Columbia Pike**; all southbound trips destined for Columbia Pike eastbound or westbound will exit via the existing ramp to Columbia Pike westbound, which will tie into Columbia Pike at a signal. All trips from Columbia Pike to Washington Boulevard southbound will access via this signal as well.
 - No changes to volumes or traffic assignment are required for trips to or from Washington Boulevard northbound.

In addition to the volume reassignment, the development of the Pentagon 9/11 Memorial VEC is contingent on the realignment of Columbia Pike and the modification of interchange ramps. As such, this development is treated as an approved and unbuilt development that is tied to the Build scenario. One right in driveway and one right in, right out driveway along Columbia Pike are considered for this development. A second, delivery only, right-in, right-out driveway is planned along northbound S. Joyce Street. The traffic volumes for this site were developed and provided by the traffic consultant for the VEC, Gorove Slade.

Preliminary Traffic Analysis Results

The No-Build and Build volumes developed using the previously-described methodology were input into VISSIM microsimulation models for use in future scenario traffic analysis:

- No-Build volumes (2025 and 2045) were input into models consistent with the calibrated existing conditions models. Geometry and operations were modified along Army Navy Drive to be consistent with the planned Army Navy Complete Streets project; the only other modifications made to the No-Build VISSIM networks were to optimize signal timings to accommodate future volumes (within the signal phasing parameters provided under existing conditions).
- Build VISSIM models were created by modifying the No-Build VISSIM models to reflect the proposed Build geometry along Columbia Pike and at the Columbia Pike / Washington Boulevard interchange. Signal timings were optimized and adjusted as needed. Traffic volumes were updated to account for the reassessments described previously, including updates to bicycle and pedestrian volumes. No changes were made to signal timing and operations along Army Navy Drive between the No-Build and corresponding Build scenarios.

The following sections provide an overview of preliminary traffic results for the AM and PM peak hours. Comparison tables and charts are provided in the **Appendix** showing the following:

- Delay and level of service (LOS) by approach and overall intersections across each scenario
- End-to-end travel times for select routes through the study area network across each scenario
- Speed heat maps showing congestion and queueing along Washington Boulevard in each direction across each scenario

AM Peak Hour

- During the AM peak hour, all intersections are operating at an acceptable level of service (LOS D or better) across all scenarios, including 2045. This reflects the low traffic volumes and congestion observed today during the AM peak along arterials in the study area.
 - The new signalized intersection of Columbia Pike and the Washington Boulevard southbound ramps in the Build condition operates at LOS C in both 2025 and 2045. Southbound off-ramp queues are observed to be well within the available storage provided (note: no southbound right-turn-on-red movements are allowed to conservatively assess intersection operations).
- AM peak hour travel times along arterial routes generally remain consistent or improve going from No-Build to Build conditions.
 - The most significant reduction in travel time in 2045 is for the route along westbound Columbia Pike (starting in the Pentagon parking lot) to southbound S. Joyce Street (ending at Pentagon Row), which sees a reduction in travel time of more than 50 seconds in the Build condition (32 percent reduction) due to the realignment of Columbia Pike and improved capacity at the Columbia Pike / S. Joyce Street intersection.
 - The most significant increase in travel time in 2045 is for the route along eastbound Columbia Pike between S. Oak Street and the Pentagon parking lot, which sees an increase in travel time of 13 seconds in the Build condition (10 percent increase). This modest increase is attributable to the new traffic signal at the southbound Washington Boulevard ramps.

- Speeds and queuing along Washington Boulevard are consistent between No-Build and Build condition (consistent with the observed travel times in both directions). More significant queues are observed along northbound Washington Boulevard in 2045 as compared to 2025 due to higher traffic volumes (reflected in longer travel times), but the queueing and travel times are consistent between No-Build and Build conditions.

PM Peak Hour

- During the PM peak hour, traffic volumes are higher along the study area arterial network, and, as such, a deterioration in operations is observed in the future, especially in 2045. However, the Build condition significantly mitigates anticipated future operational issues presented in the No-Build condition, most notably at the intersection of Columbia Pike and S. Joyce Street. In the PM peak in the No-Build condition, heavy northbound left-turn volumes are constrained by permissive-only signal operations (forcing vehicles to yield to southbound through traffic coming from Southgate Road) as well as limited storage for a single-lane turn bay. This northbound left turn sees significant queue spillback along S. Joyce Street, and these queues extend to Army Navy Drive and beyond by 2045. The westbound left turn at the Columbia Pike / S. Joyce intersection is also constrained in the No-Build condition due to protected-only signal operations and limited turn bay storage.
 - In the 2025 No-Build condition, this intersection operates at LOS E, with the northbound approach operating at LOS F due to queueing stemming from the permissive-only northbound left turn. In the 2025 Build condition, this intersection operates at LOS B, with low delay for the northbound and westbound approaches.
 - In the 2045 No-Build condition, this intersection operates at LOS F, with the northbound approach seeing nearly 350 s of delay and queues spilling back and affecting operations along westbound Army Navy Drive. In the Build condition, this intersection operates at LOS B, again with low delay for the northbound and westbound approaches.
 - The new signalized intersection of Columbia Pike and the Washington Boulevard southbound ramps in the Build condition operates at LOS C in both 2025 and 2045. Southbound off-ramp queues are observed to be well within the available storage provided (note: no southbound right-turn-on-red movements are allowed to conservatively assess intersection operations).
- PM peak hour travel times generally remain consistent or show a significant improvement in the Build condition as compared to the No-Build condition.
 - The most notable reductions in travel times are for routes utilizing the northbound approach at Columbia Pike / S. Joyce Street. Route A2 (westbound Army Navy Drive from S. Hayes Street to westbound Columbia Pike, ending at S. Oak Street) sees a reduction in travel time of nearly 7 minutes (67 percent) in the 2045 Build condition as compared to No-Build, while Route B1 (northbound S. Joyce Street to Pentagon parking lot) sees a reduction in travel time of more than 5 minutes (69 percent) in the 2045 Build condition. These improvements are attributable to the improved operations at the Columbia Pike / S. Joyce Street signal in the Build condition.
- Speeds and queuing along Washington Boulevard are generally consistent between No-Build and Build condition (consistent with the observed travel times in both directions).



Appendix

- **Table A-1:** Trip Generation / Mode Split for TAZs 1493 and 1501
- **Table A-2:** Trip distribution for auto trips by jurisdiction into and out of Amazon-associated developments
- 2025 No-Build peak hour volumes
- 2025 Build peak hour volumes
- 2045 No-Build peak hour volumes
- 2045 Build peak hour volumes
- Preliminary AM peak hour traffic analysis results
- Preliminary PM peak hour traffic analysis results



Table A-1: Trip generation / mode split for Amazon-associated developments in TAZs 1493 and 1501

| <u>2025</u> | | | | | | | | | | |
|-------------|-------------------------|-----------------------|-----------------|------------|-----------|------------|------------|------------|------------|---|
| MWCOG TAZ | Land Use | Development Size (SF) | Auto Mode Share | AM | | | PM | | | Notes |
| | | | | In | Out | Total | In | Out | Total | |
| 1493 | Office | 2,100,000 | 30% | 570 | 85 | 655 | 97 | 510 | 607 | Trip generation numbers provided from MMTA study; reconfirmed based on ITE 710 Person trips |
| | Retail | 67,000 | 5% | 2 | 1 | 3 | 6 | 7 | 13 | |
| | Total Auto Trips | | | 572 | 86 | 658 | 103 | 517 | 620 | |

| <u>2045</u> | | | | | | | | | | |
|-------------|-------------------------|-----------------------|-----------------|-------------|------------|--------------|------------|--------------|--------------|-------|
| MWCOG TAZ | Land Use | Development Size (SF) | Auto Mode Share | AM | | | PM | | | Notes |
| | | | | In | Out | Total | In | Out | Total | |
| 1493 | Office | 4,536,000 | 30% | 1,212 | 181 | 1,393 | 204 | 1,075 | 1,279 | |
| | Retail | 123,000 | 5% | 4 | 2 | 6 | 11 | 12 | 23 | |
| | Total Auto Trips | | | 1216 | 183 | 1,399 | 215 | 1,088 | 1,302 | |
| 1501 | Office | 2,670,000 | 30% | 732 | 96 | 828 | 127 | 637 | 764 | |
| | Total Auto Trips | | | 732 | 96 | 828 | 127 | 637 | 764 | |

Table A-2: Trip distribution for auto trips by jurisdiction into and out of Amazon-associated developments

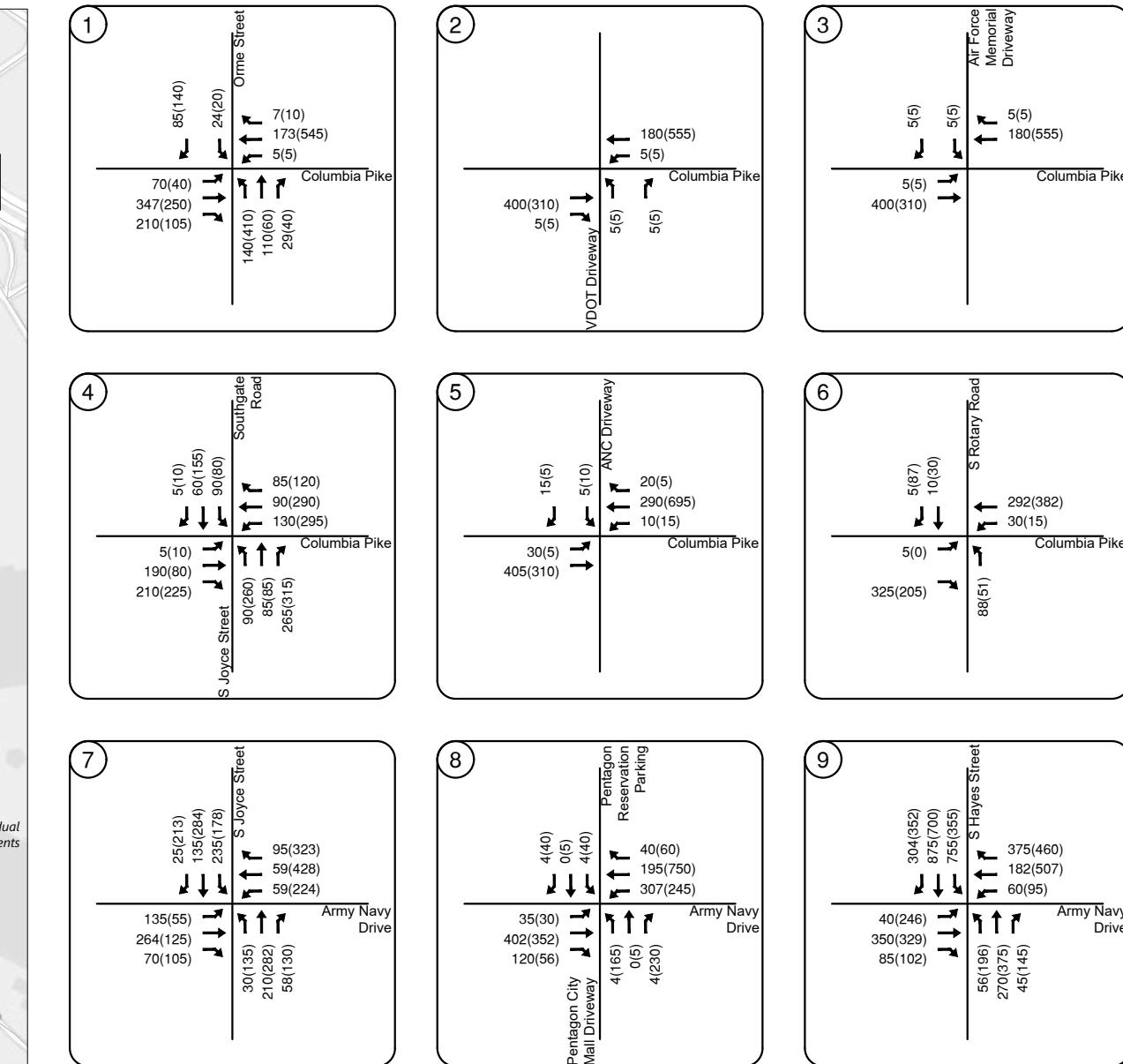
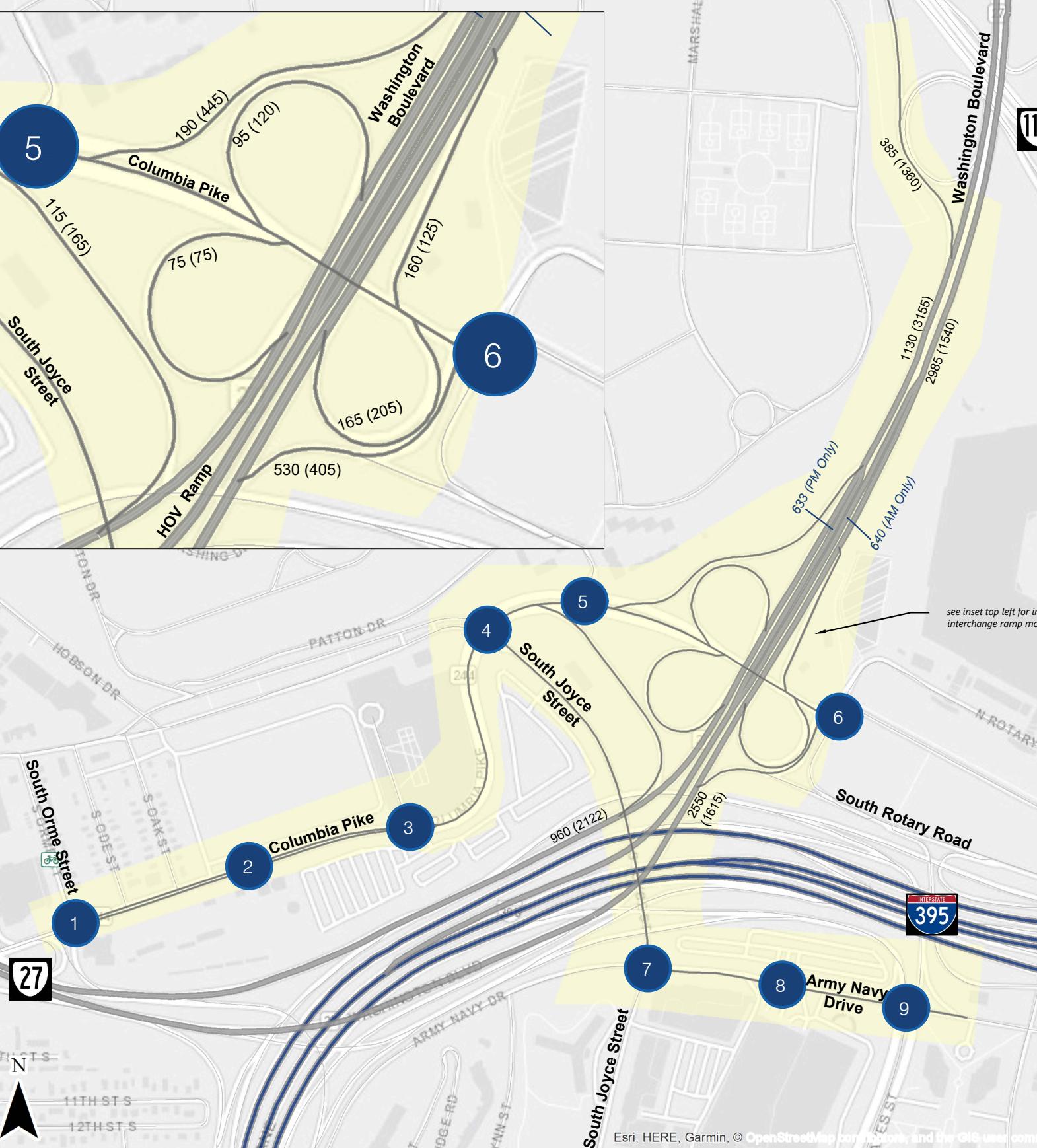
2025

| Jurisdiction | AM Peak | | PM Peak | |
|---|----------|-----------|----------|-----------|
| | Trips In | Trips Out | Trips In | Trips Out |
| Amazon Area | 8.8% | 18.9% | 20.1% | 14.1% |
| Arlington County | 25.7% | 31.1% | 31.4% | 26.5% |
| District of Columbia | 4.7% | 7.9% | 7.1% | 5.5% |
| City of Alexandria | 11.1% | 10.3% | 10.7% | 11.1% |
| Fairfax County | 32.1% | 22.4% | 21.6% | 28.2% |
| Loudoun County | 4.3% | 1.4% | 1.3% | 3.2% |
| Prince William County | 5.7% | 2.5% | 2.3% | 4.5% |
| Montgomery County | 1.2% | 1.6% | 1.5% | 1.2% |
| Prince George's County | 1.5% | 2.2% | 2.2% | 1.7% |
| Calvert County | 0.2% | 0.1% | 0.1% | 0.2% |
| MD Other (South) | 0.6% | 0.4% | 0.4% | 0.6% |
| MD Other (North) | 1.4% | 0.7% | 0.7% | 1.3% |
| Stafford / Spotsylvania / Fredericksburg | 1.9% | 0.3% | 0.4% | 1.4% |
| Fauquier County | 0.5% | 0.1% | 0.1% | 0.4% |
| Clarke County / Jefferson County | 0.2% | 0.0% | 0.0% | 0.1% |

2045

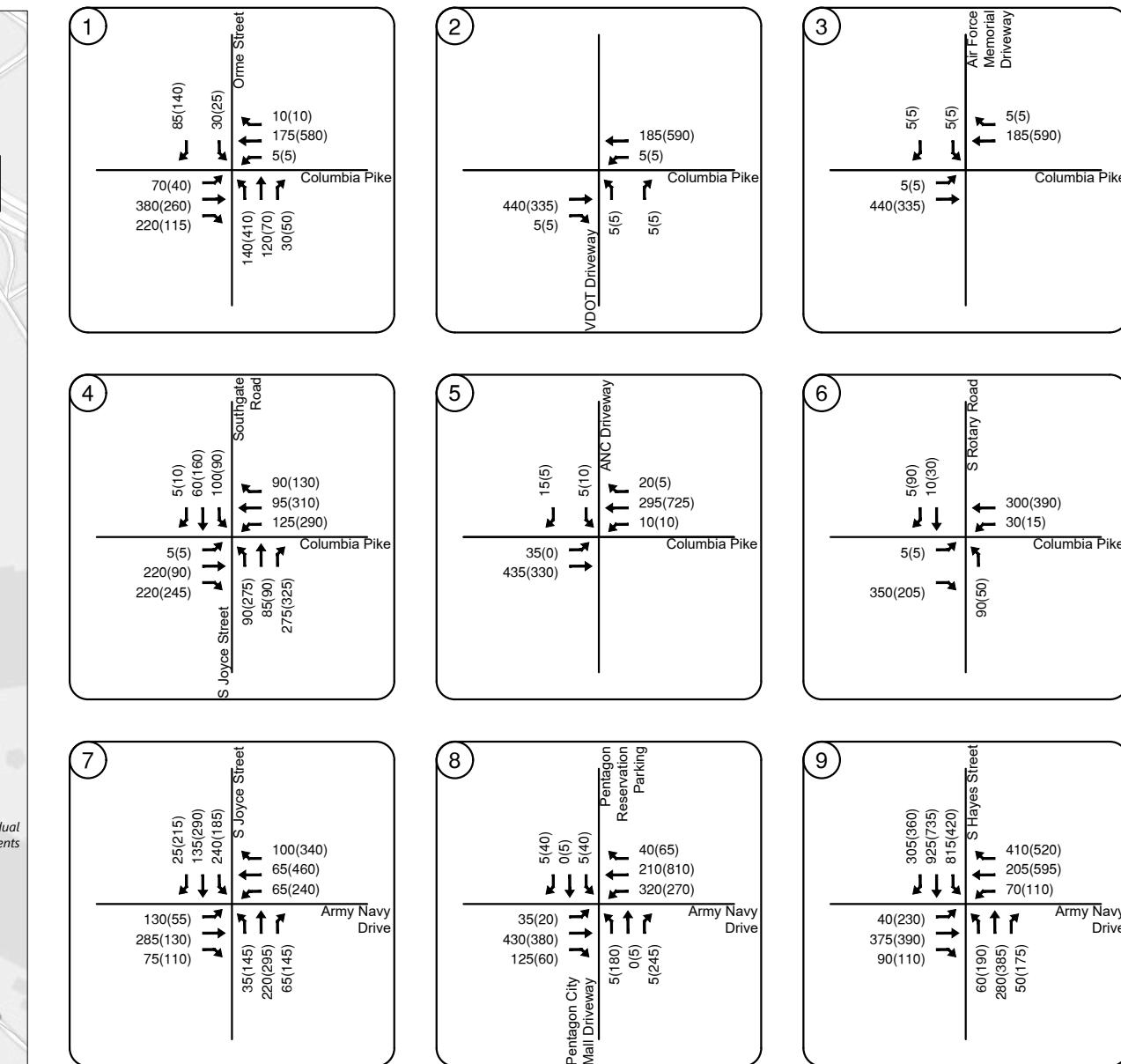
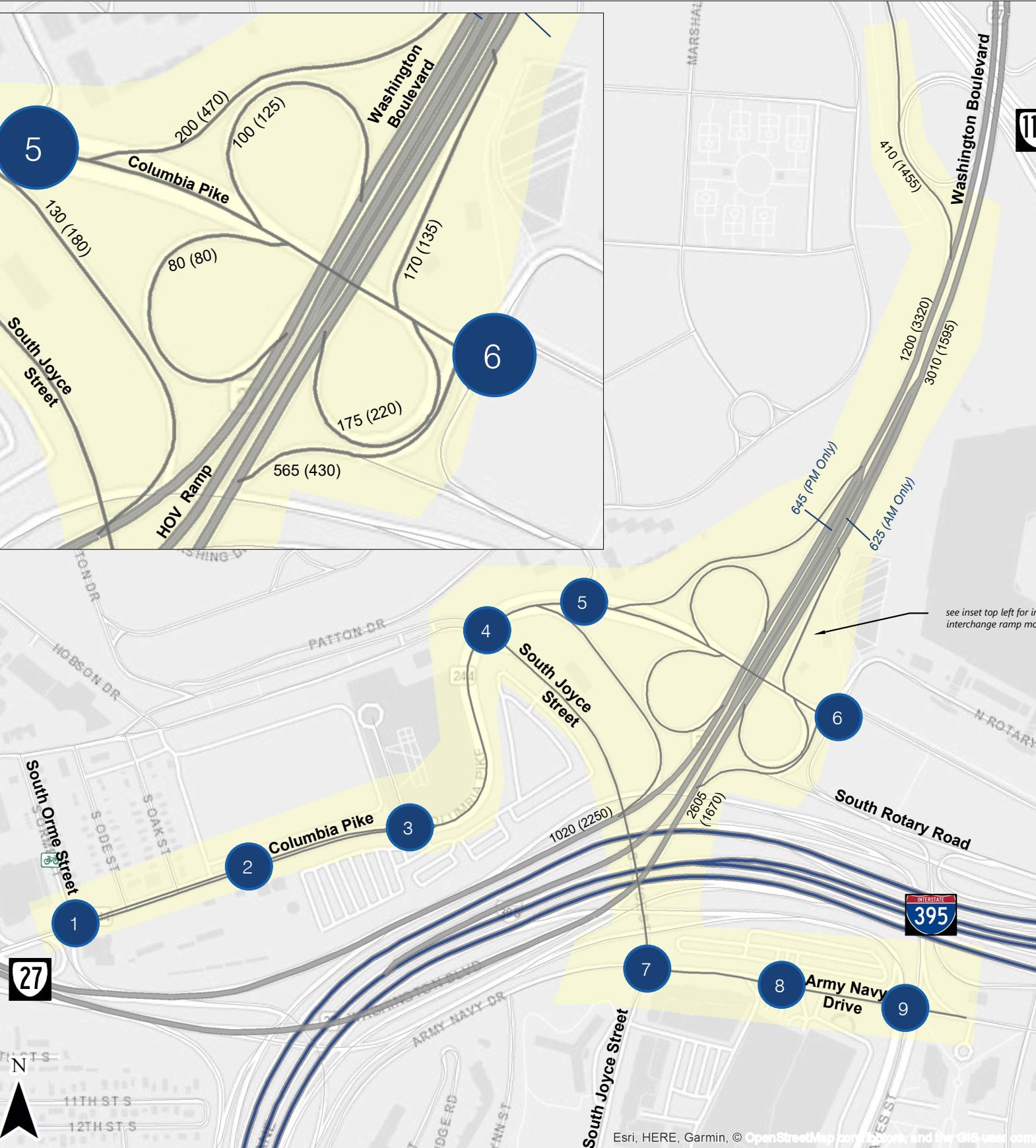
| Jurisdiction | AM Peak | | PM Peak | |
|---|----------|-----------|----------|-----------|
| | Trips In | Trips Out | Trips In | Trips Out |
| Amazon Area | 11.0% | 23.7% | 24.1% | 16.6% |
| Arlington County | 25.3% | 28.4% | 28.6% | 25.2% |
| District of Columbia | 4.7% | 7.8% | 6.9% | 5.4% |
| City of Alexandria | 11.6% | 10.3% | 10.6% | 11.3% |
| Fairfax County | 31.3% | 20.7% | 20.6% | 27.6% |
| Loudoun County | 4.1% | 1.6% | 1.4% | 3.1% |
| Prince William County | 4.9% | 2.2% | 2.3% | 4.0% |
| Montgomery County | 1.3% | 1.7% | 1.6% | 1.3% |
| Prince George's County | 1.5% | 2.1% | 2.1% | 1.6% |
| Calvert County | 0.2% | 0.1% | 0.1% | 0.2% |
| MD Other (South) | 0.8% | 0.4% | 0.5% | 0.7% |
| MD Other (North) | 1.4% | 0.7% | 0.7% | 1.3% |
| Stafford / Spotsylvania / Fredericksburg | 1.5% | 0.3% | 0.4% | 1.3% |
| Fauquier County | 0.4% | 0.1% | 0.1% | 0.3% |
| Clarke County / Jefferson County | 0.1% | 0.0% | 0.0% | 0.1% |

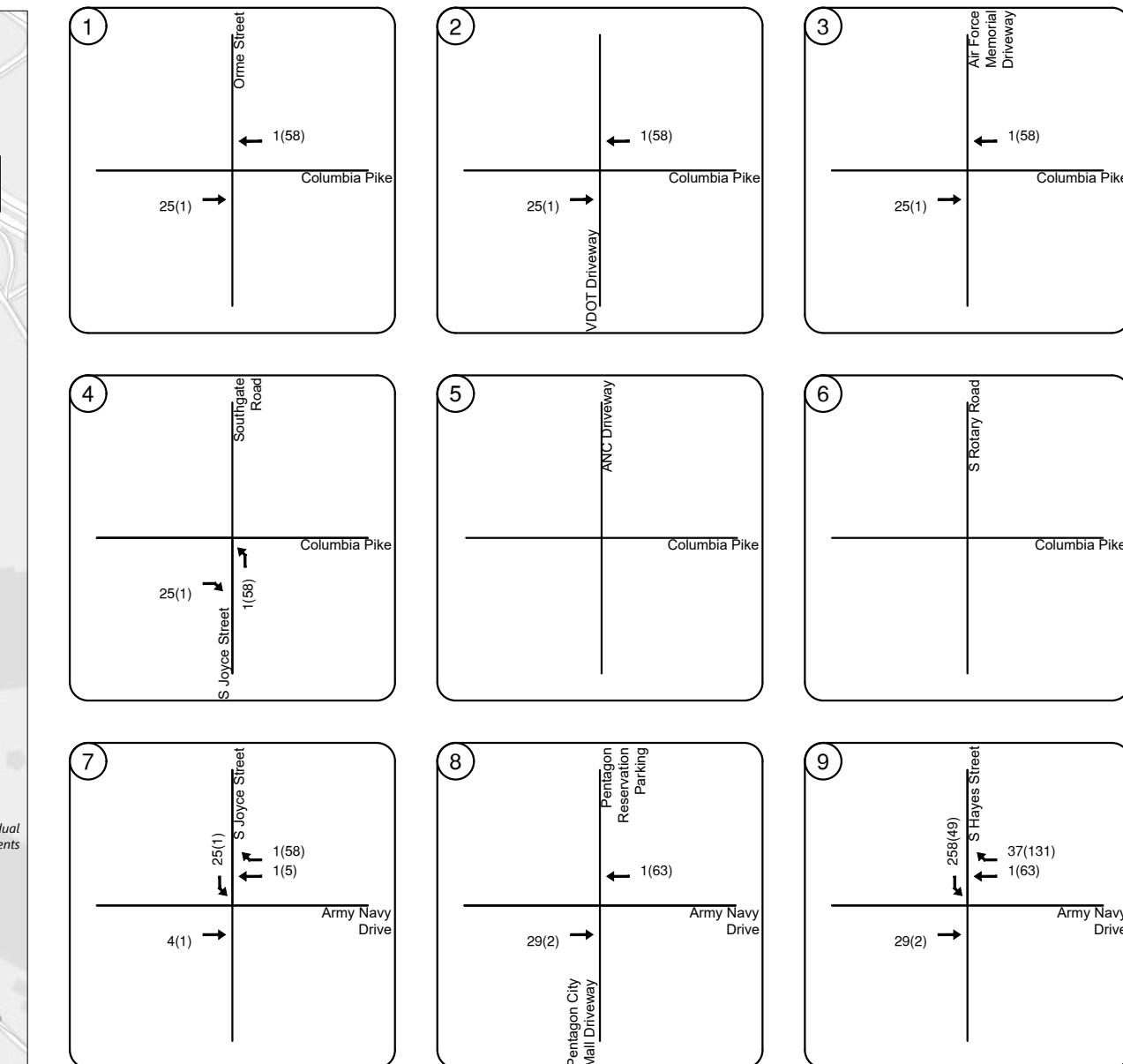
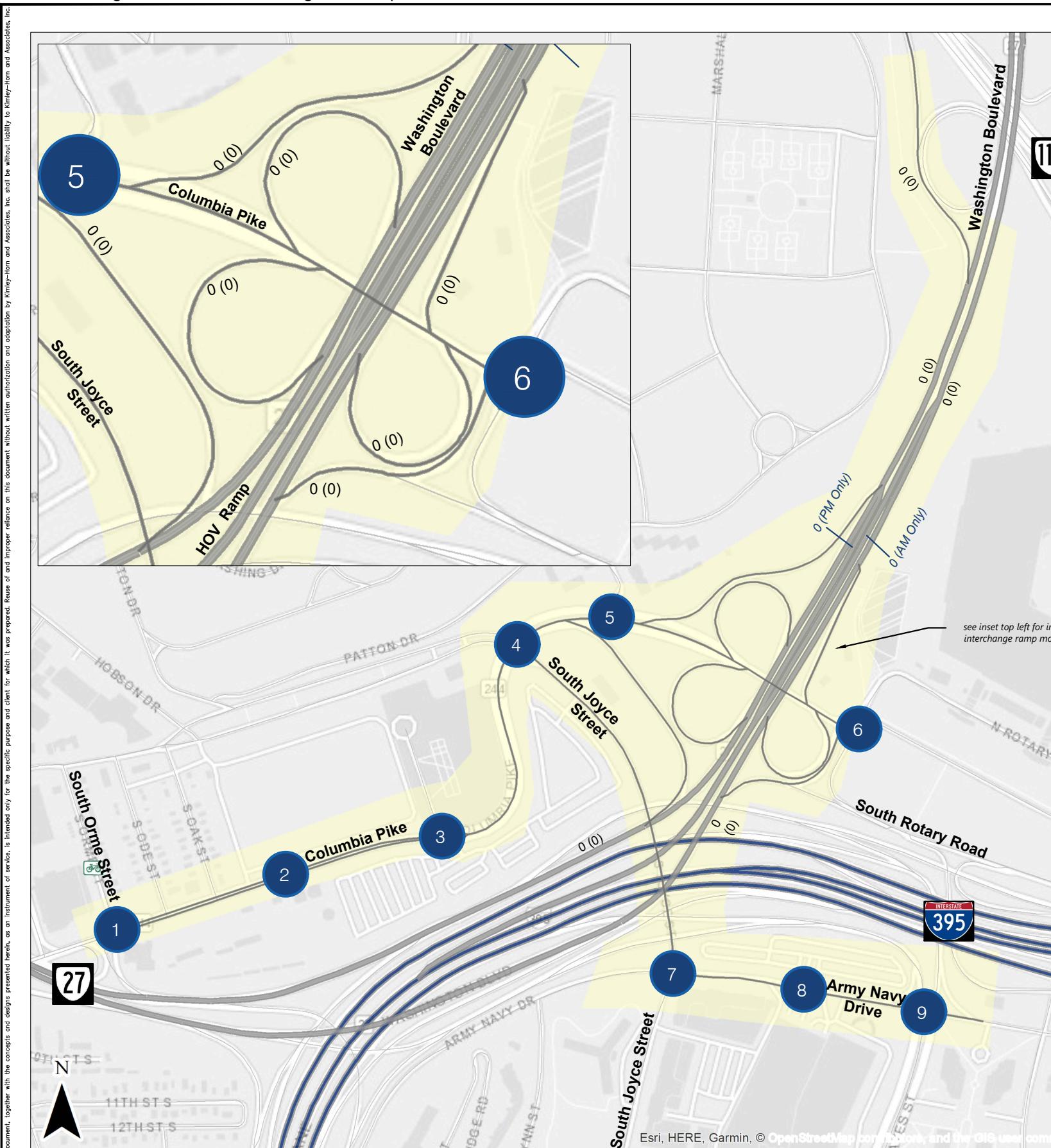
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



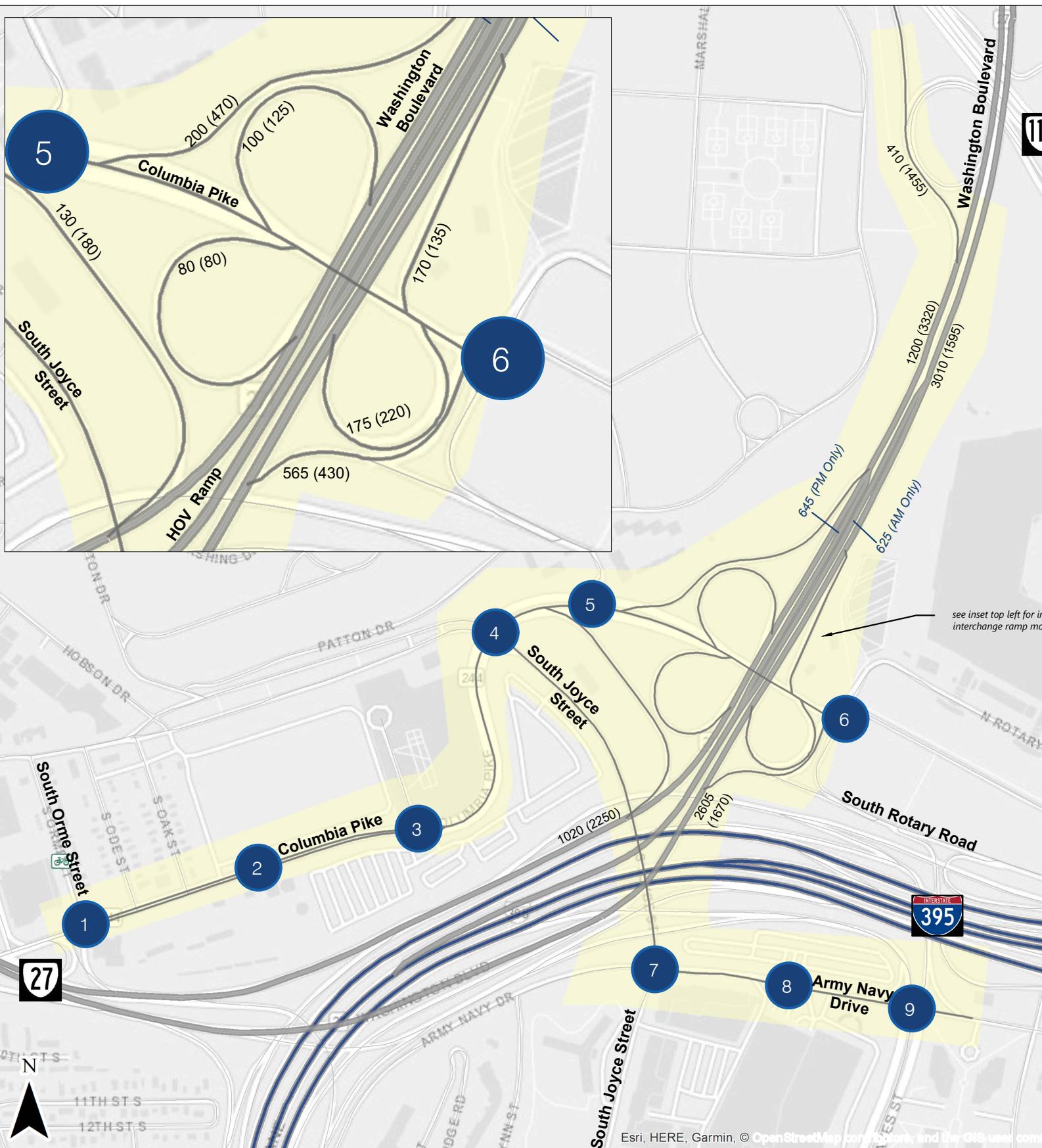
2025 No-Build Peak Hour Volumes

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



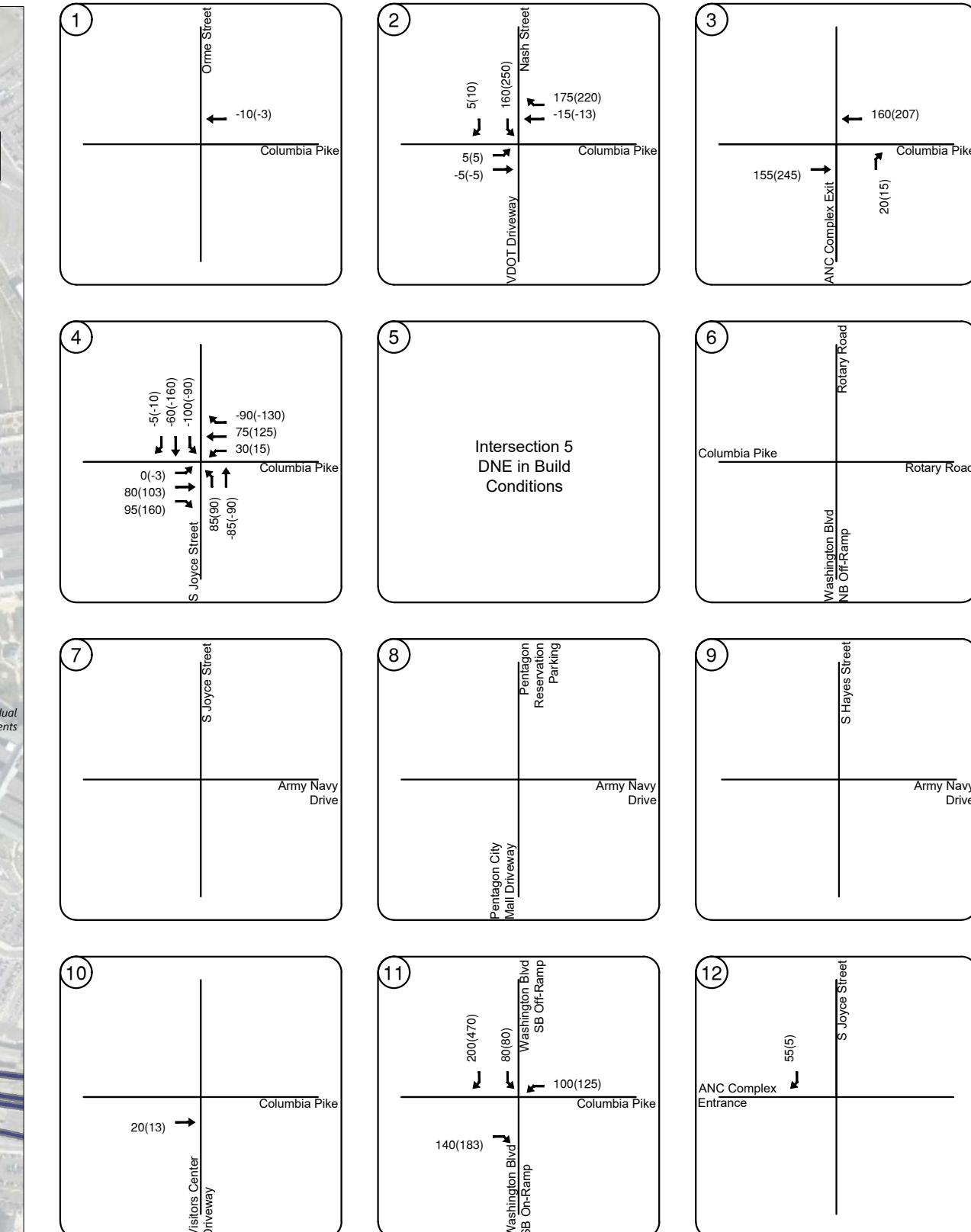
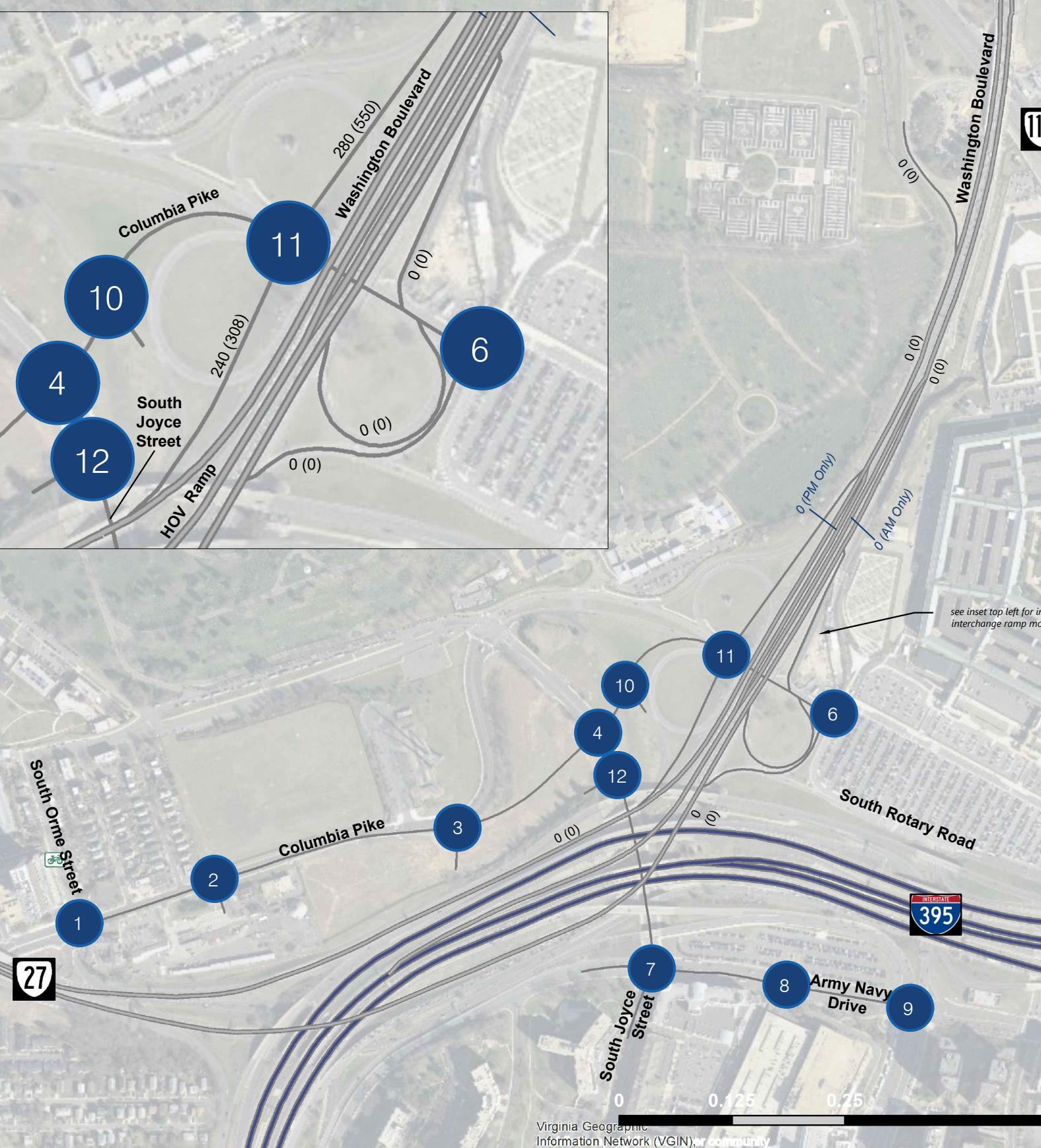


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

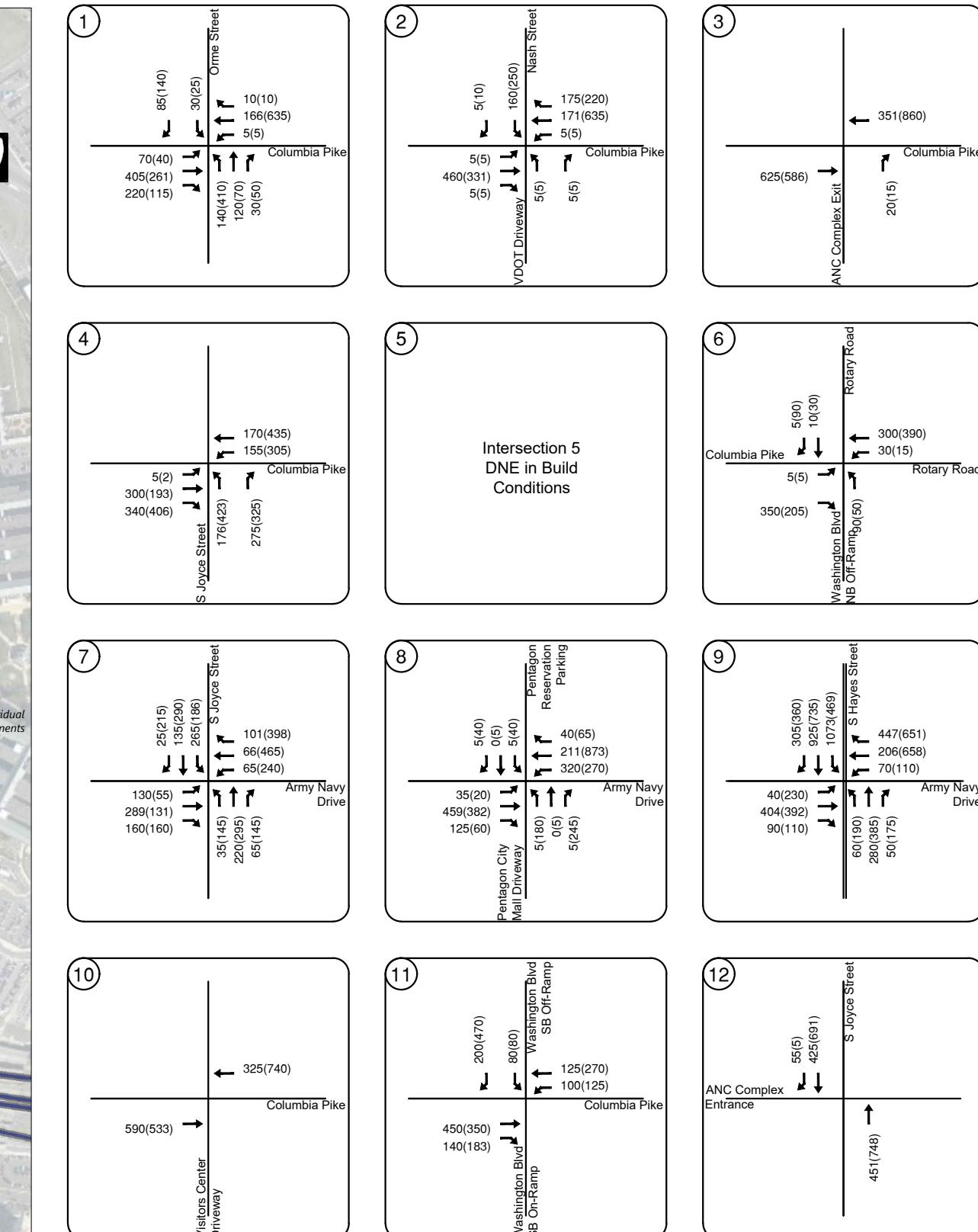
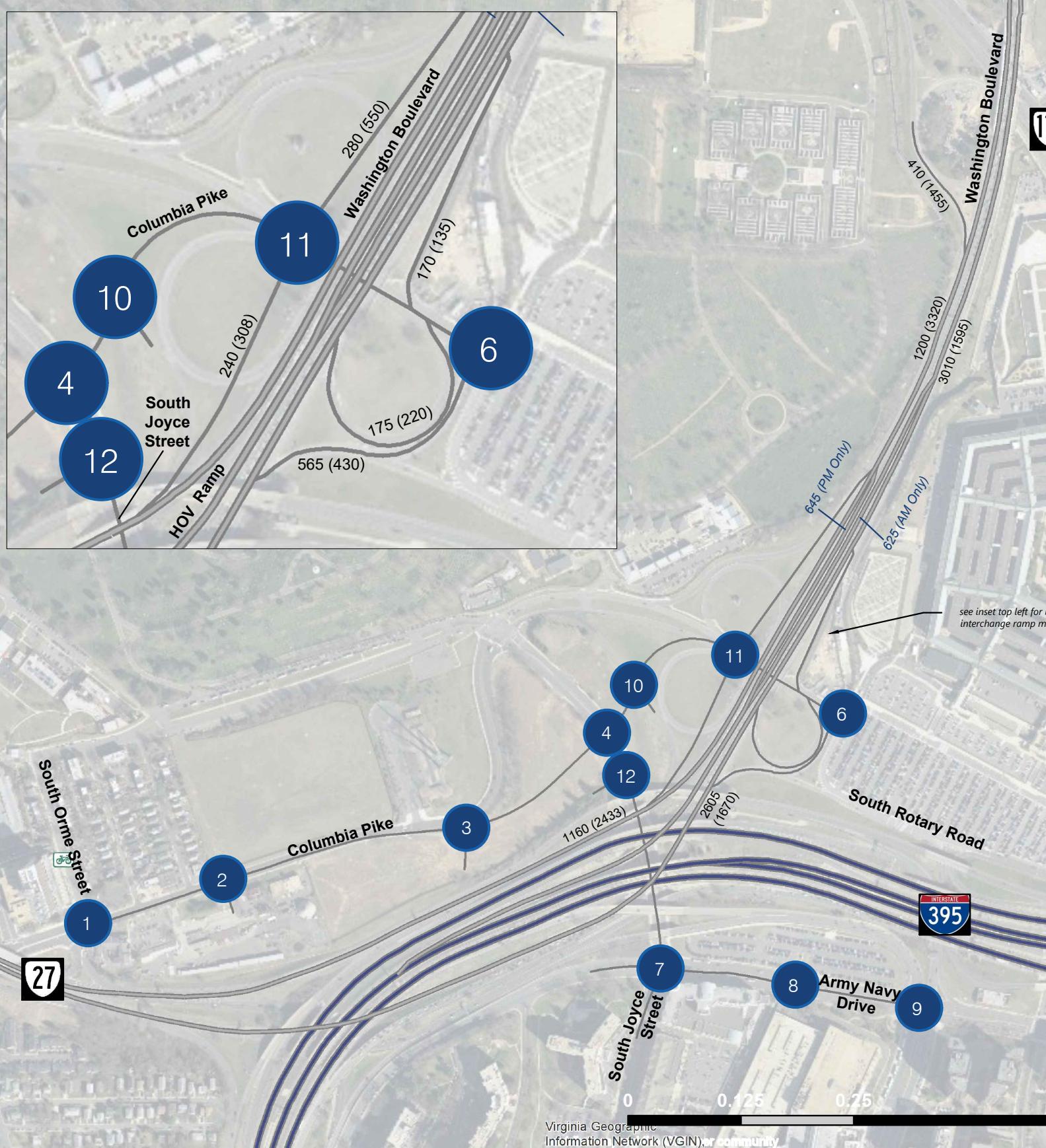


2025 Build Peak Hour Volumes

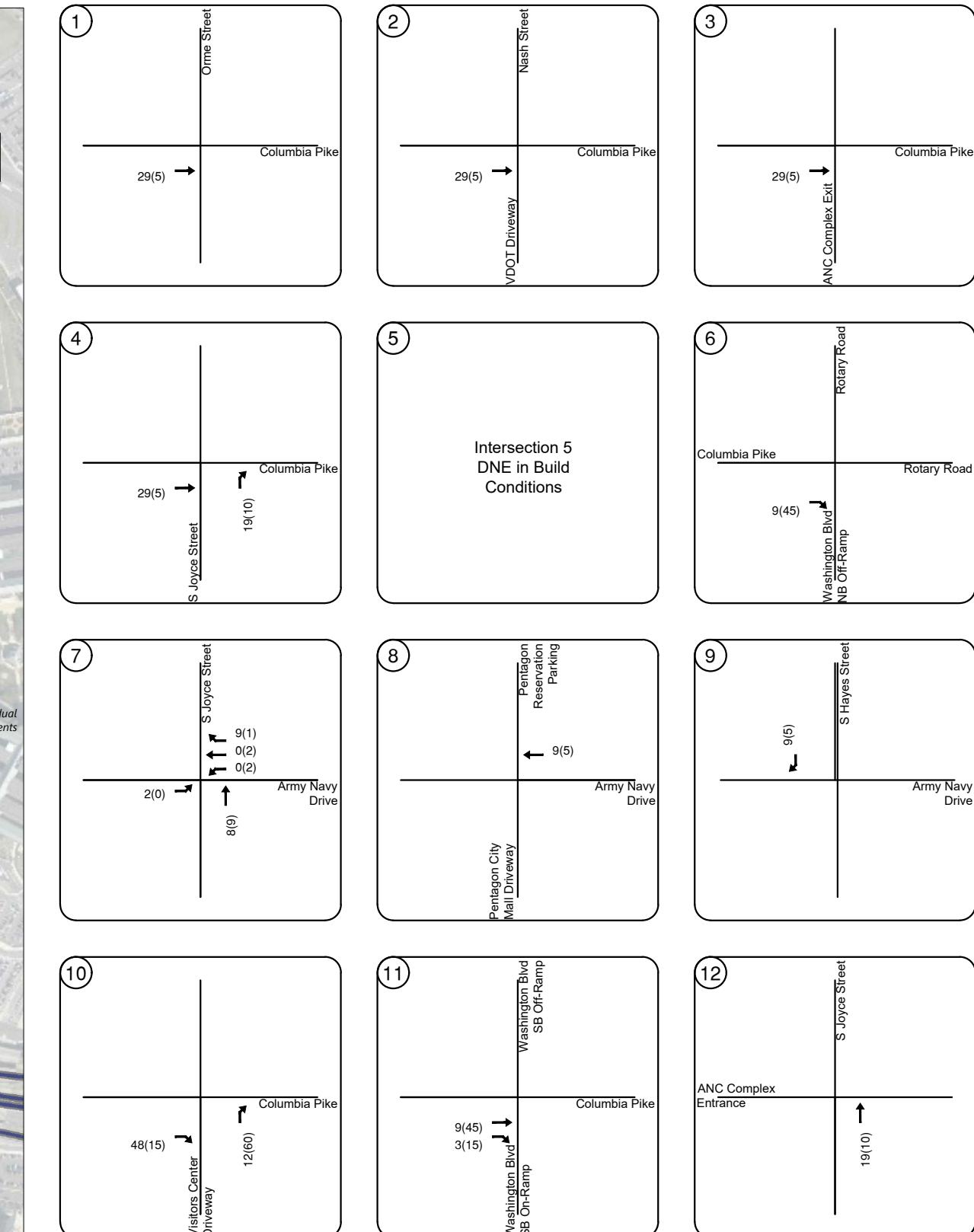
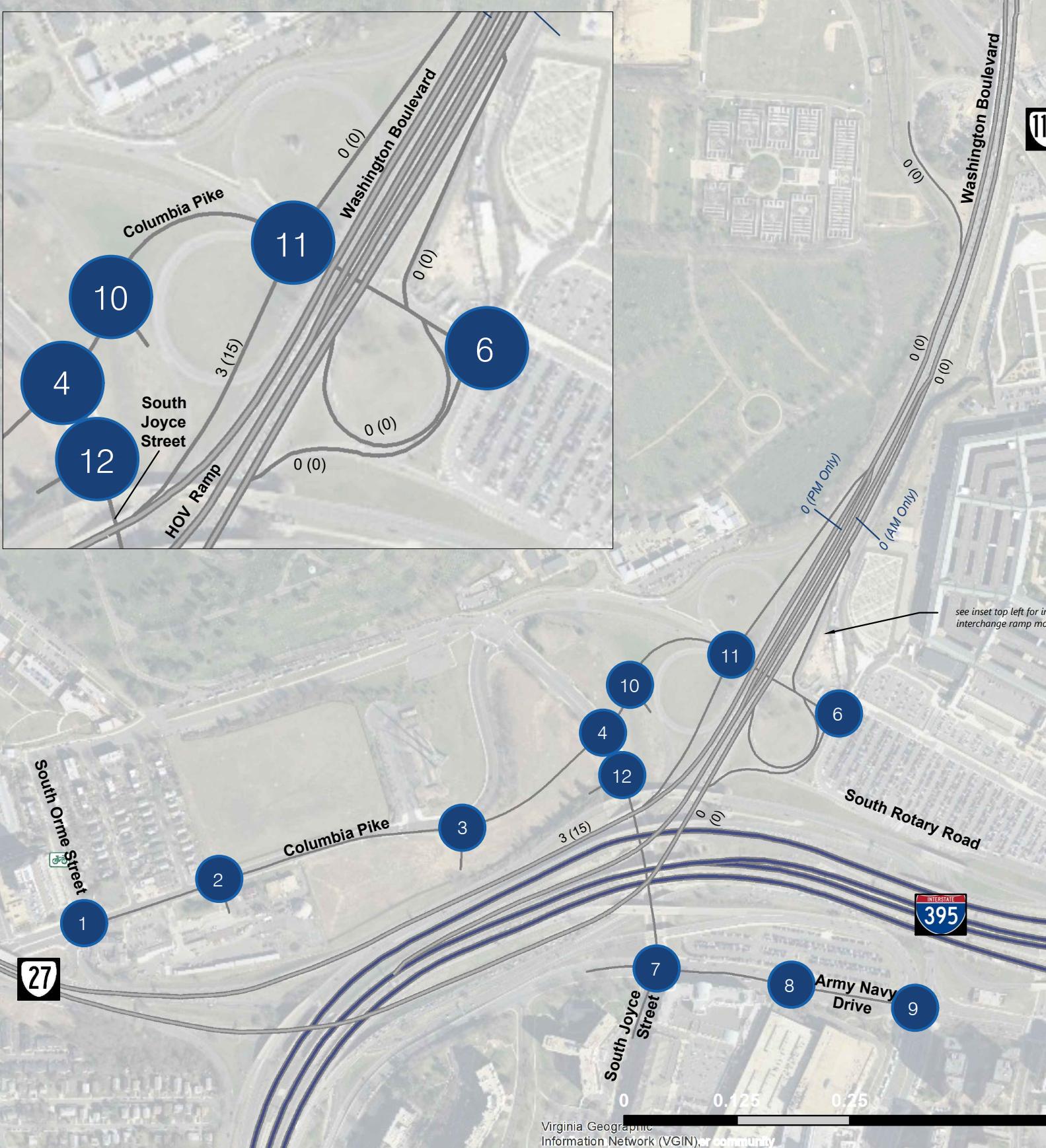
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

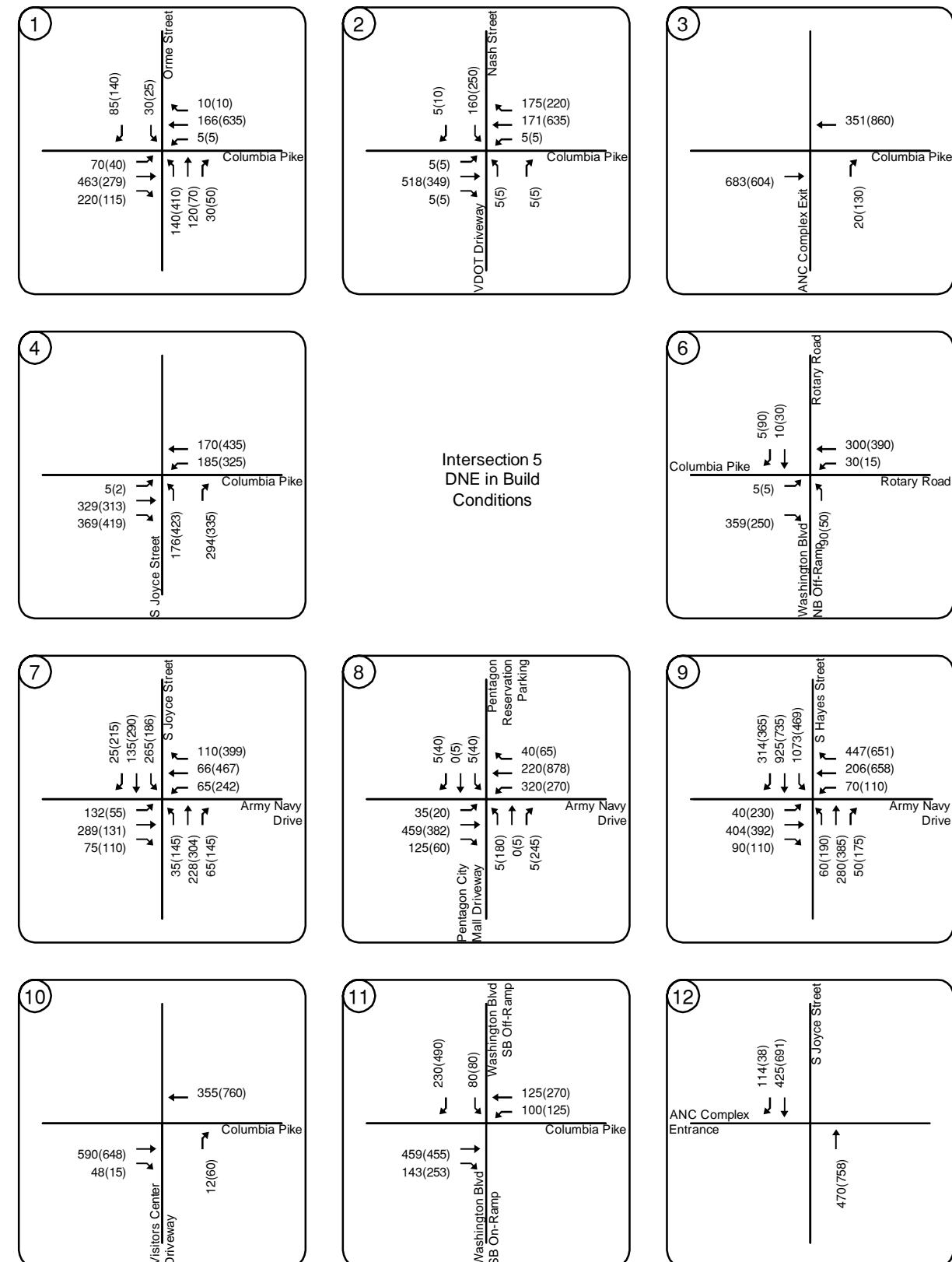
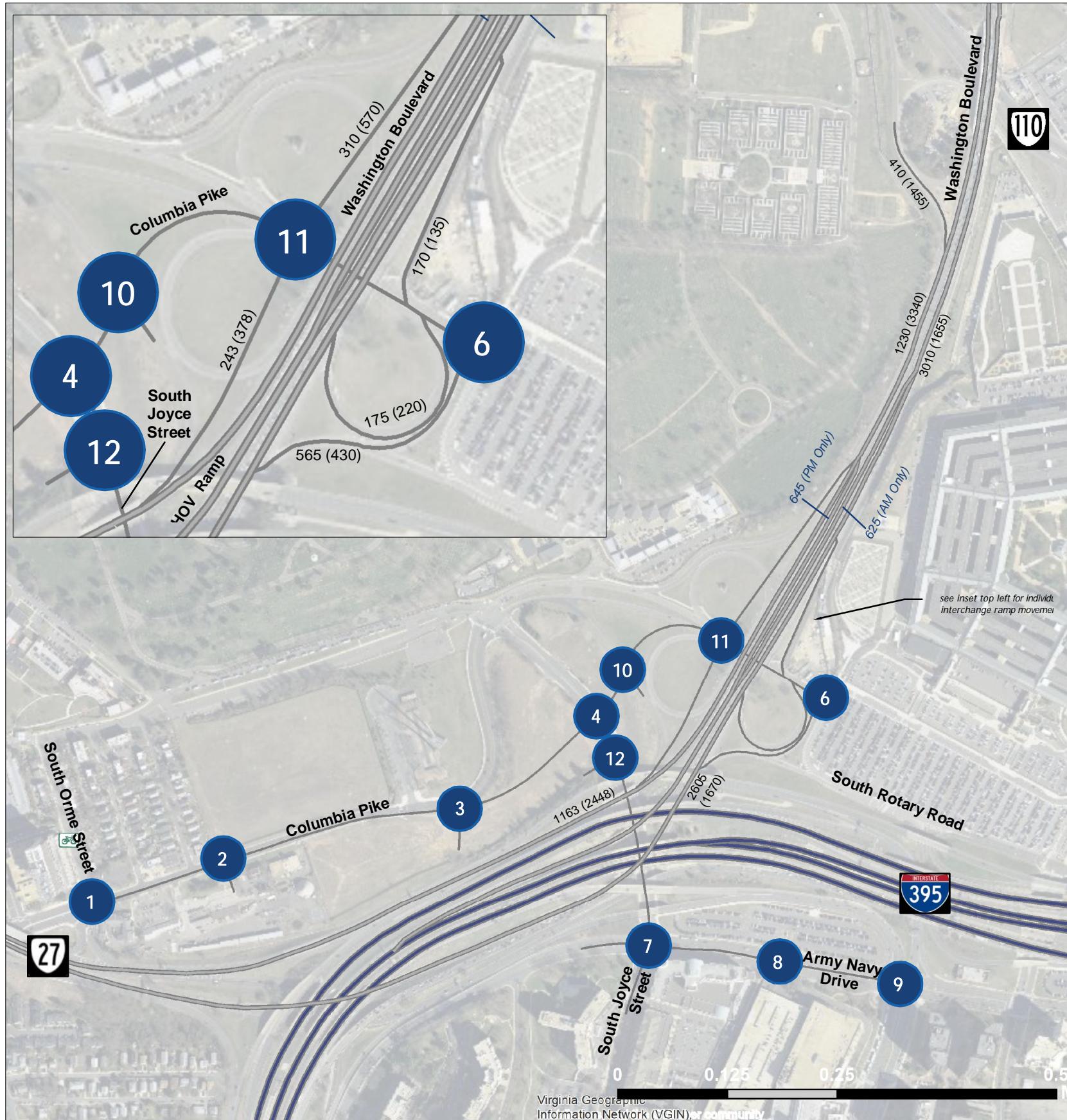


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



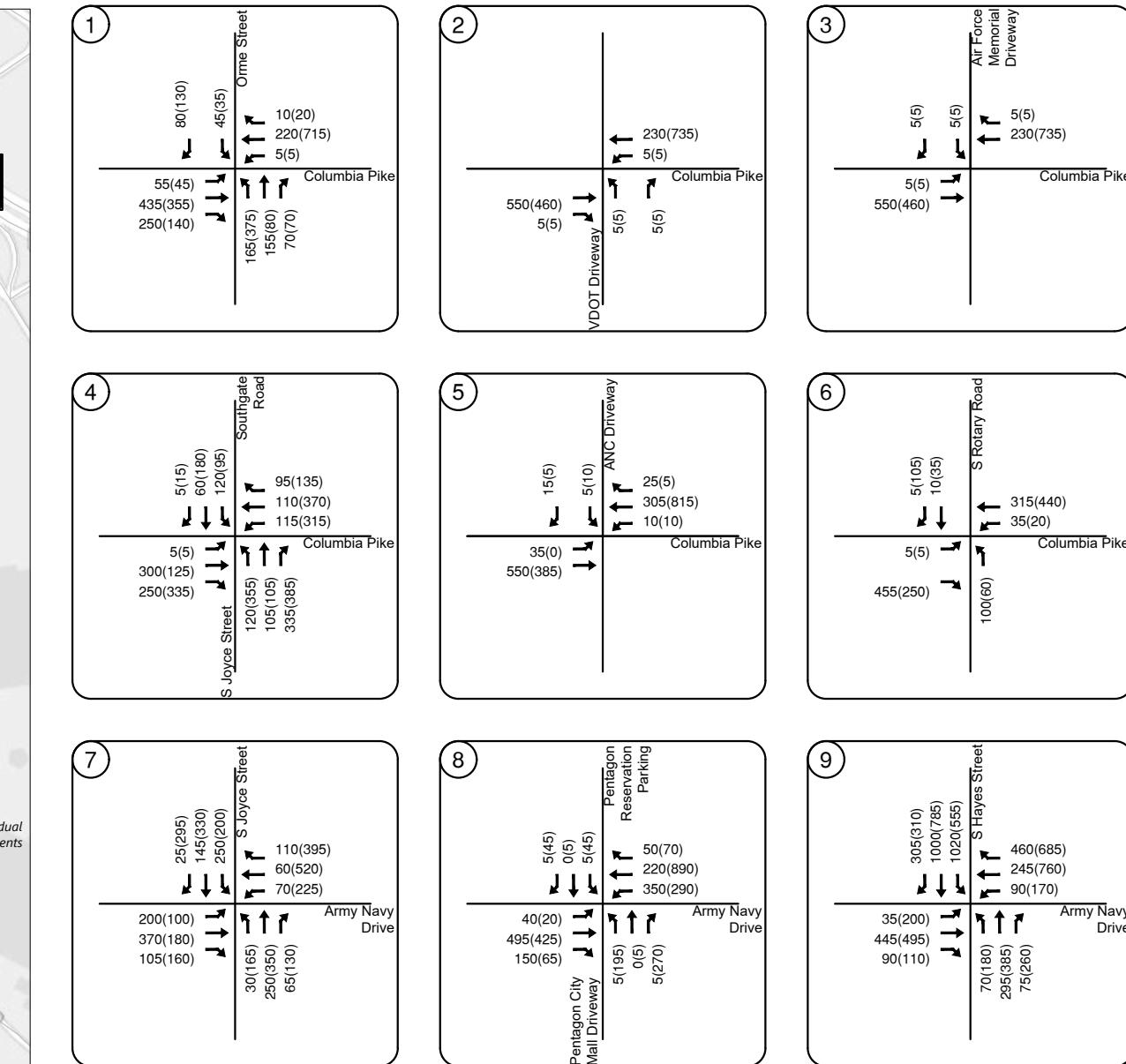
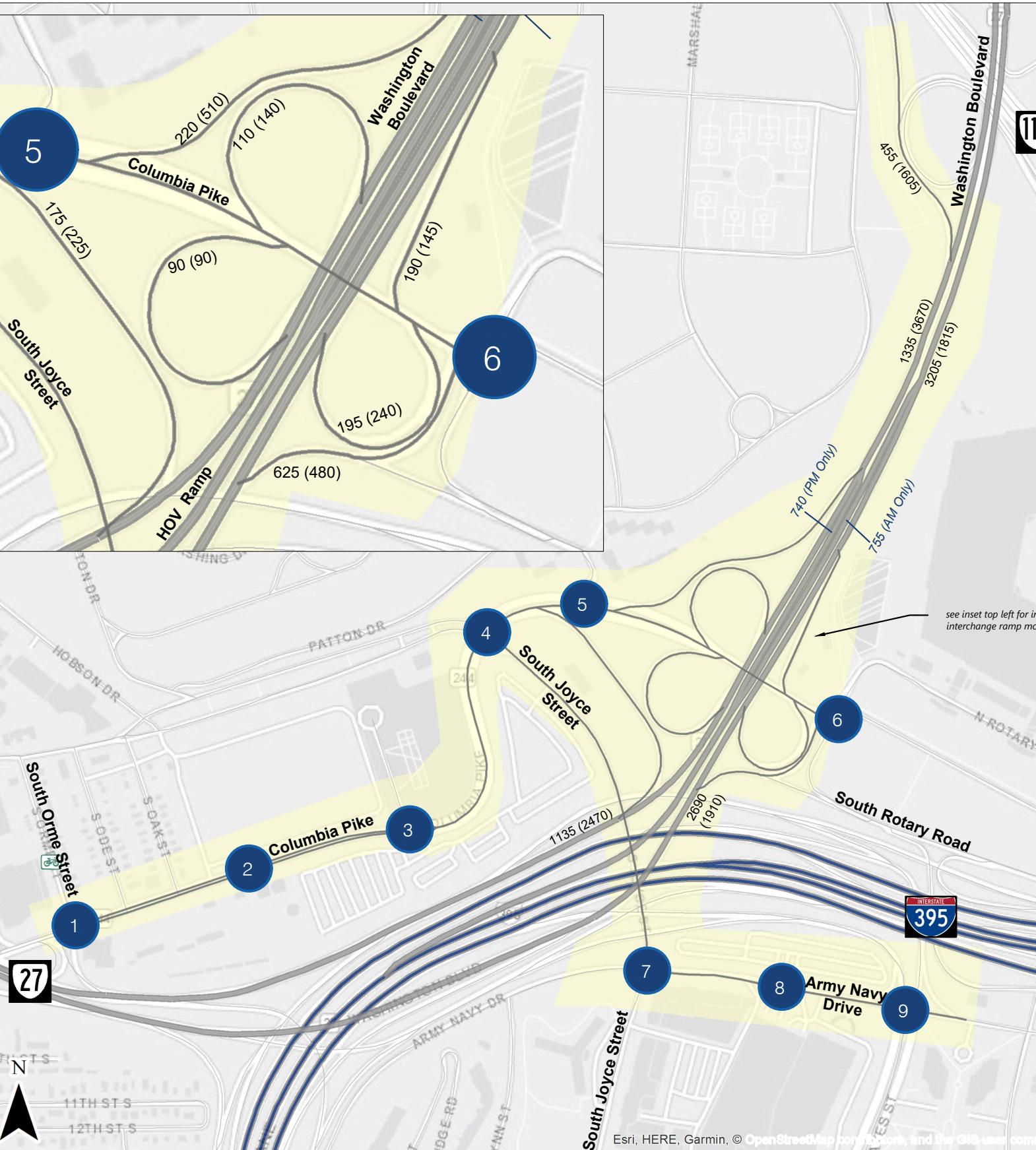
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

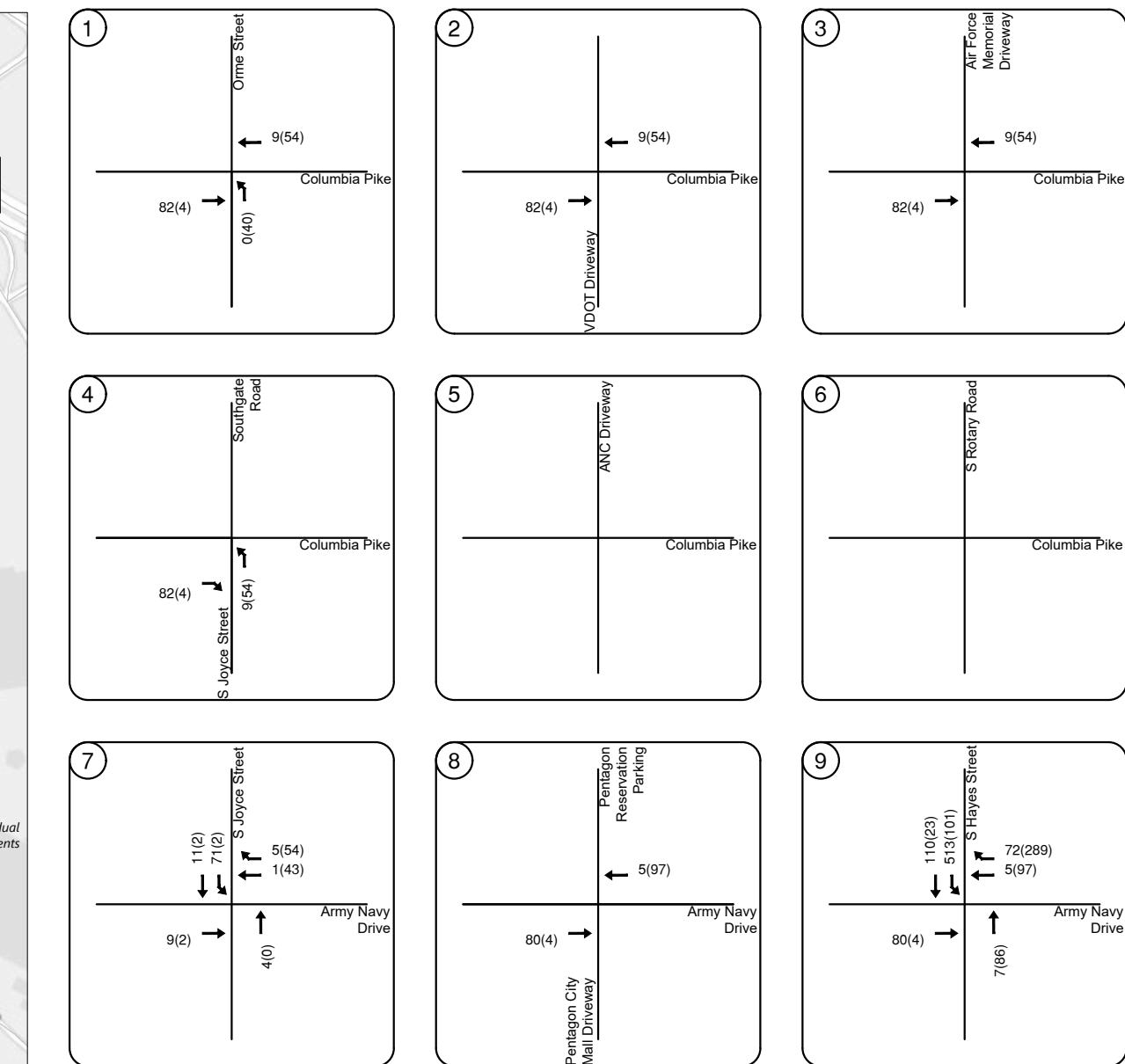
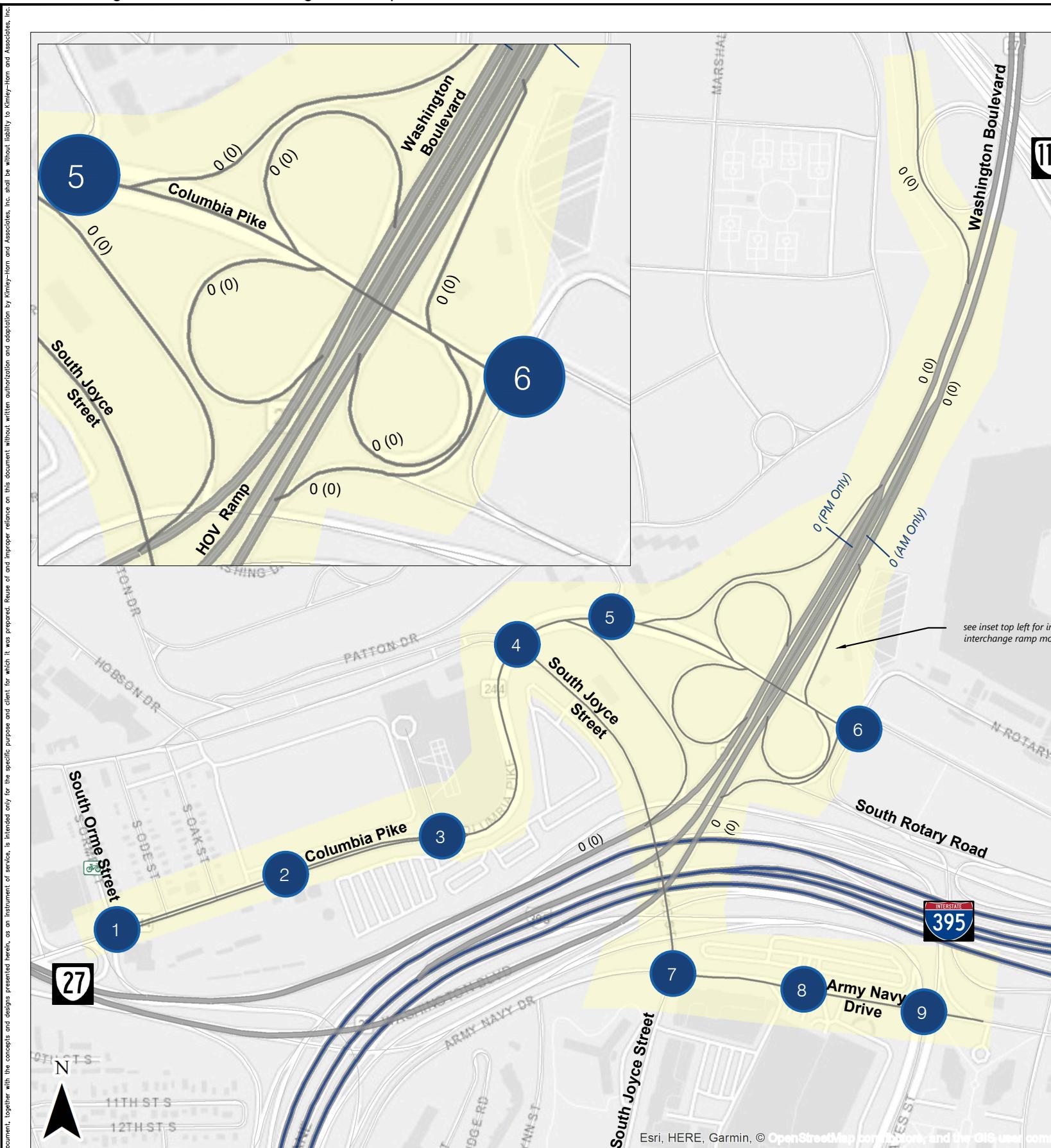




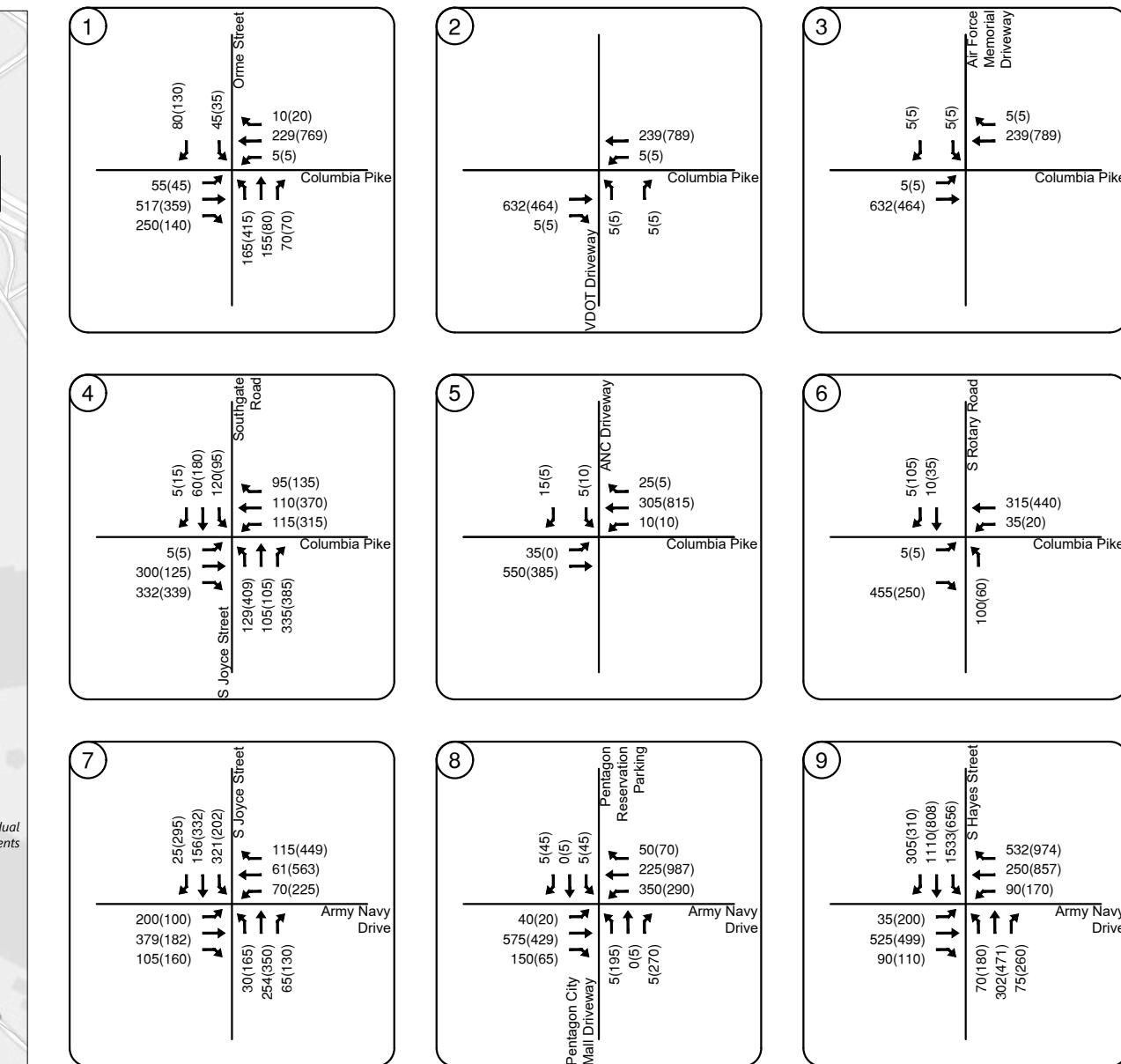
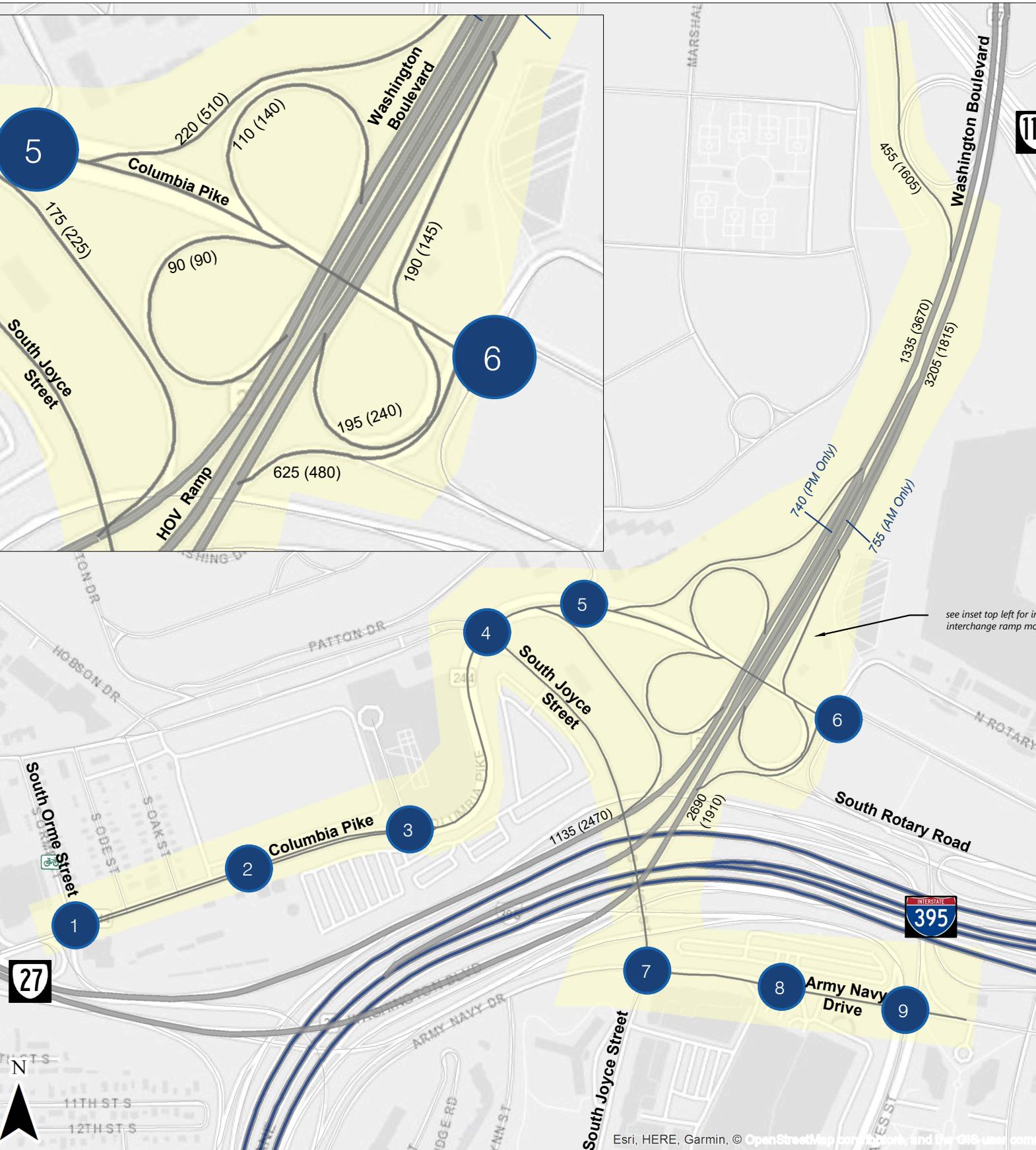
2045 No-Build Peak Hour Volumes

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



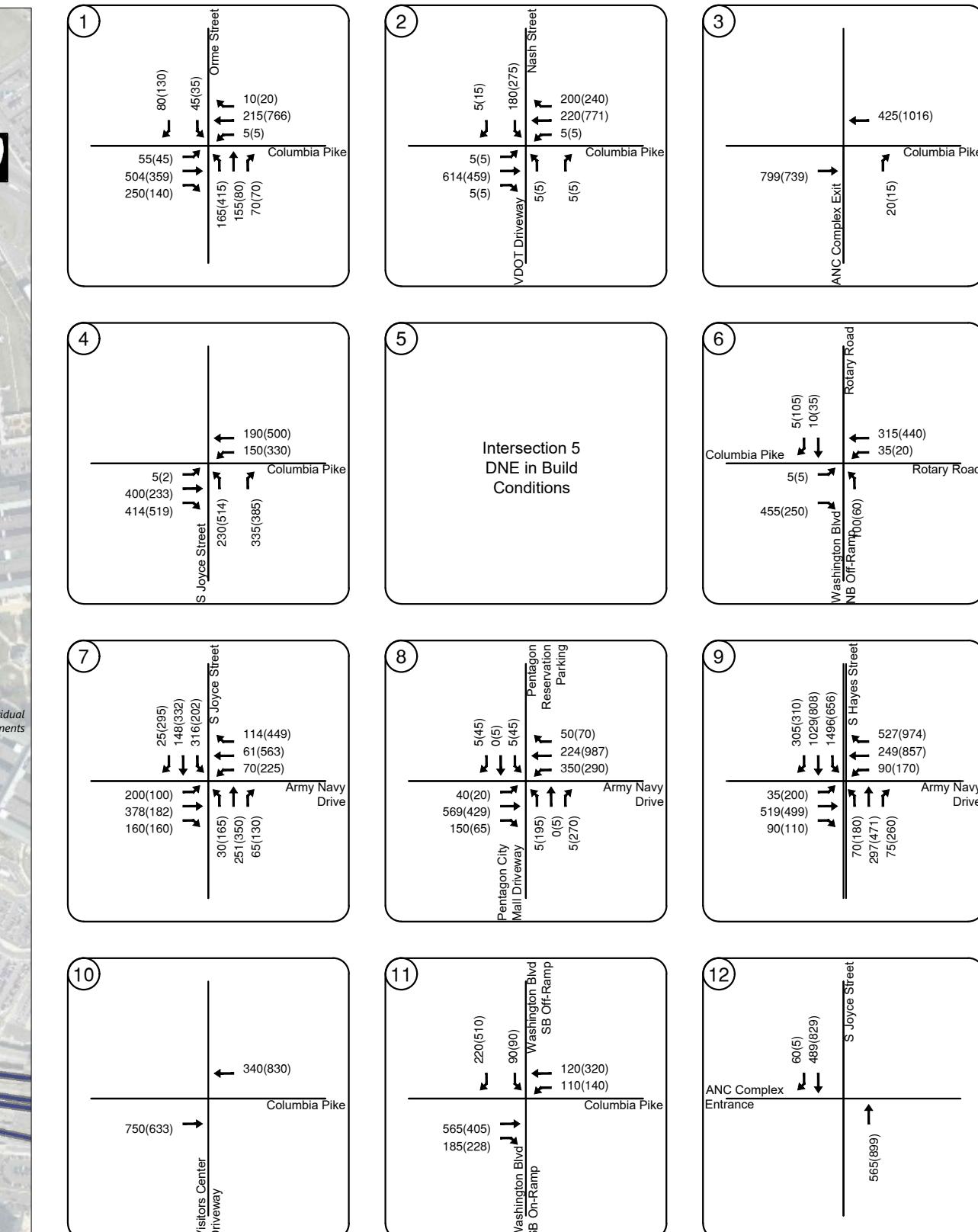
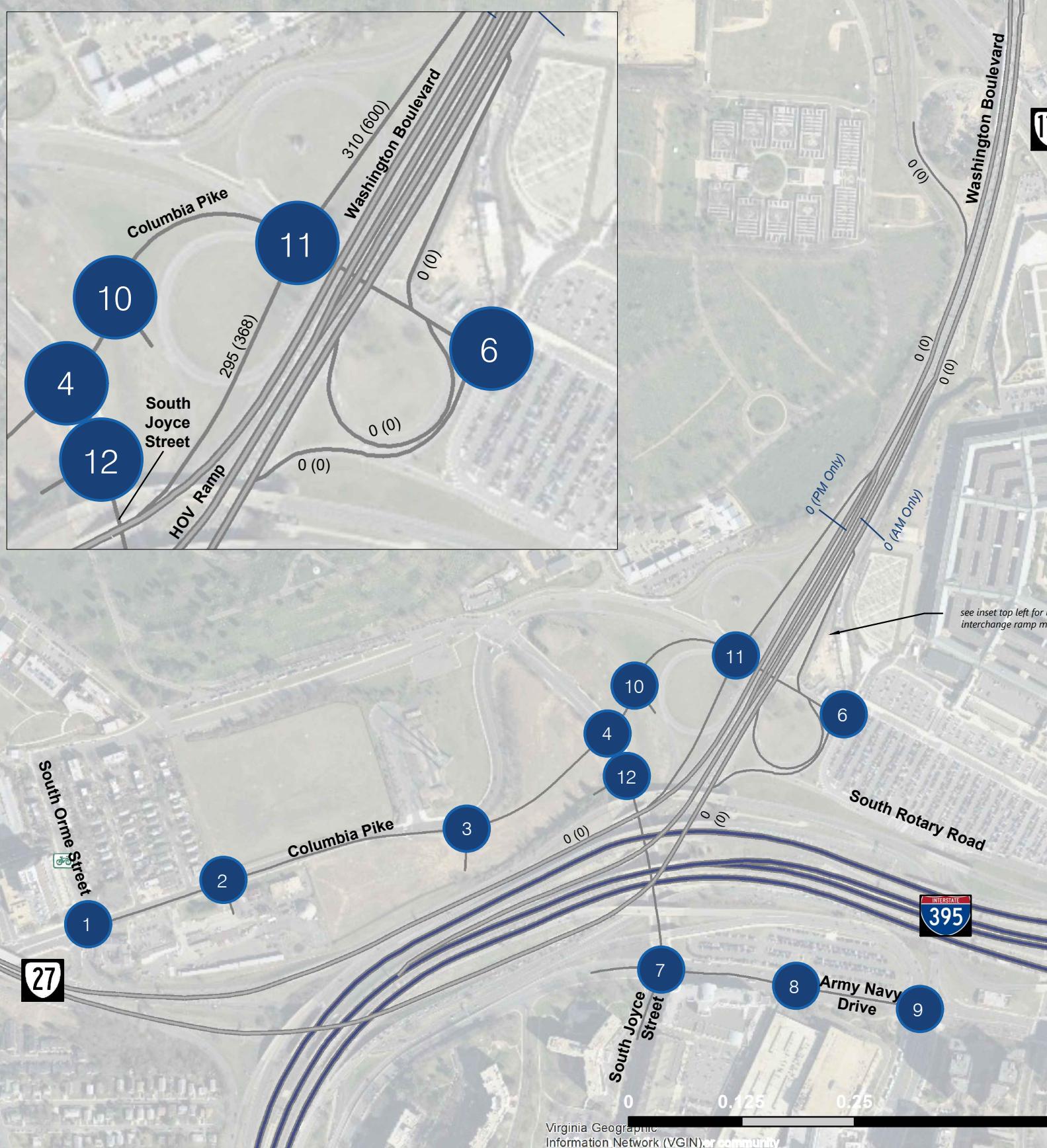


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

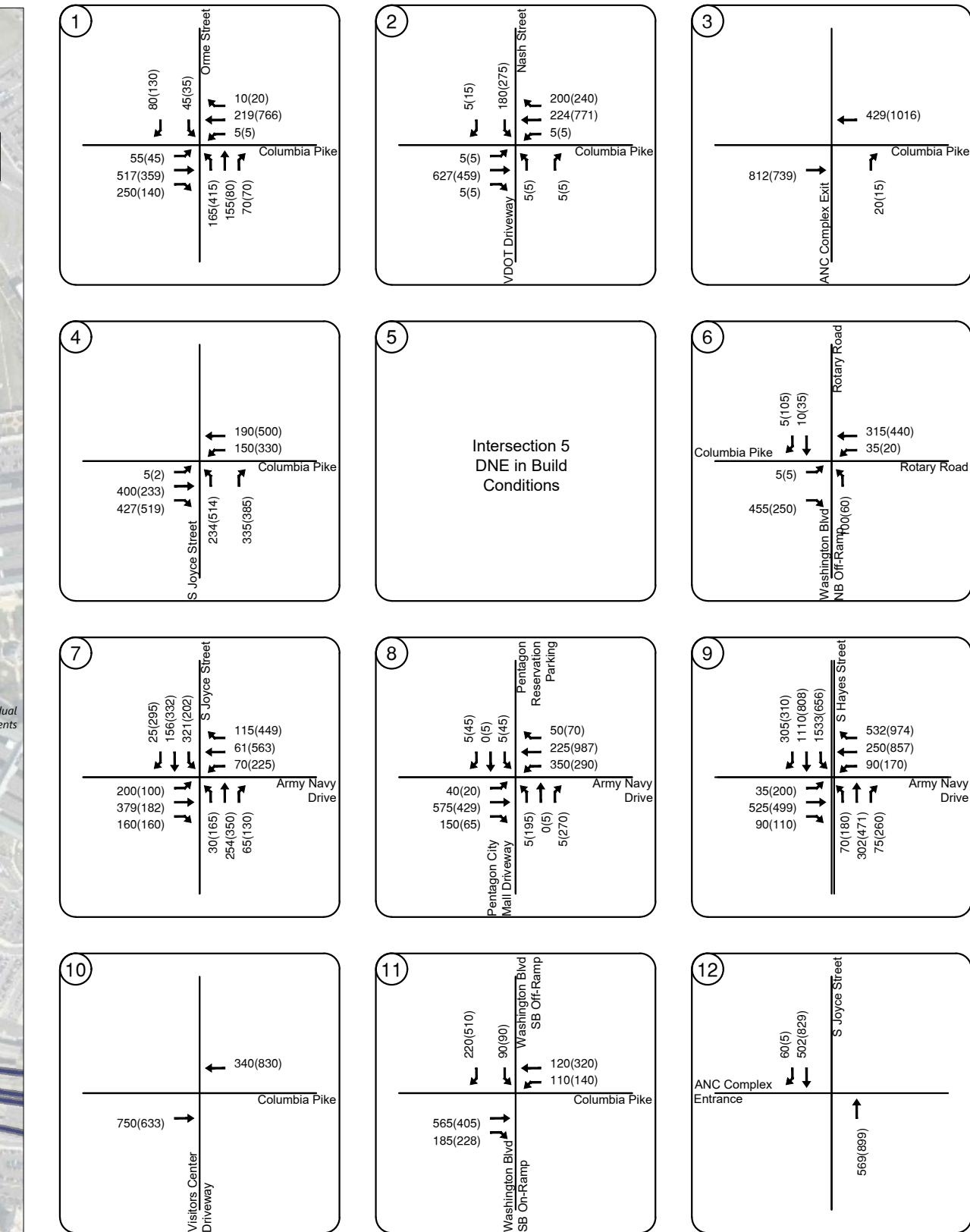
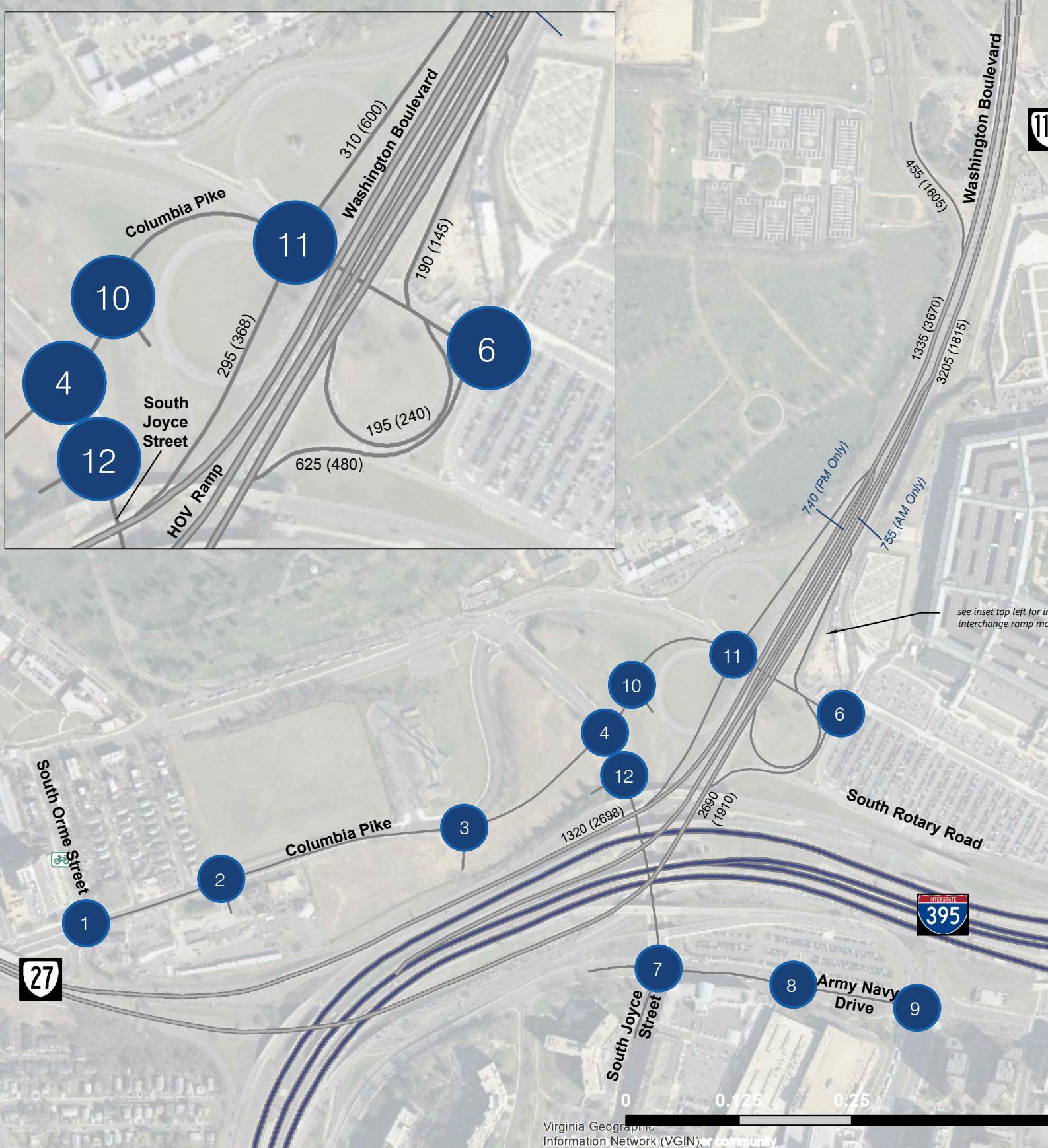


2045 Build Peak Hour Volumes

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



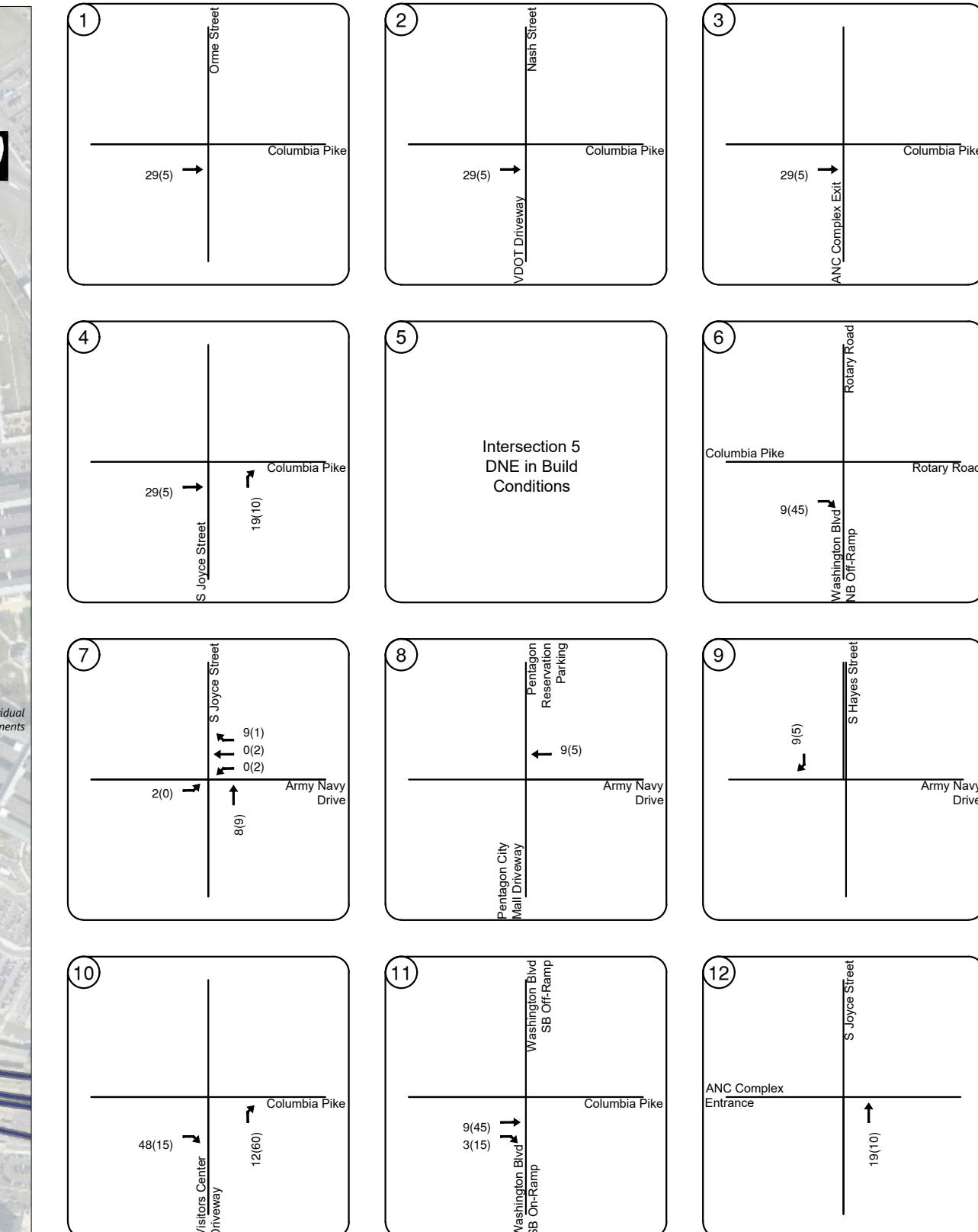
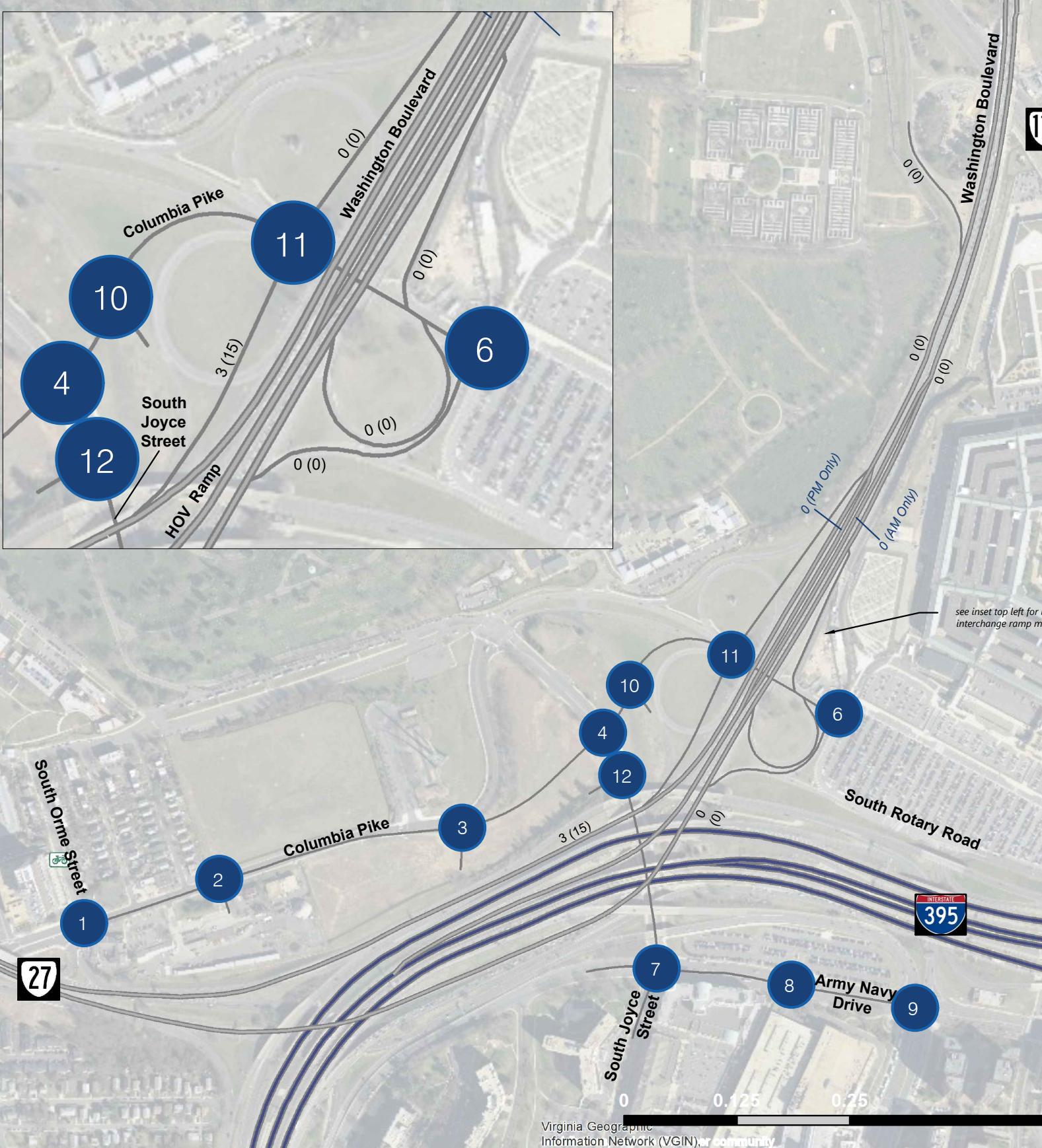
Arlington National Cemetery Southern Expansion (ANCSE)
Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Interchange Modification Report Update
November 2019 | Draft Report

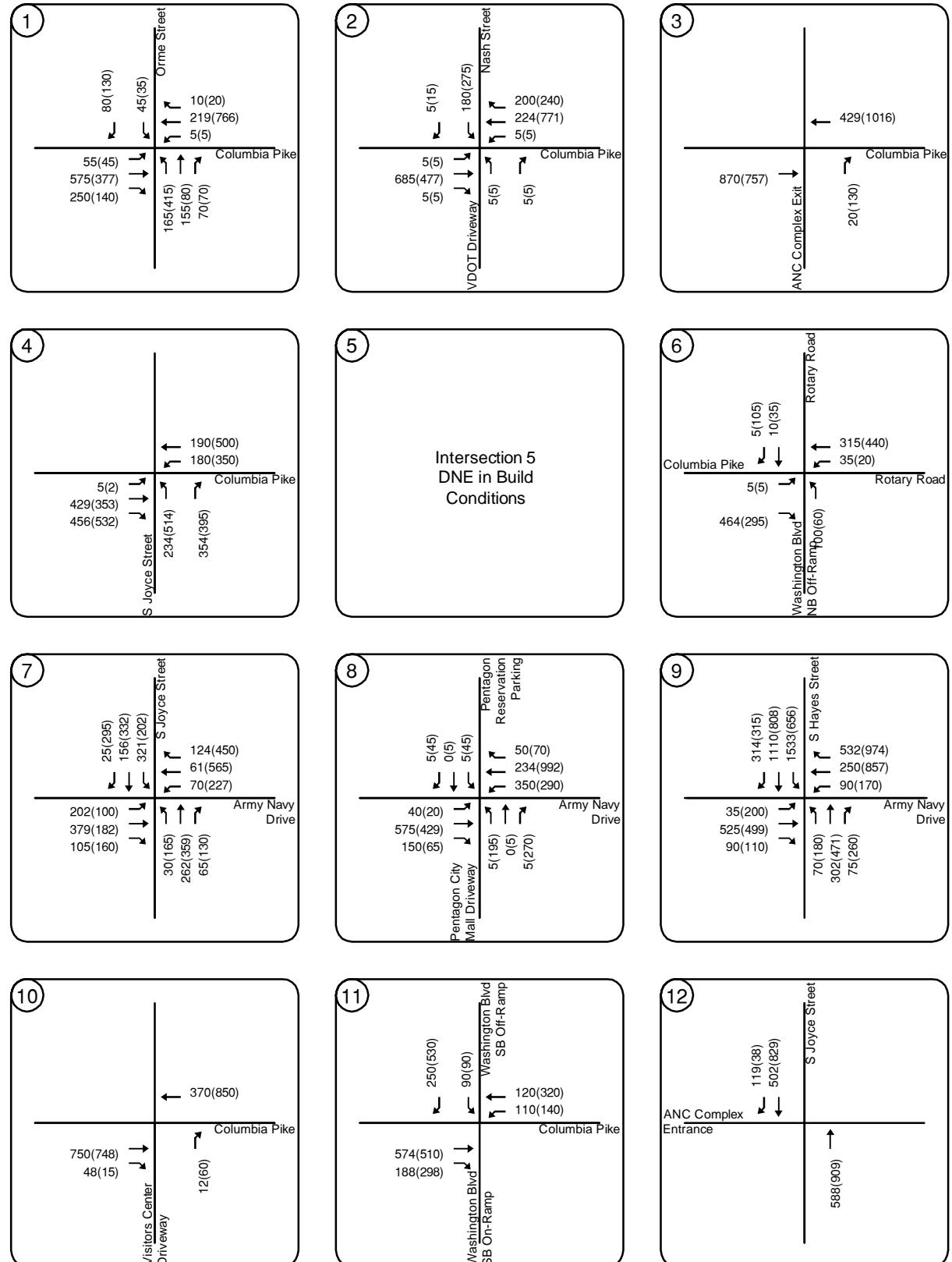
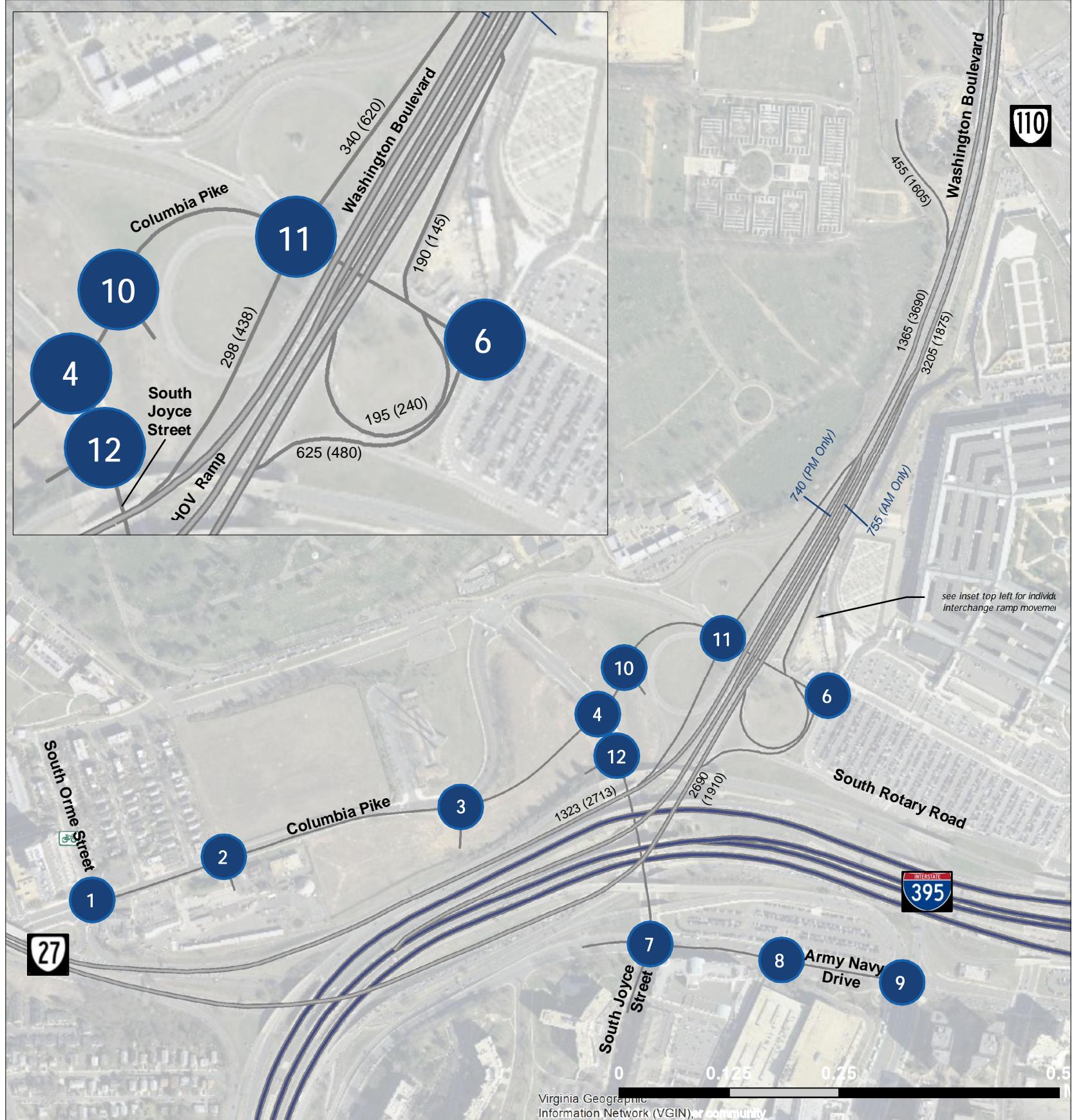
Legend
X Intersection Number

**AM (PM) Peak Hour
Reassigned Future (2045)
Volumes**

FIGURE
Page

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.





AM Peak Hour Preliminary Traffic Analysis Results

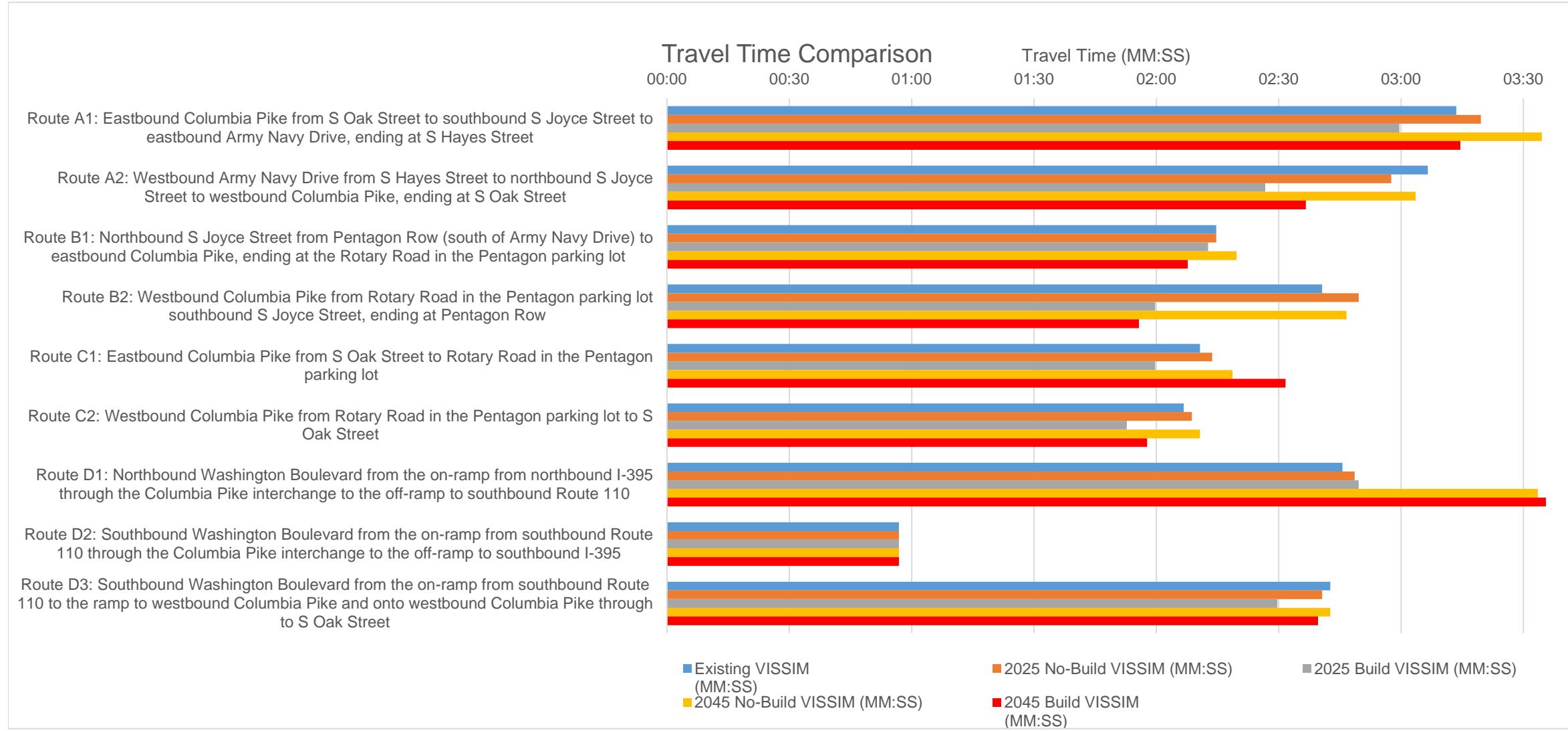
| | Existing | | | | No-Build 2025 | | | | No-Build 2045 | | | | Build 2025 | | | | Build 2045 | | | | |
|--|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|---|
| | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | |
| 1: Columbia Pike/Orme | NB | 18.3 | B | 13.6 | B | 19.9 | B | 14.9 | B | 21.9 | C | 18.4 | B | 37.8 | D | 20.5 | C | 25.5 | C | 20.0 | C |
| | SB | 12.8 | B | | | 13.3 | B | | | 18.6 | B | | | 19.1 | B | | | 19.7 | B | | |
| | EB | 10.9 | B | | | 12.6 | B | | | 16.0 | B | | | 15.0 | B | | | 18.0 | B | | |
| | WB | 16.3 | B | | | 16.8 | B | | | 20.4 | C | | | 15.7 | B | | | 18.5 | B | | |
| 2: Columbia Pike/VDOT Driveway/Nash | NB | 13.0 | B | 0.5 | A | 13.0 | B | 0.7 | A | 17.3 | C | 1.1 | A | 11.8 | B | 8.2 | A | 10.0 | B | 9.2 | A |
| | SB | - | - | | | - | - | | | - | - | | | 24.4 | C | | | 29.7 | C | | |
| | EB | 0.3 | A | | | 0.6 | A | | | 1.1 | A | | | 6.2 | A | | | 6.3 | A | | |
| | WB | 0.3 | A | | | 0.4 | A | | | 0.6 | A | | | 3.3 | A | | | 5.0 | A | | |
| 3: AF Memorial (Existing & No-Build only) | NB | 12.7 | B | 0.7 | A | 13.1 | B | 0.9 | A | 13.9 | B | 1.5 | A | - | - | - | - | - | - | - | - |
| | EB | 0.6 | A | | | 0.9 | A | | | 1.7 | A | | | - | - | | | - | - | | |
| | WB | 0.4 | A | | | 0.5 | A | | | 0.7 | A | | | - | - | | | - | - | | |
| 4: Columbia Pike/Joyce | NB | 19.5 | B | 21.7 | C | 18.2 | B | 22.0 | C | 20.4 | C | 24.1 | C | 11.3 | B | 10.2 | B | 11.6 | B | 14.9 | B |
| | SB | 32.1 | C | | | 31.1 | C | | | 32.0 | C | | | - | - | | | - | - | | |
| | EB | 15.0 | B | | | 17.6 | B | | | 23.3 | C | | | 11.2 | B | | | 17.7 | B | | |
| | WB | 28.3 | C | | | 29.2 | C | | | 27.9 | C | | | 6.8 | A | | | 13.4 | B | | |
| 5: Columbia Pike/ANC Ops Center (Existing & No-Build only) | NB | 7.8 | A | 0.7 | A | 9.3 | A | 0.8 | A | 9.9 | A | 1.0 | A | - | - | - | - | - | - | - | - |
| | EB | 0.3 | A | | | 0.4 | A | | | 0.5 | A | | | - | - | | | - | - | | |
| | WB | 0.8 | A | | | 0.9 | A | | | 1.3 | A | | | - | - | | | - | - | | |
| 6: Columbia Pike/Rotary Road | NB | 12.0 | B | 6.4 | A | 14.5 | B | 6.8 | A | 28.0 | D | 8.0 | A | 14.1 | B | 6.5 | A | 30.9 | D | 8.3 | A |
| | SB | 10.8 | B | | | 11.7 | B | | | 12.1 | B | | | 12.0 | B | | | 12.9 | B | | |
| | EB | 0.6 | A | | | 0.8 | A | | | 0.9 | A | | | 0.3 | A | | | 0.7 | A | | |
| | WB | 10.7 | B | | | 11.0 | B | | | 11.6 | B | | | 11.1 | B | | | 11.9 | B | | |
| 7: Army Navy/Joyce | NB | 15.2 | B | 22.1 | C | 17.0 | B | 21.9 | C | 19.8 | B | 24.0 | C | 15.5 | B | 20.7 | C | 18.5 | B | 22.1 | C |
| | SB | 12.7 | B | | | 13.2 | B | | | 16.7 | B | | | 9.8 | A | | | 12.1 | B | | |
| | EB | 30.7 | C | | | 28.5 | C | | | 29.5 | C | | | 28.6 | C | | | 28.6 | C | | |
| | WB | 30.7 | C | | | 31.1 | C | | | 30.0 | C | | | 31.3 | C | | | 29.8 | C | | |
| 8: Army Navy/Pentagon City Mall | NB | 8.9 | A | 17.9 | B | 28.5 | C | 19.0 | B | 26.8 | C | 21.2 | C | 12.5 | B | 19.5 | B | 13.0 | B | 22.4 | C |
| | SB | 25.6 | C | | | 25.1 | C | | | 25.1 | C | | | 14.3 | B | | | 14.7 | B | | |
| | EB | 23.6 | C | | | 25.3 | C | | | 26.6 | C | | | 27.6 | C | | | 29.2 | C | | |
| | WB | 12.2 | B | | | 12.1 | B | | | 14.5 | B | | | 11.0 | B | | | 14.4 | B | | |
| 9: Army Navy/S Hayes St | NB | 40.4 | D | 30.5 | C | 41.0 | D | 33.1 | C | 55.8 | E | 37.0 | D | 36.5 | D | 31.5 | C | 48.9 | D | 37.5 | D |
| | SB | 30.4 | C | | | 35.2 | D | | | 37.7 | D | | | 32.7 | C | | | 39.1 | D | | |
| | EB | 46.6 | D | | | 46.1 | D | | | 44.2 | D | | | 47.9 | D | | | 46.2 | D | | |
| | WB | 12.9 | B | | | 13.0 | B | | | 19.7 | B | | | 13.4 | B | | | 19.9 | B | | |
| 10: Columbia Pike/Pentagon Memorial (Build only) | NB | - | - | - | - | - | - | - | - | - | - | - | - | 4.0 | A | 0.6 | A | 5.5 | A | 0.9 | A |
| | SB | - | - | | | - | -</ | | | | | | | | | | | | | | |

Travel Times

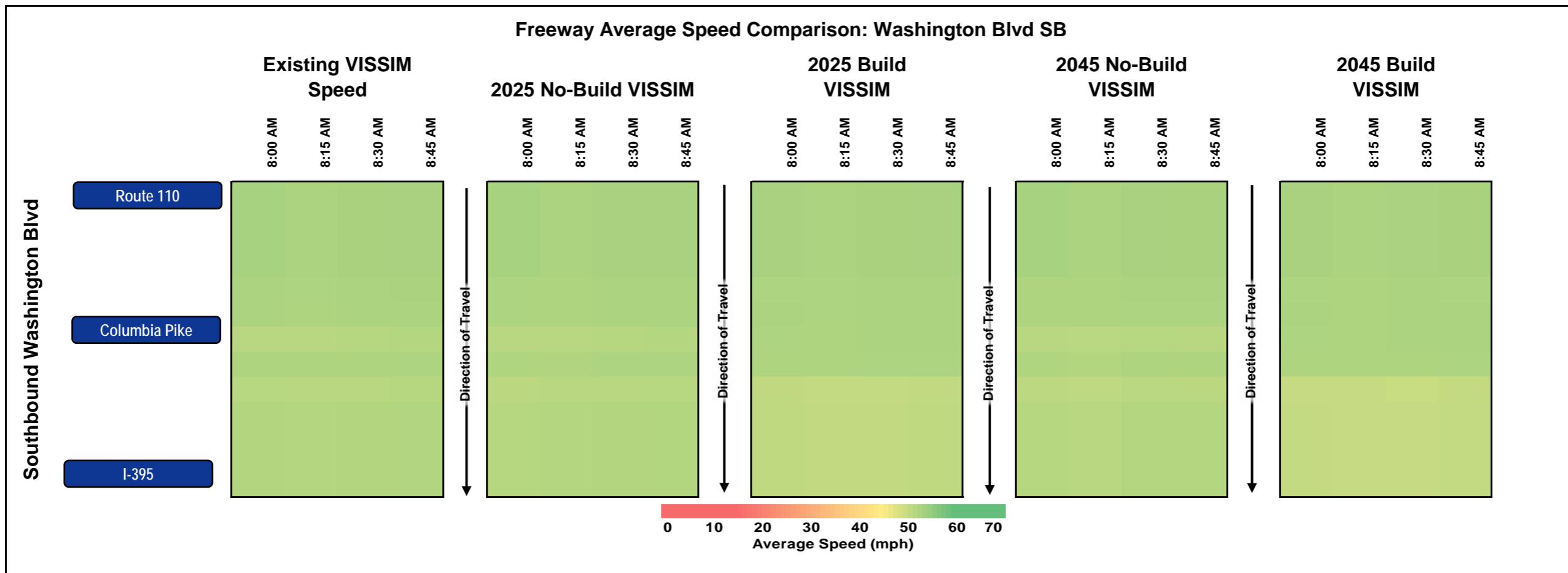
Travel Time Comparison

AM Peak Hour (7:45 AM - 8:45 AM)

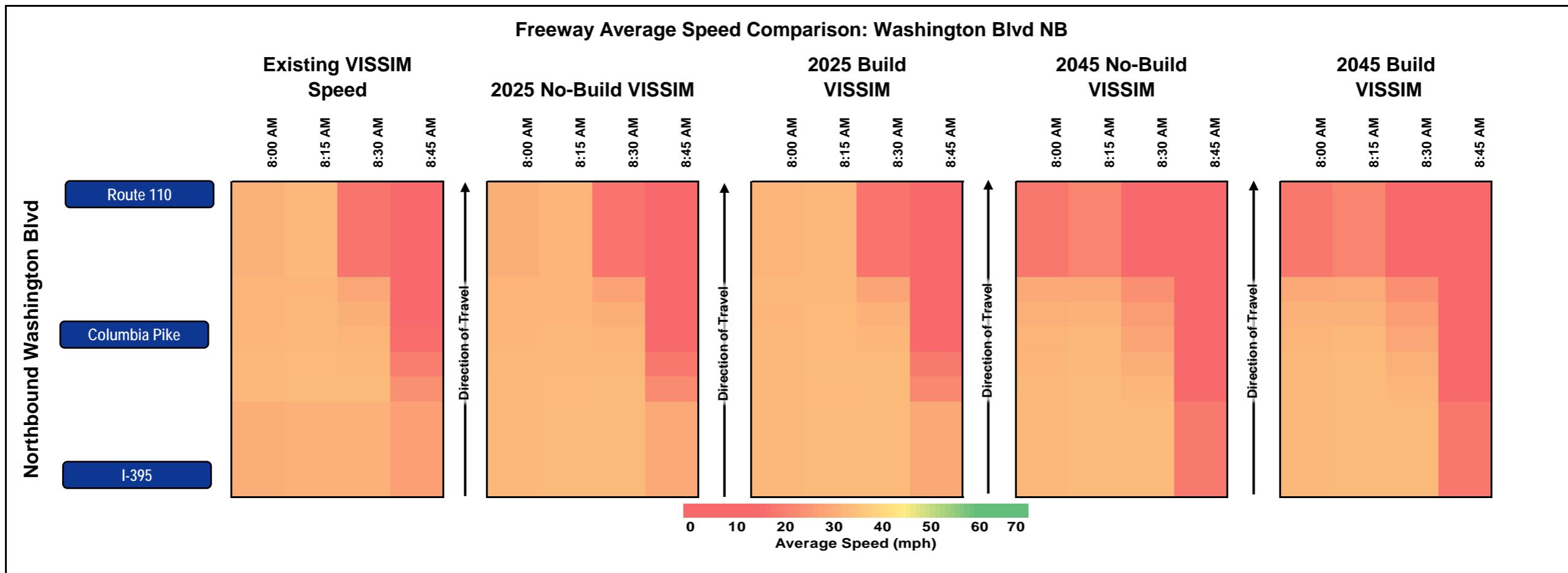
| Segment ID | Route | Peak Period Travel Time | | | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|------------------------------|---------------------------|--------------------------------------|----------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | 2045 Build VISSIM (MM:SS) | No-Build To Build Difference (MM:SS) | No-Build To Build Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:20 | 03:00 | 03:35 | 03:15 | -00:20 | -10% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 02:58 | 02:27 | 03:04 | 02:37 | -00:27 | -14% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:15 | 02:13 | 02:20 | 02:08 | -00:12 | -9% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 02:50 | 02:00 | 02:47 | 01:56 | -00:51 | -32% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:14 | 02:00 | 02:19 | 02:32 | 00:13 | 10% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:09 | 01:53 | 02:11 | 01:58 | -00:13 | -10% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 02:49 | 02:50 | 03:34 | 03:36 | 00:02 | 1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:57 | 00:57 | 00:57 | 00:57 | 00:57 | 00:00 | 0% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 02:41 | 02:30 | 02:43 | 02:40 | -00:03 | -2% |



Speed Comparisons



Speed Comparisons



PM Peak Hour Preliminary Traffic Analysis Results

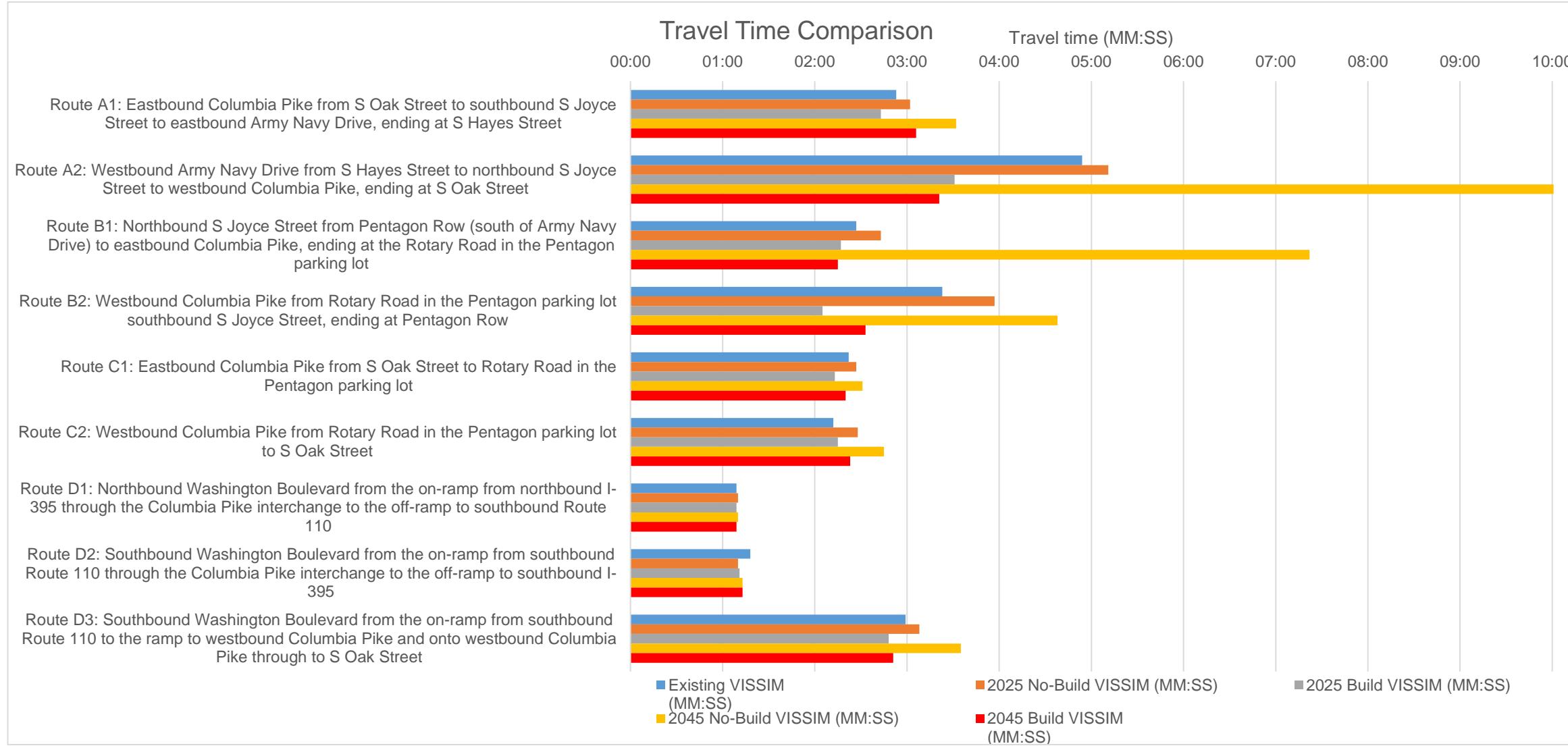
| | | | | Existing | | | | No-Build 2025 | | | | No-Build 2045 | | | | Build 2025 | | | | Build 2045 | | | |
|--|----|------|---|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|----------------|--------------|--------------------|------------------|
| | | | | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS | Approach Delay | Approach LOS | Intersection Delay | Intersection LOS |
| 1: Columbia Pike/Orme | NB | 20.0 | B | 16.2 | B | 21.4 | C | 17.4 | B | 24.3 | C | 19.2 | B | 37.0 | D | 20.3 | C | 37.9 | D | 25.8 | C | | |
| | SB | 11.2 | B | | | 12.8 | B | | | 15.1 | B | | | 15.0 | B | | | 16.5 | B | | | | |
| | EB | 11.5 | B | | | 11.9 | B | | | 13.9 | B | | | 12.4 | B | | | 12.9 | B | | | | |
| | WB | 17.4 | B | | | 18.8 | B | | | 20.0 | C | | | 13.4 | B | | | 28.0 | C | | | | |
| 2: Columbia Pike/VDOT Driveway/Nash | NB | 12.1 | B | 0.8 | A | 12.8 | B | 0.9 | A | 15.6 | C | 1.1 | A | 12.0 | B | 11.0 | B | 13.1 | B | 13.0 | B | | |
| | SB | - | - | | | - | - | | | - | - | | | 0.5 | A | | | 25.0 | C | | | | |
| | EB | 0.2 | A | | | 0.3 | A | | | 1.3 | A | | | 4.9 | A | | | 7.4 | A | | | | |
| | WB | 0.9 | A | | | 1.1 | A | | | 10.1 | B | | | 10.1 | B | | | 12.2 | B | | | | |
| 3: AF Memorial (Existing & No-Build only) | NB | 14.2 | B | 1.1 | A | 15.3 | C | 1.3 | A | 15.8 | C | 1.5 | A | - | - | - | - | - | - | - | - | | |
| | EB | 0.6 | A | | | 0.8 | A | | | 1.1 | A | | | - | - | | | - | - | | | | |
| | WB | 1.2 | A | | | 1.4 | A | | | 1.6 | A | | | - | - | | | - | - | | | | |
| 4: Columbia Pike/Joyce | NB | 71.1 | E | 49.6 | D | 86.5 | F | 59.3 | E | 349.3 | F | 144.3 | F | 12.7 | B | 10.7 | B | 15.3 | B | 13.3 | B | | |
| | SB | 45.8 | D | | | 39.6 | D | | | 40.5 | D | | | - | - | | | - | - | | | | |
| | EB | 16.8 | B | | | 19.1 | B | | | 26.2 | C | | | 10.2 | B | | | 13.0 | B | | | | |
| | WB | 45.8 | D | | | 57.7 | E | | | 64.4 | E | | | 9.2 | A | | | 11.4 | B | | | | |
| 5: Columbia Pike/ANC Ops Center (Existing & No-Build only) | NB | 11.0 | B | 2.6 | A | 13.5 | B | 7.9 | A | 16.7 | C | 22.9 | C | - | - | - | - | - | - | - | - | | |
| | EB | 0.2 | A | | | 0.1 | A | | | 0.2 | A | | | - | - | | | - | - | | | | |
| | WB | 3.5 | A | | | 11.2 | B | | | 32.5 | D | | | - | - | | | - | - | | | | |
| 6: Columbia Pike/Rotary Road | NB | 9.3 | A | 7.7 | A | 9.5 | A | 8.1 | A | 9.9 | A | 9.2 | A | 10.5 | B | 7.3 | A | 11.9 | B | 8.0 | A | | |
| | SB | 11.3 | B | | | 13.1 | B | | | 18.0 | C | | | 9.4 | A | | | 9.7 | A | | | | |
| | EB | 0.6 | A | | | 0.6 | A | | | 0.8 | A | | | 0.2 | A | | | 0.3 | A | | | | |
| | WB | 10.2 | B | | | 10.4 | B | | | 11.1 | B | | | 10.8 | B | | | 11.9 | B | | | | |
| 7: Army Navy/Joyce | NB | 16.9 | B | 24.8 | C | 21.0 | C | 27.3 | C | 37.3 | D | 47.6 | D | 21.4 | C | 26.5 | C | 26.0 | C | 32.1 | C | | |
| | SB | 16.3 | B | | | 17.6 | B | | | 22.8 | C | | | 11.2 | B | | | 19.9 | B | | | | |
| | EB | 20.7 | C | | | 19.9 | B | | | 27.2 | C | | | 19.6 | B | | | 20.8 | C | | | | |
| | WB | 36.3 | D | | | 38.5 | D | | | 82.9 | F | | | 40.9 | D | | | 48.5 | D | | | | |
| 8: Army Navy/Pentagon City Mall | NB | 11.2 | B | 21.4 | C | 49.1 | D | 30.1 | C | 81.8 | F | 48.8 | D | 16.7 | B | 24.0 | C | 19.1 | B | 21.3 | C | | |
| | SB | 24.4 | C | | | 25.4 | C | | | 32.7 | C | | | 23.8 | C | | | 25.1 | C | | | | |
| | EB | 25.3 | C | | | 23.8 | C | | | 24.3 | C | | | 25.2 | C | | | 24.6 | C | | | | |
| | WB | 23.5 | C | | | 26.2 | C | | | 47.8 | D | | | 26.1 | C | | | 20.5 | C | | | | |
| 9: Army Navy/S Hayes St | NB | 43.4 | D | 26.2 | C | 27.2 | C | 25.7 | C | 125.3 | F | 139.9 | F | 28.4 | C | 32.0 | C | 43.3 | D | 89.6 | F | | |
| | SB | 23.0 | C | | | 26.9 | C | | | 161.5 | F | | | 46.8 | D | | | 75.7 | E | | | | |
| | EB | 19.9 | B | | | 27.6 | C | | | 28.6 | C | | | 24.1 | C | | | 32.1 | C | | | | |
| | WB | | | | | | | | | | | | | | | | | | | | | | |

Travel Times

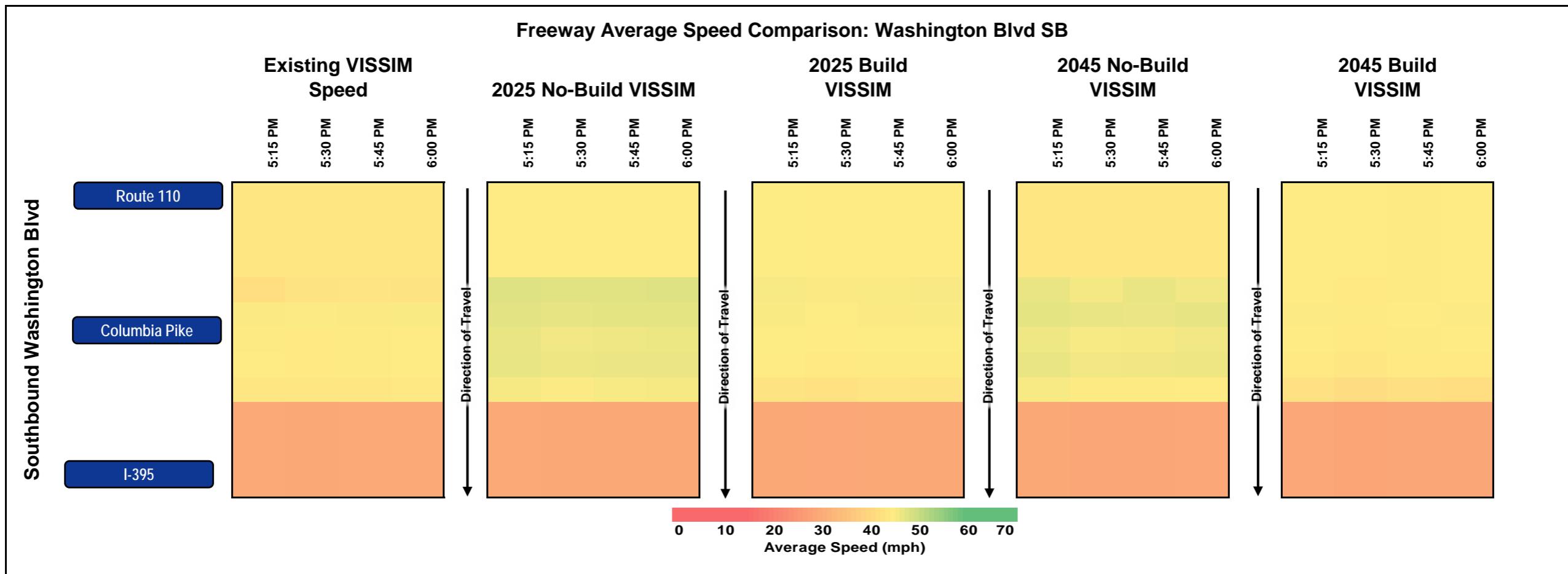
Travel Time Comparison

PM Peak Hour (5:00 PM - 6:00 PM)

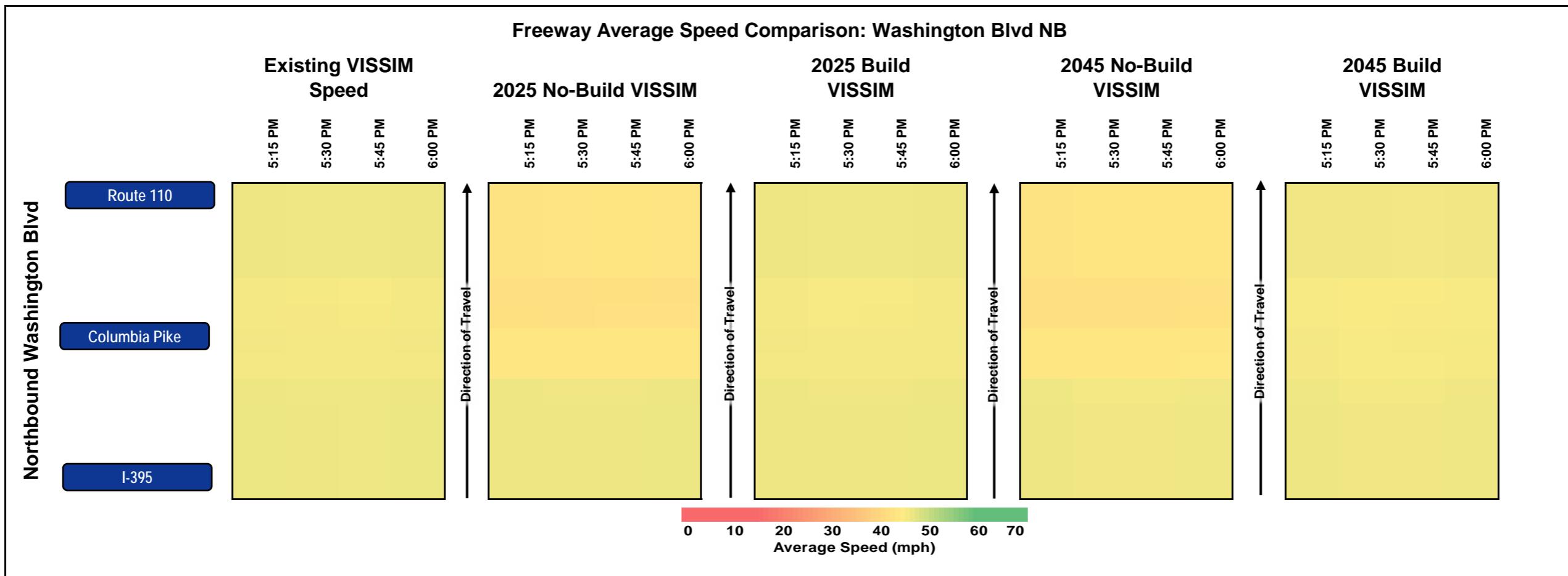
| Segment ID | Route | Peak Period Travel Time | | | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|------------------------------|---------------------------|--------------------------------------|----------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | 2045 Build VISSIM (MM:SS) | No-Build To Build Difference (MM:SS) | No-Build To Build Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 02:53 | 03:02 | 02:43 | 03:32 | 03:06 | -00:26 | -12% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 04:54 | 05:11 | 03:31 | 10:14 | 03:21 | -06:53 | -67% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:27 | 02:43 | 02:17 | 07:22 | 02:15 | -05:07 | -69% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:57 | 02:05 | 04:38 | 02:33 | -02:05 | -45% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:22 | 02:27 | 02:13 | 02:31 | 02:20 | -00:11 | -7% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:12 | 02:28 | 02:15 | 02:45 | 02:23 | -00:22 | -13% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:09 | 01:10 | 01:09 | 01:10 | 01:09 | -00:01 | -1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:18 | 01:10 | 01:11 | 01:13 | 01:13 | 00:00 | 0% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 03:08 | 02:48 | 03:35 | 02:51 | -00:44 | -20% |



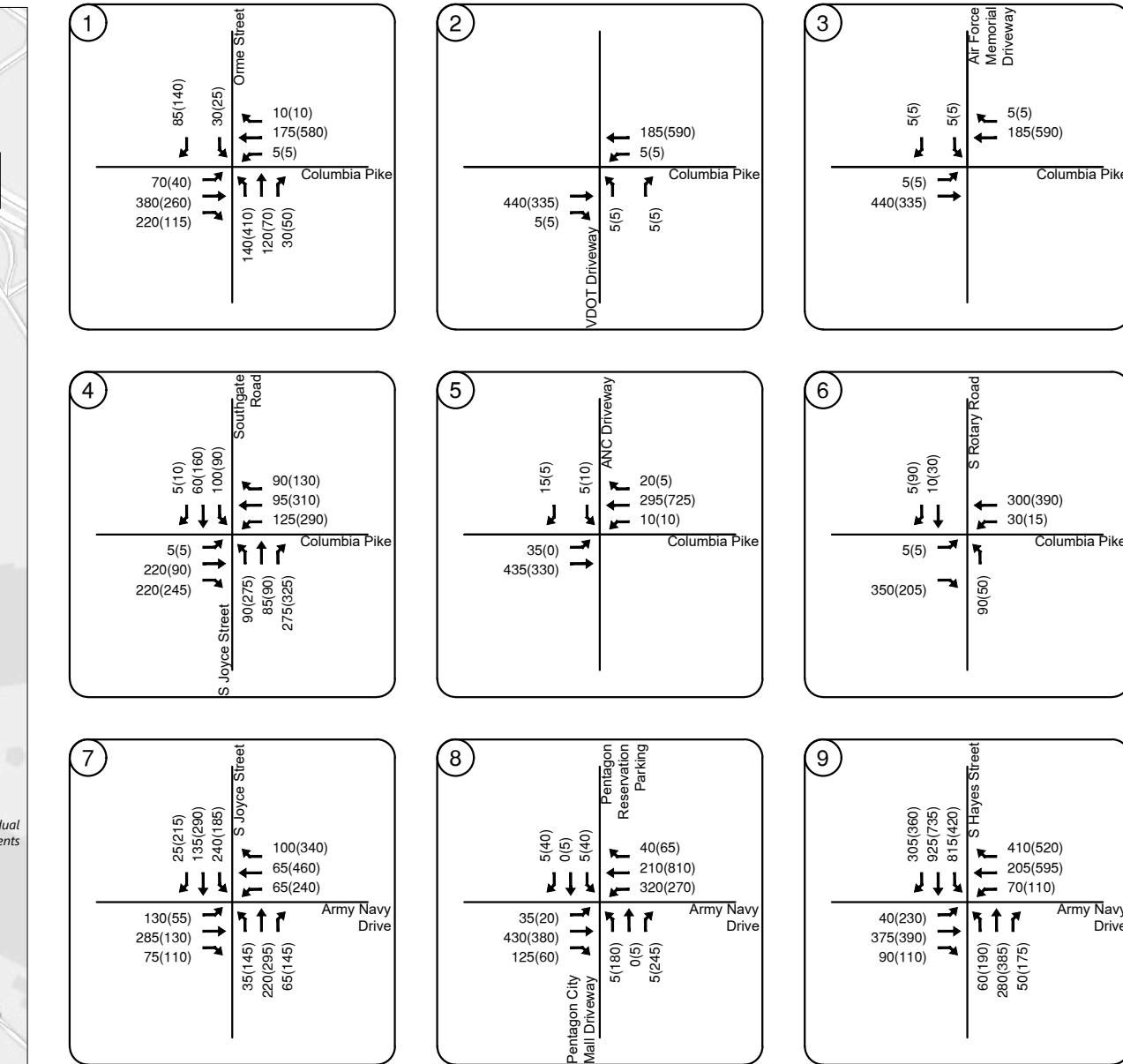
Speed Comparisons



Speed Comparisons



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, is an instrument of service, intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and acknowledgement by Kline-Horn and Associates, Inc., shall be without liability to Kline-Horn and Associates, Inc.



Arlington National Cemetery Southern Expansion (ANCSE)
Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Interchange Modification Report Upd
December 2019 | Draft Report

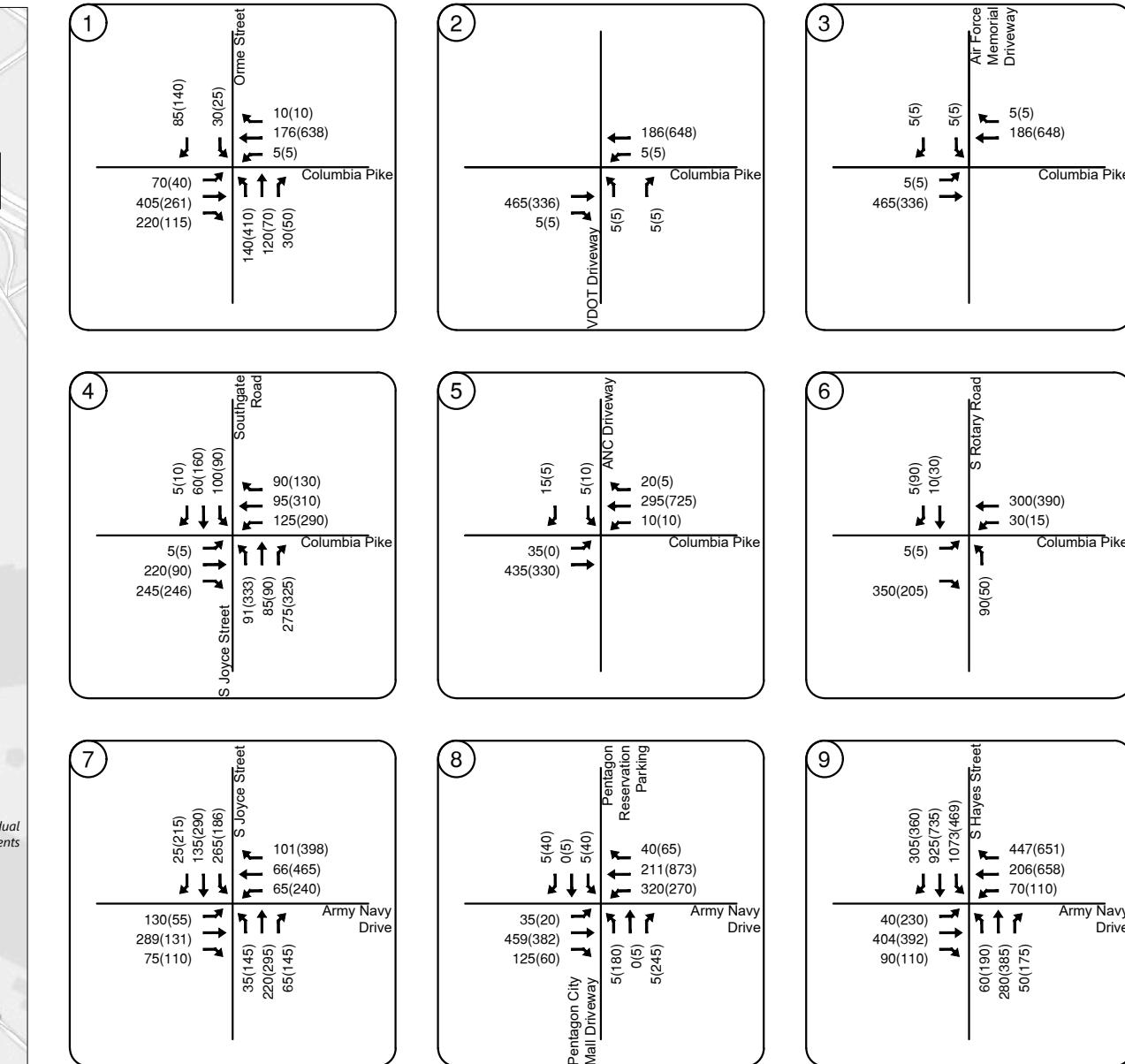


Legend

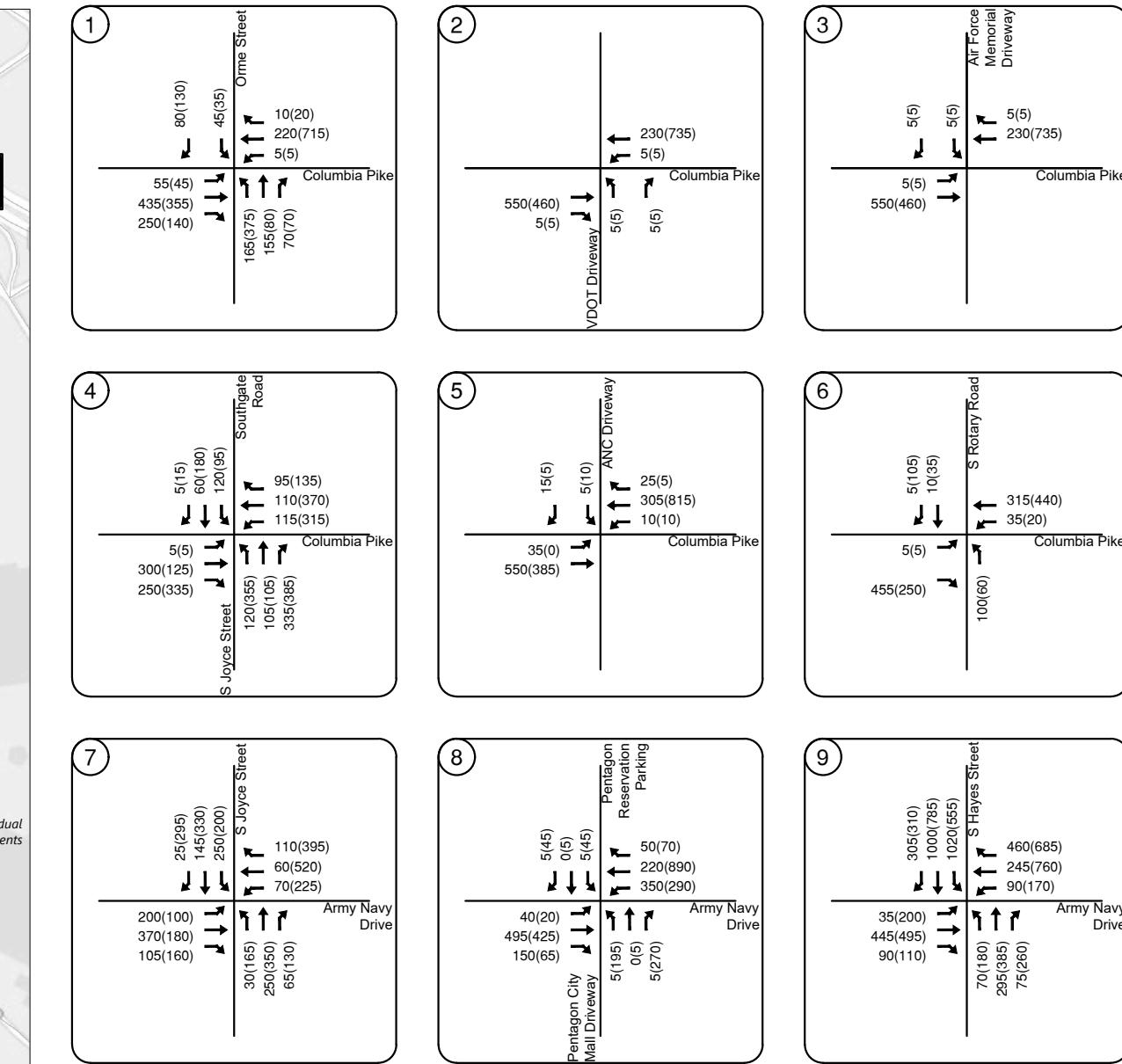
AM (PM) Peak Hour 2025 No-Build Amazon-Affiliated Site-Generated Volumes

FIGURE

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, is an instrument of service, intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and acknowledgement by Kline-Horn and Associates, Inc., shall be without liability to Kline-Horn and Associates, Inc.



U.S. Department of Transportation
**Federal Highway
Administration**

AL LANDS HIGHWAY DIVISION
P CIRCLE
INIA 20166

Arlington National Cemetery Southern Expansion (ANCSE)
Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Interchange Modification Report Update
December 2019 | Draft Report

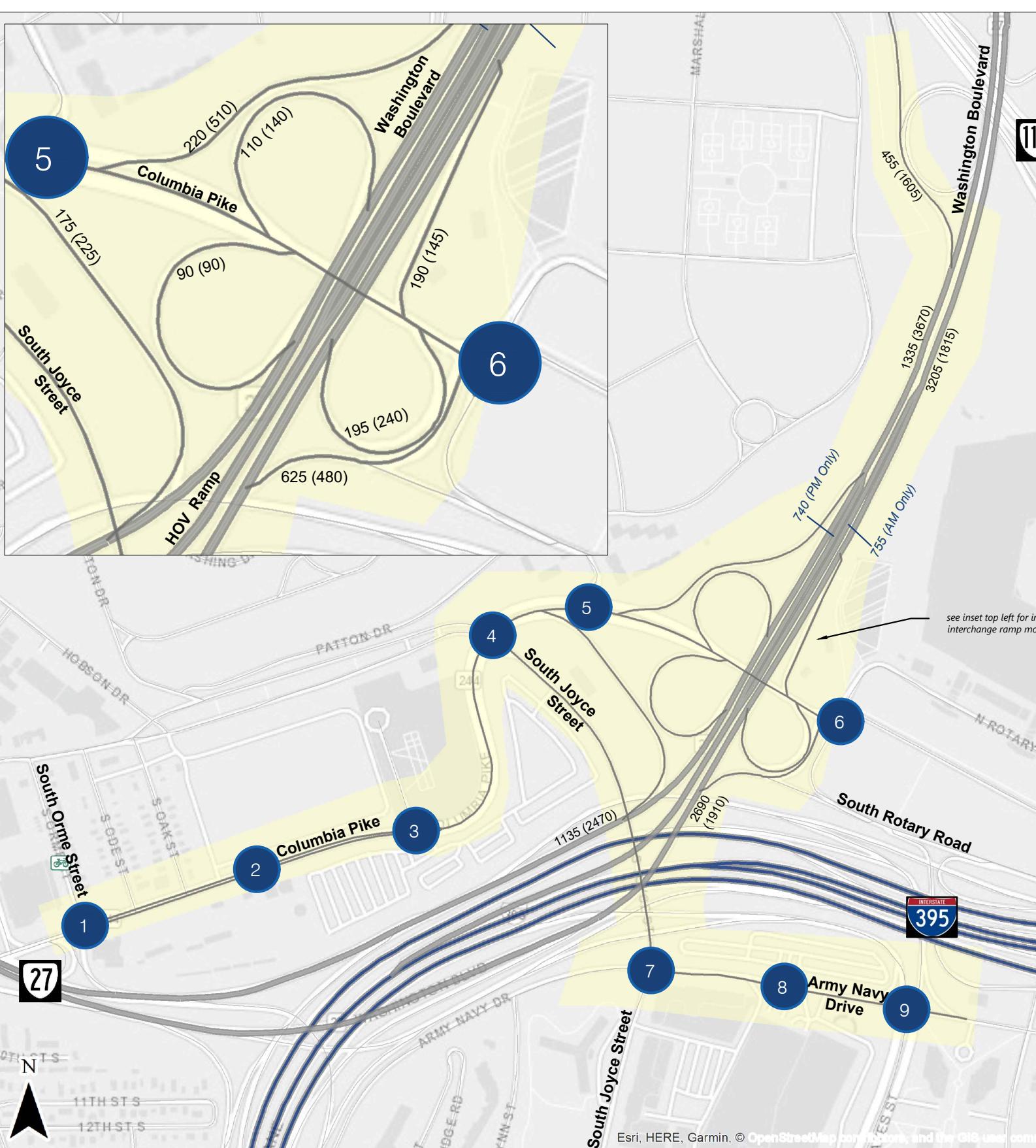


Legend

AM (PM) Peak Hour 2045 No-Build Amazon-Affiliated Site-Generated Volumes

FIGURE

This document, together with the concepts and designs presented herein, is an instrument of service, intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and acknowledgement by Kline-Horn and Associates, Inc., shall be without liability to Kline-Horn and Associates, Inc.



U.S. Department of Transportation
**Federal Highway
Administration**

EASTERN FEDERAL LANDS HIGHWAY DIVISION
21400 RIDGETOP CIRCLE
STERLING, VIRGINIA 20166

Arlington National Cemetery Southern Expansion (ANCSE)
Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Interchange Modification Report Upd
December 2019 | Draft Report

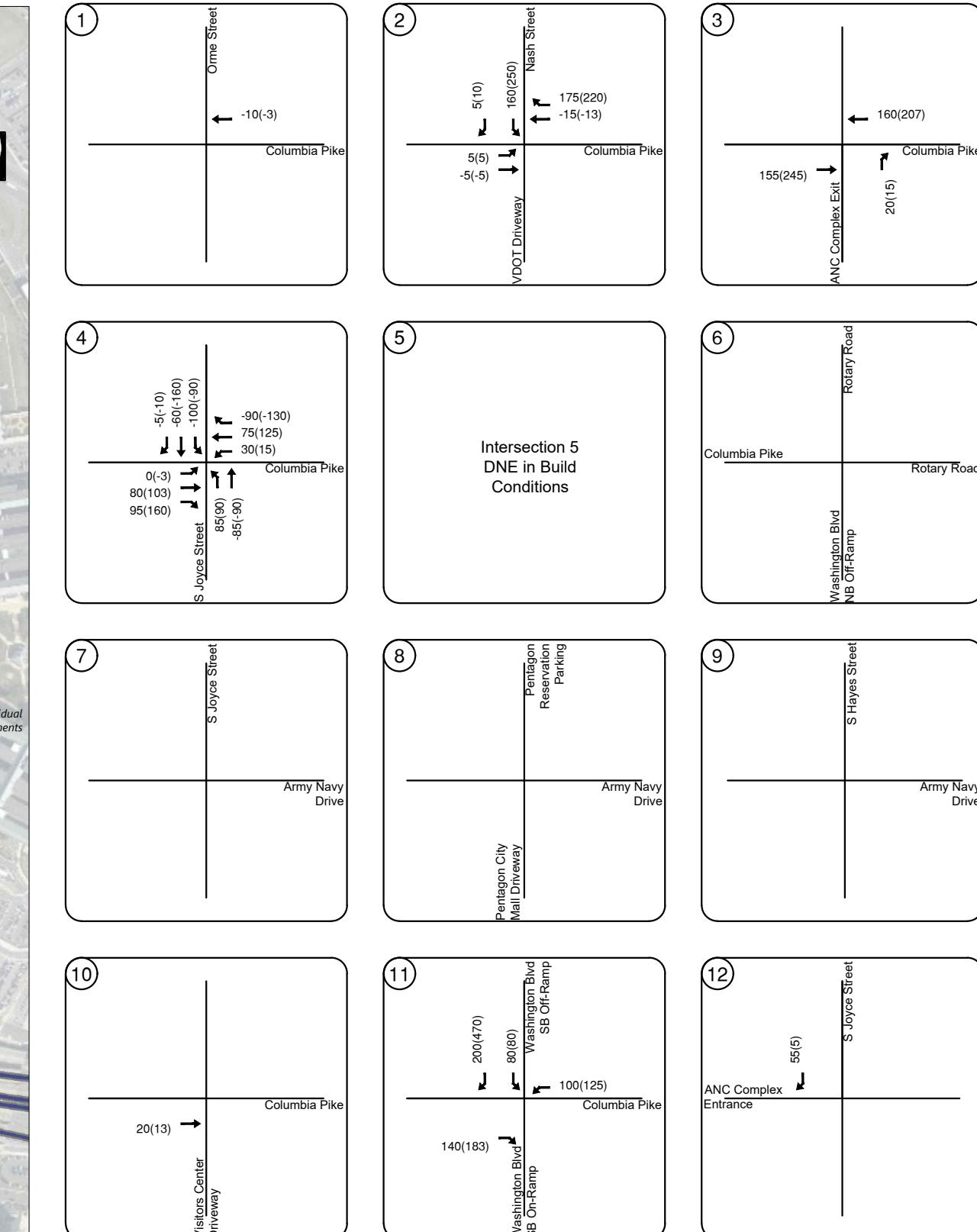
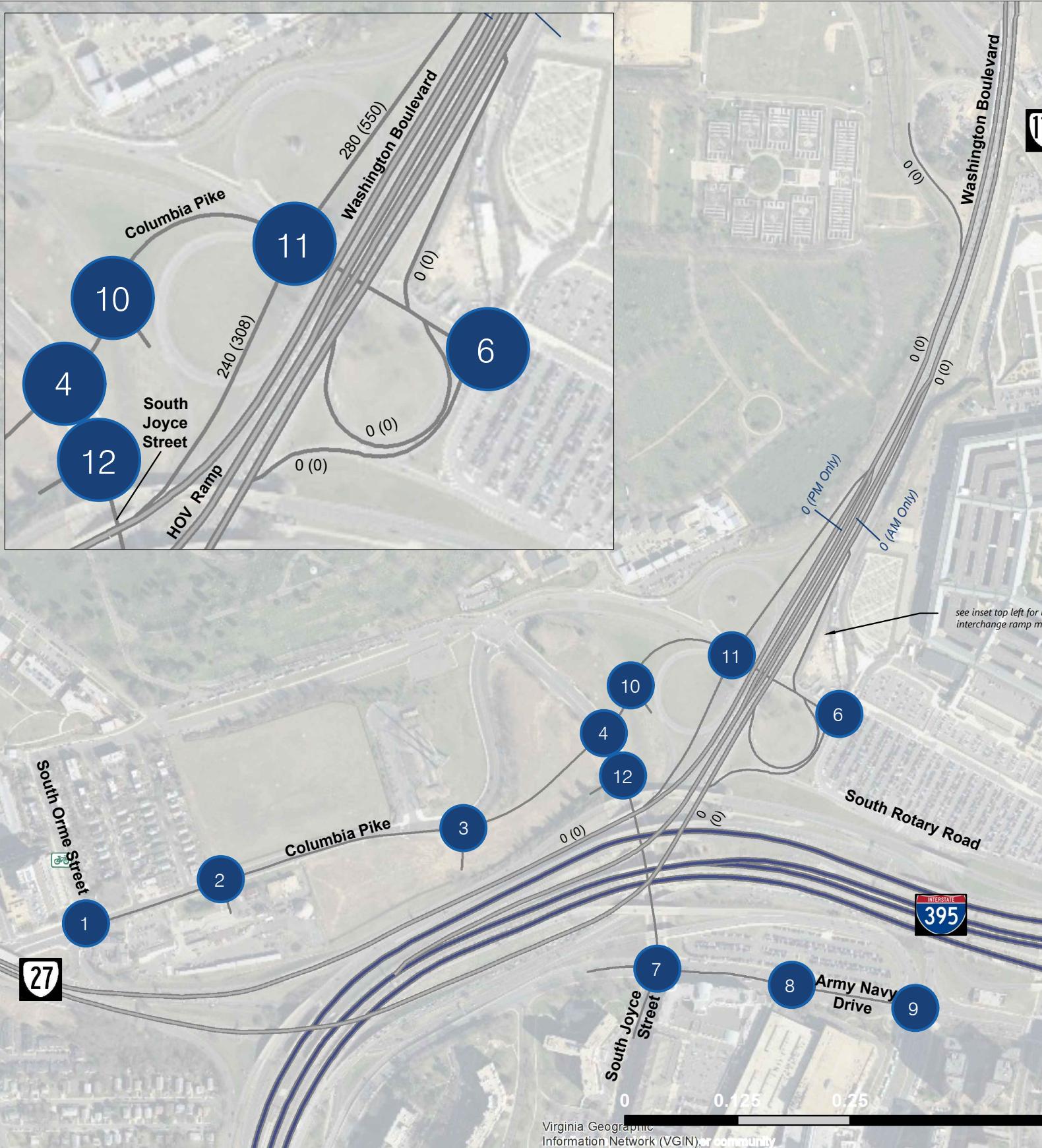


Legend

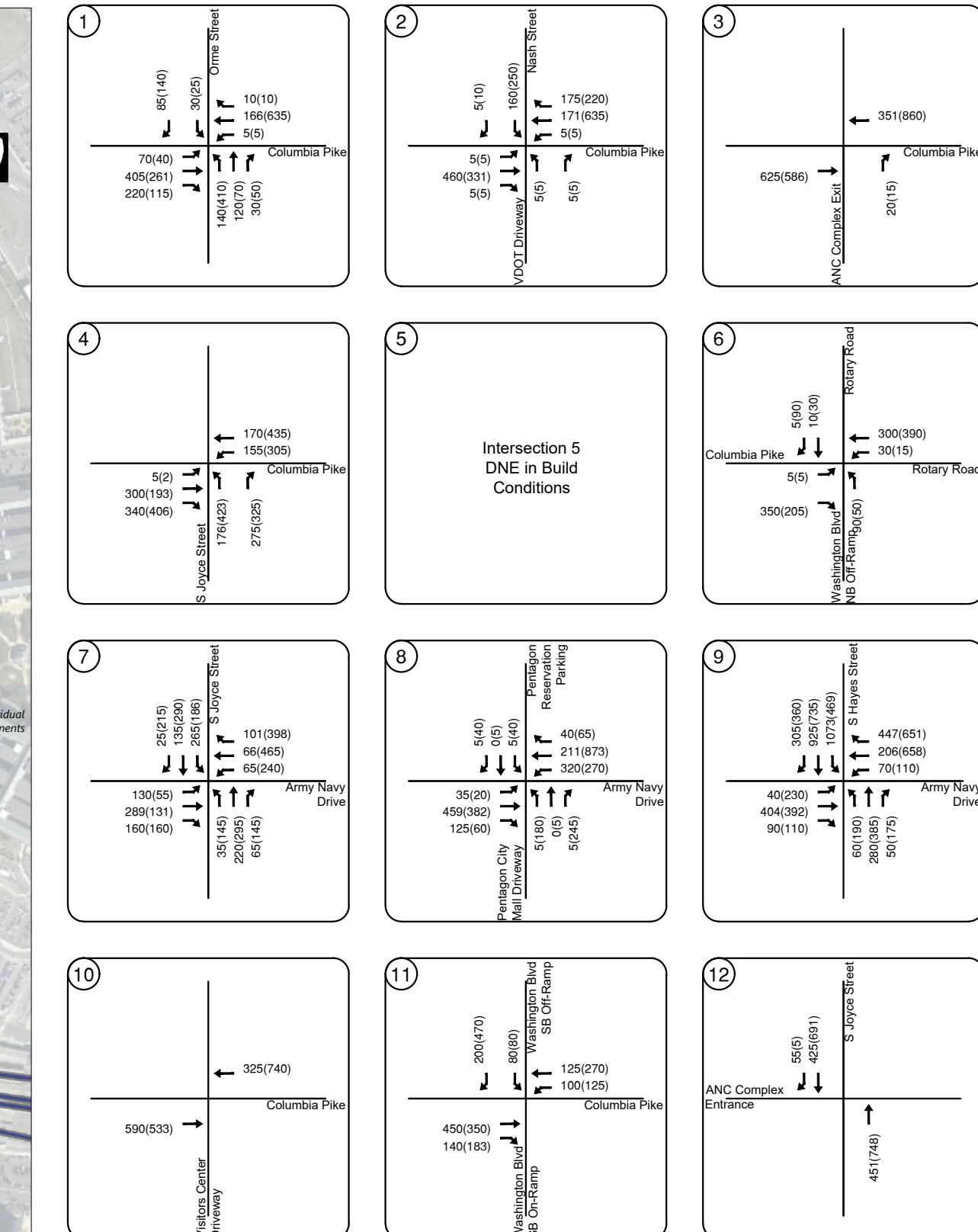
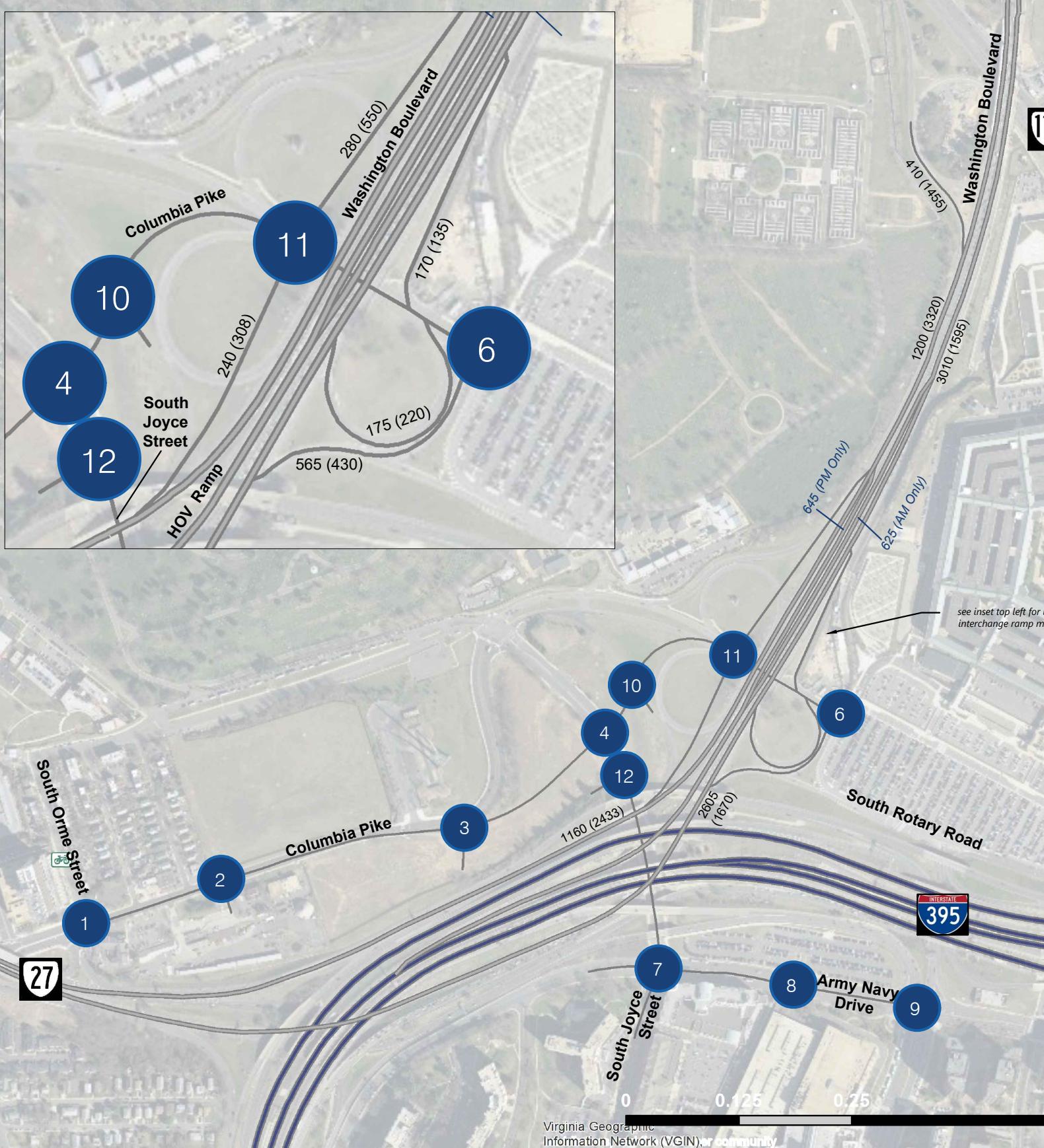
AM (PM) Peak Hour 2045 No-Build Total Future Volumes

FIGURE

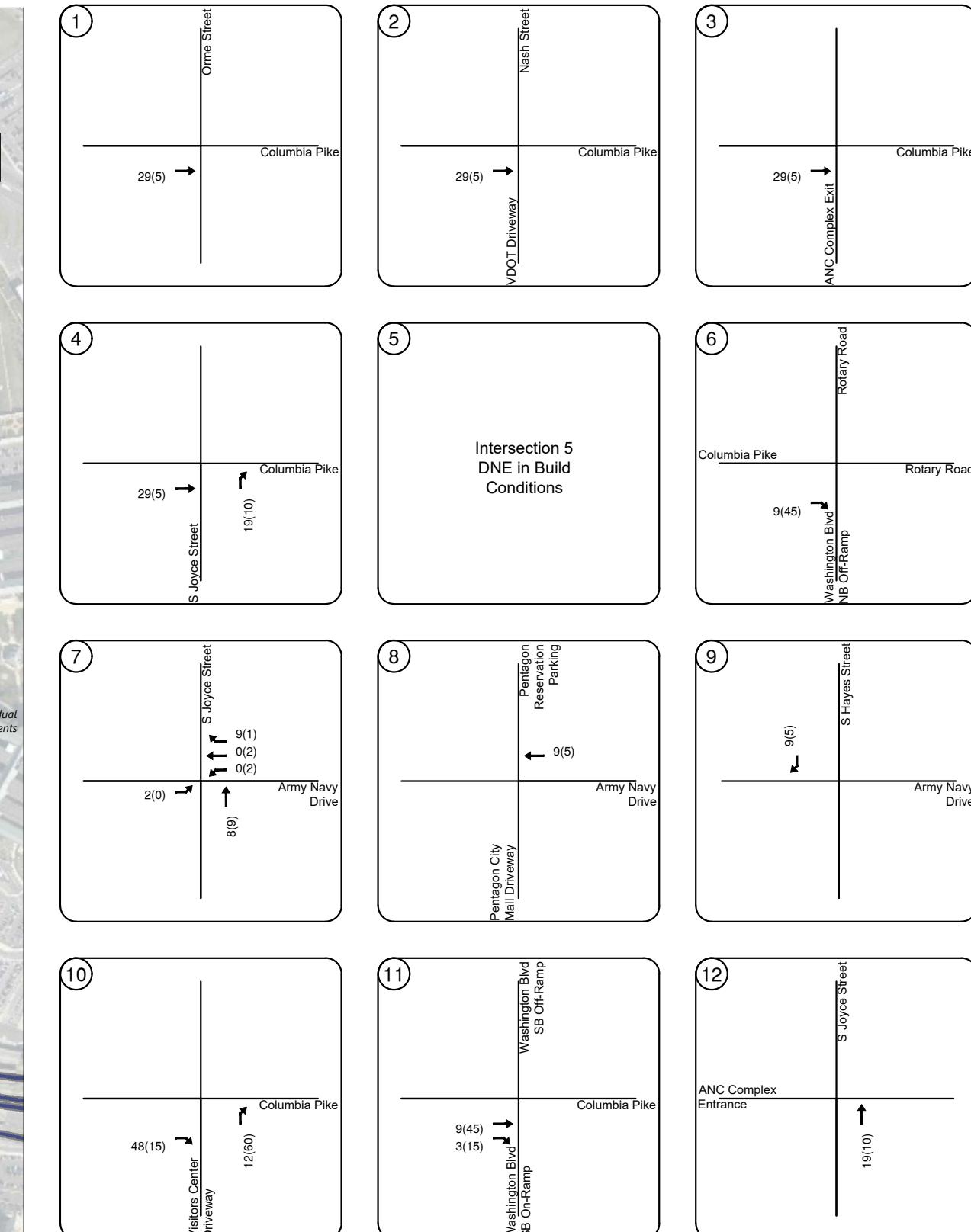
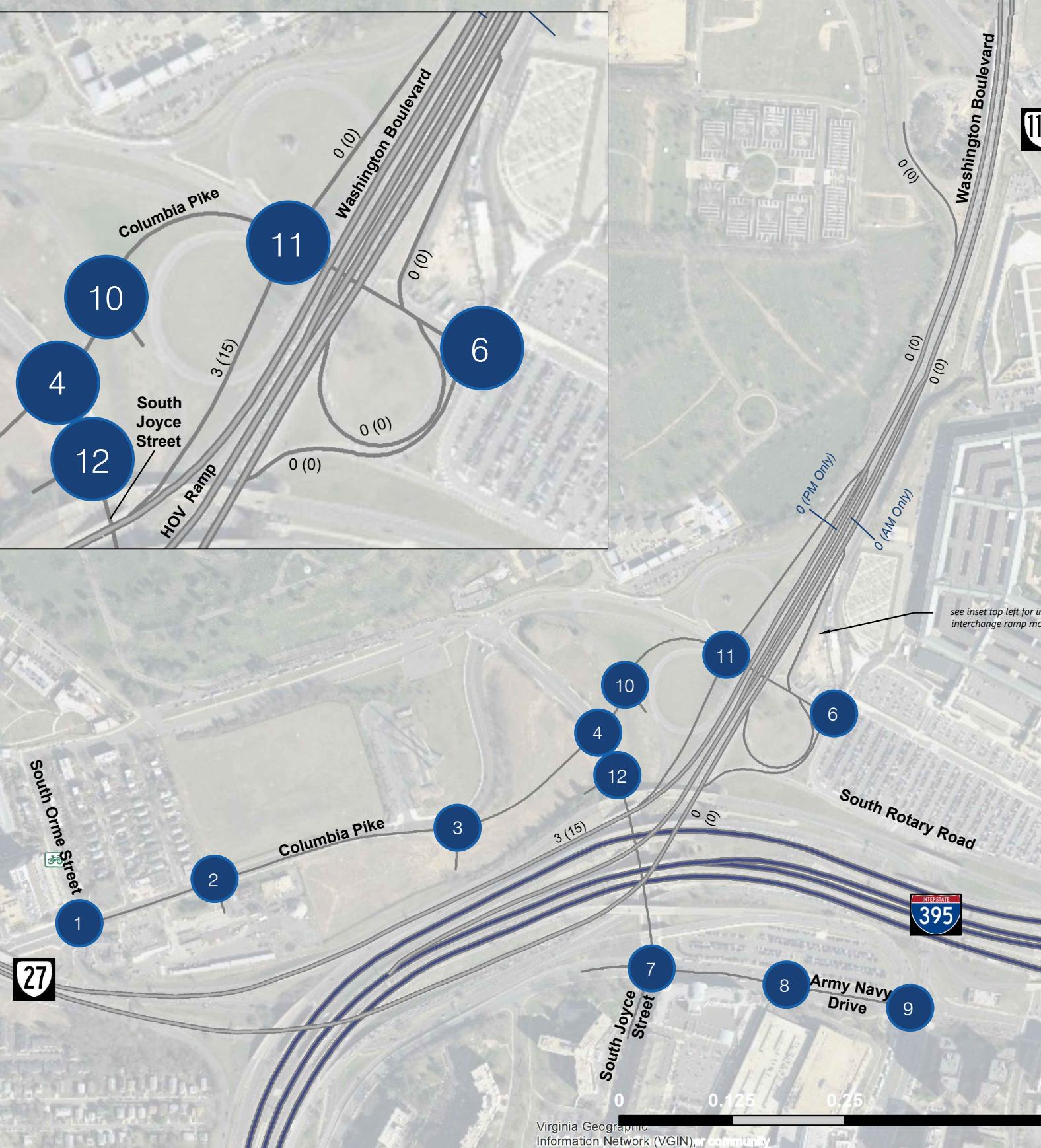
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



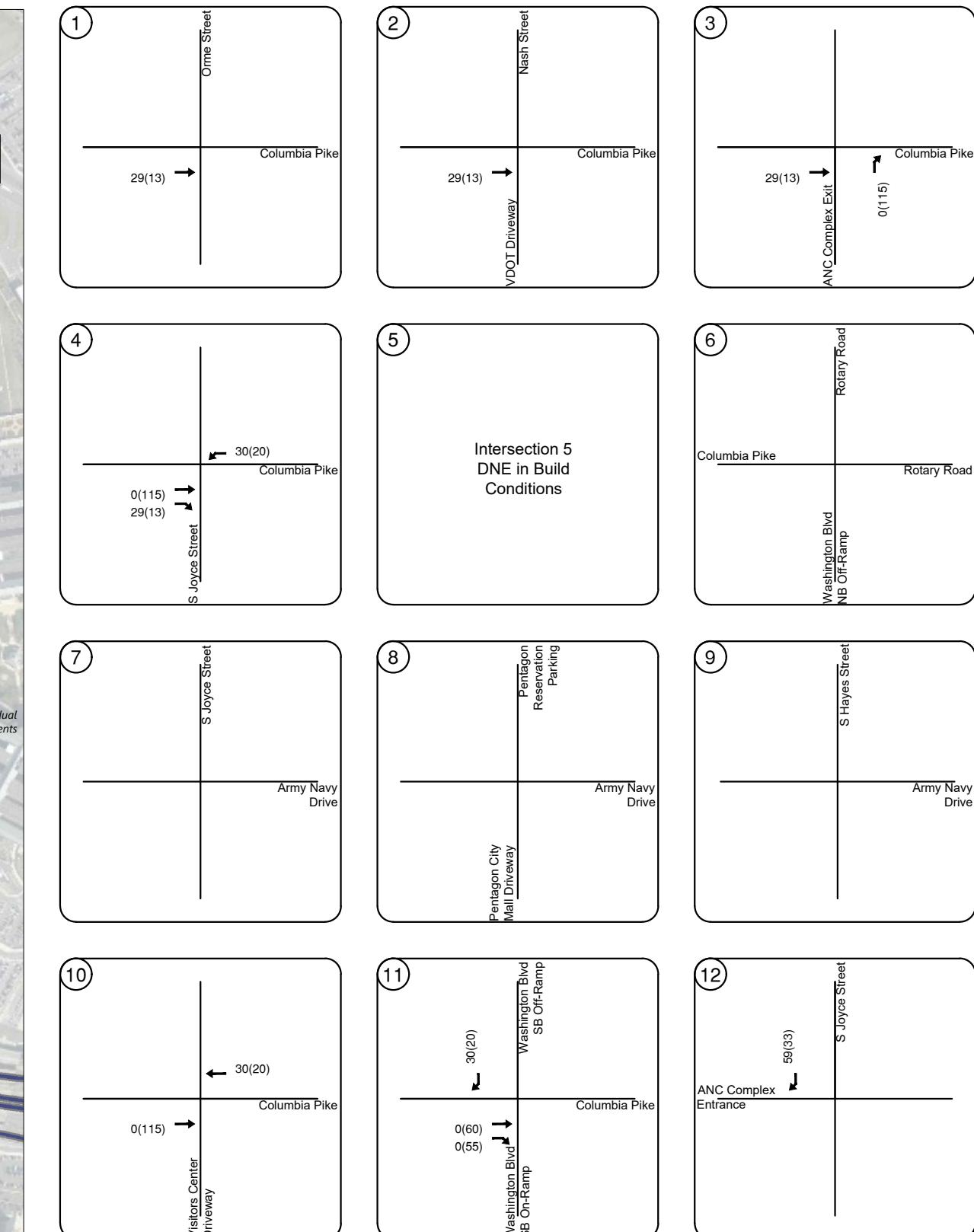
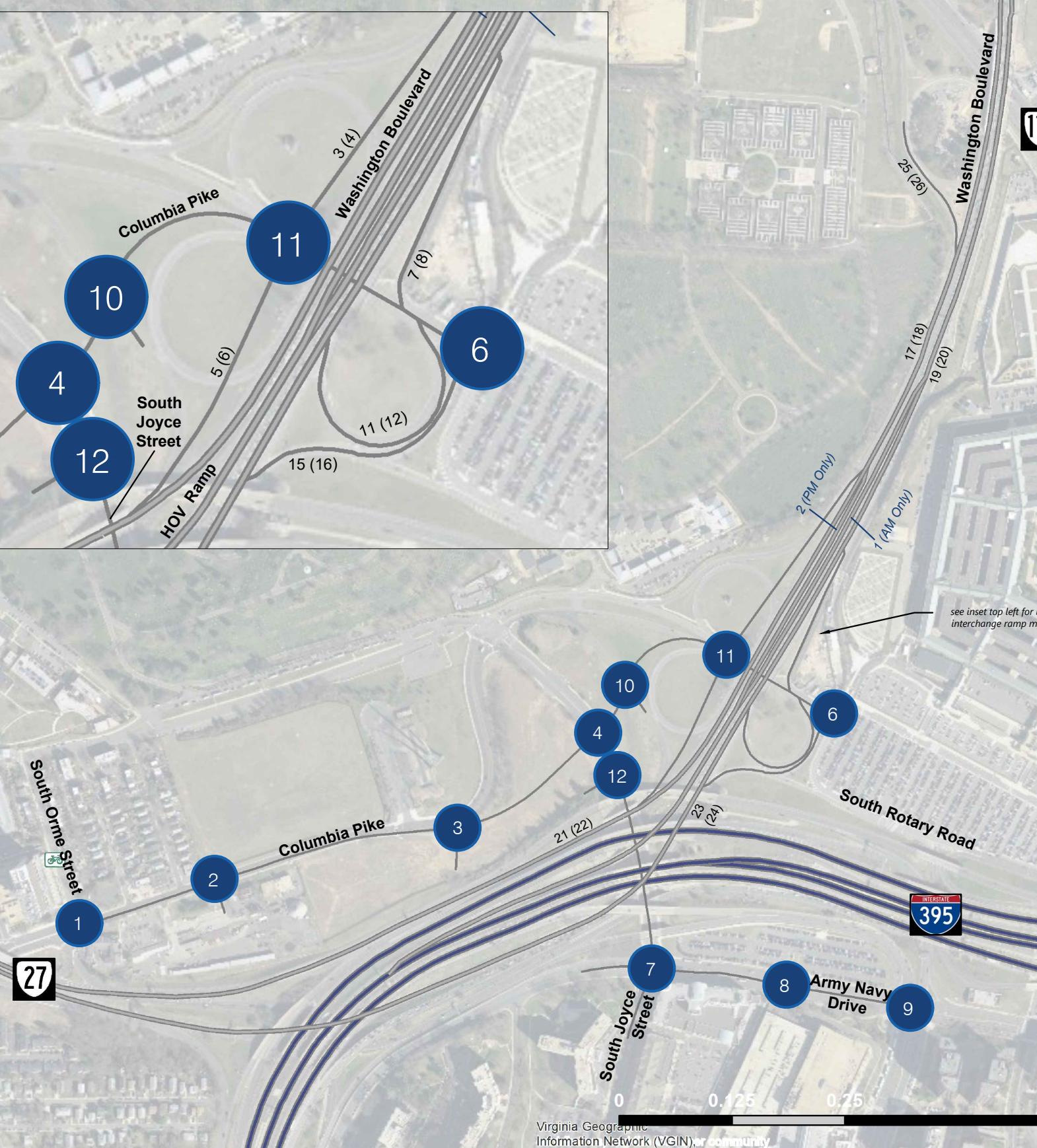
Arlington National Cemetery Southern Expansion (ANCSE)
Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard – Interchange Modification Report Update
December 2019 | Draft Report

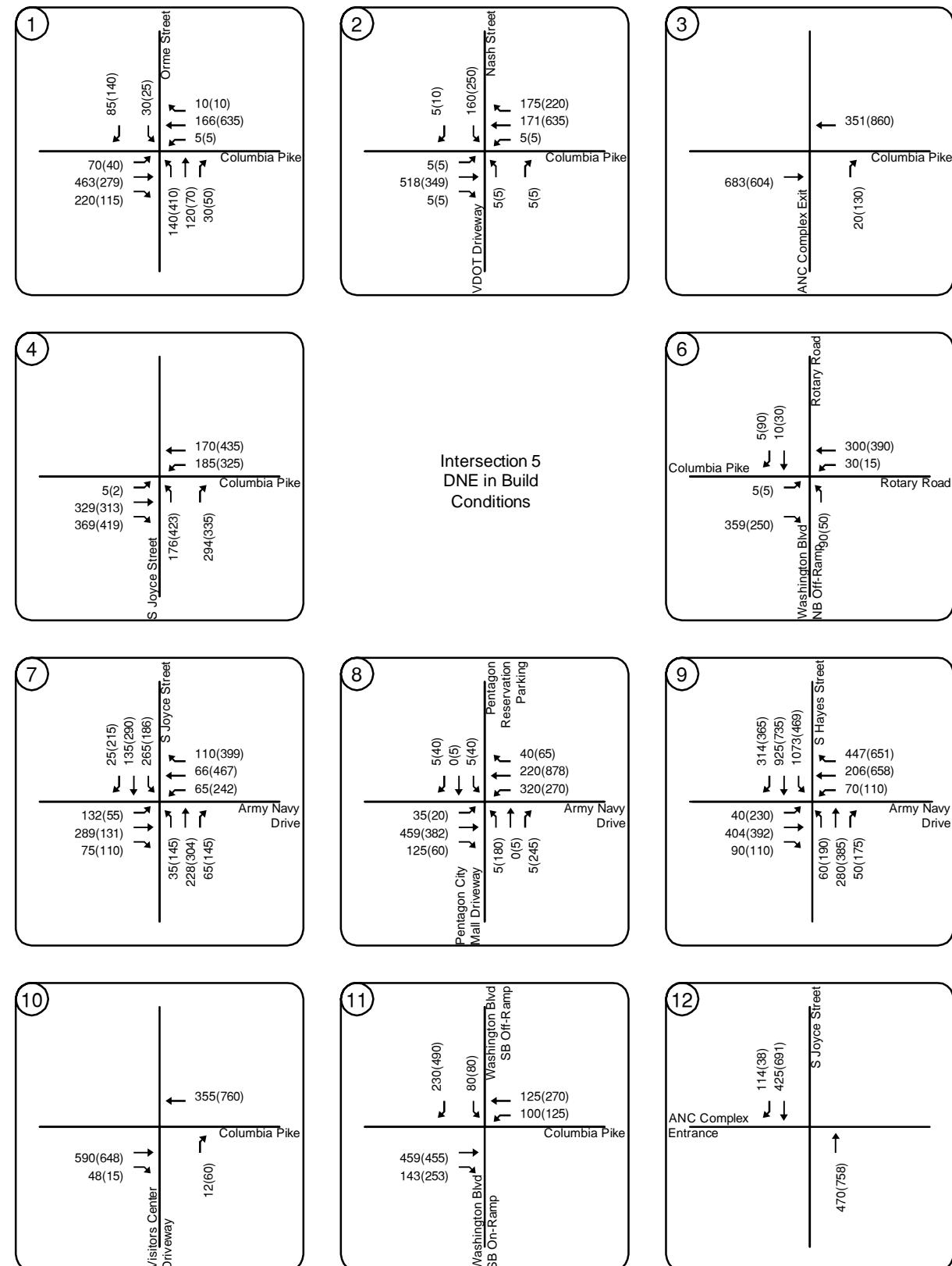
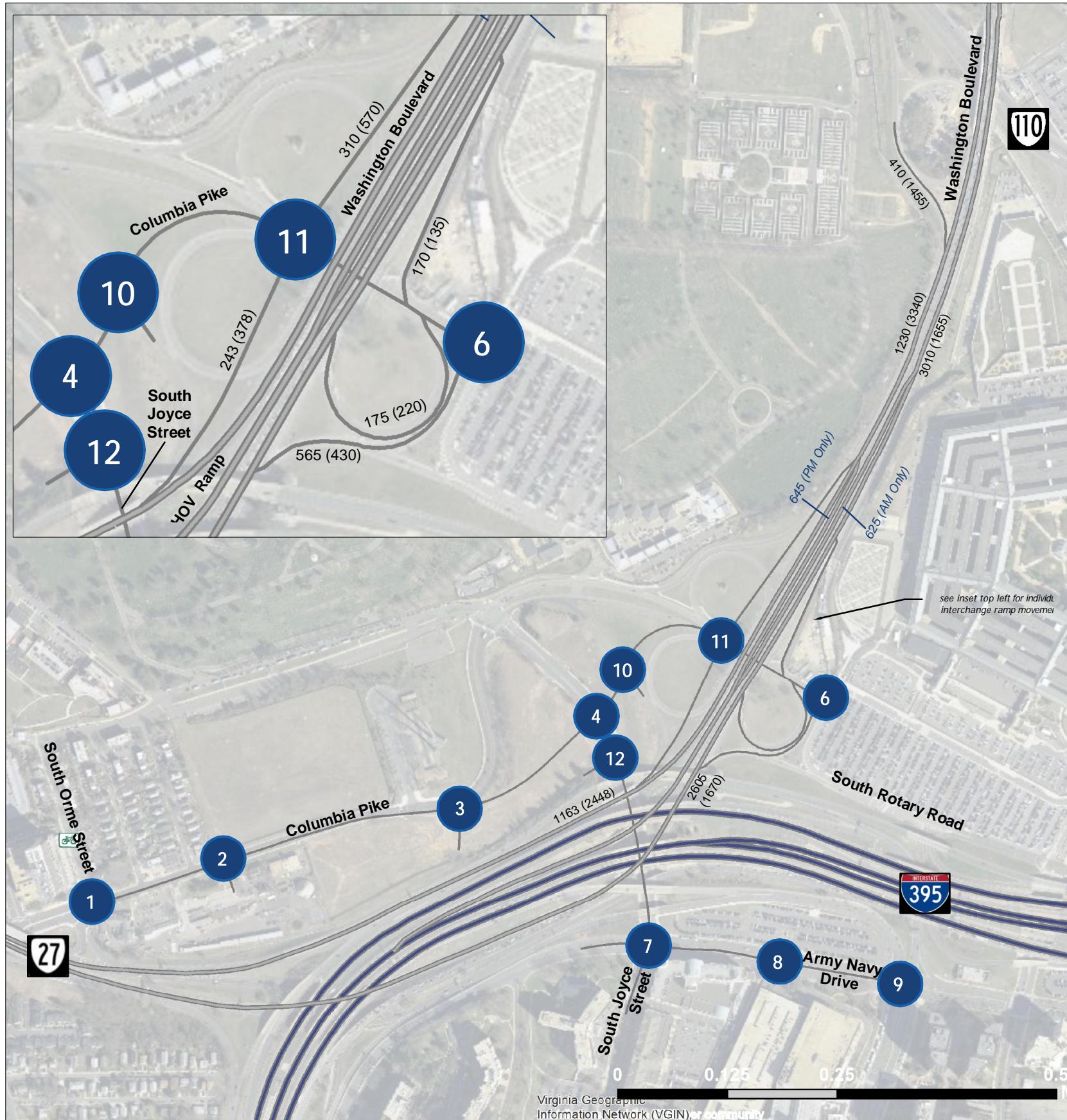
X Legend
Intersection Number

AM (PM) Peak Hour
VEC (2025) Volumes

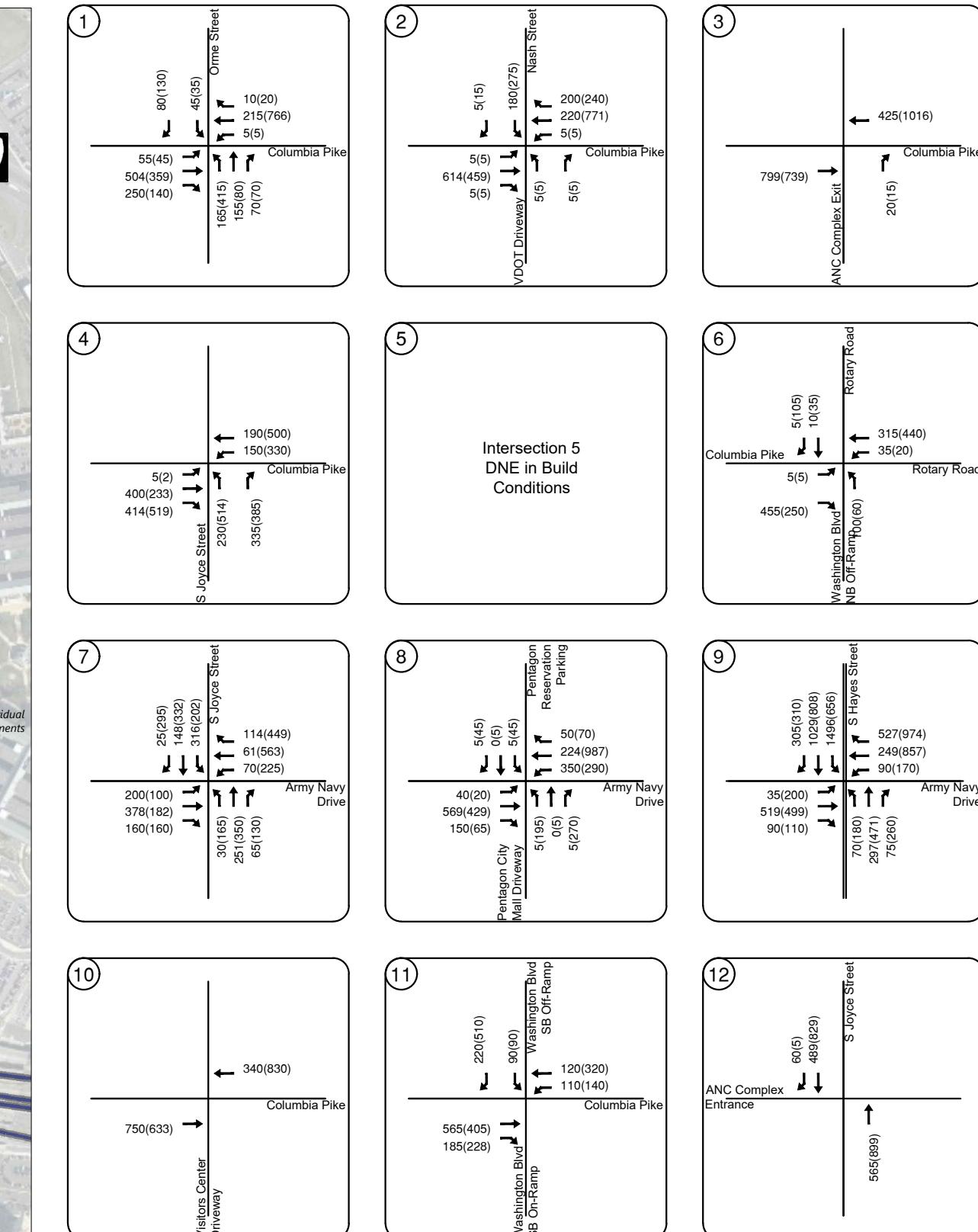
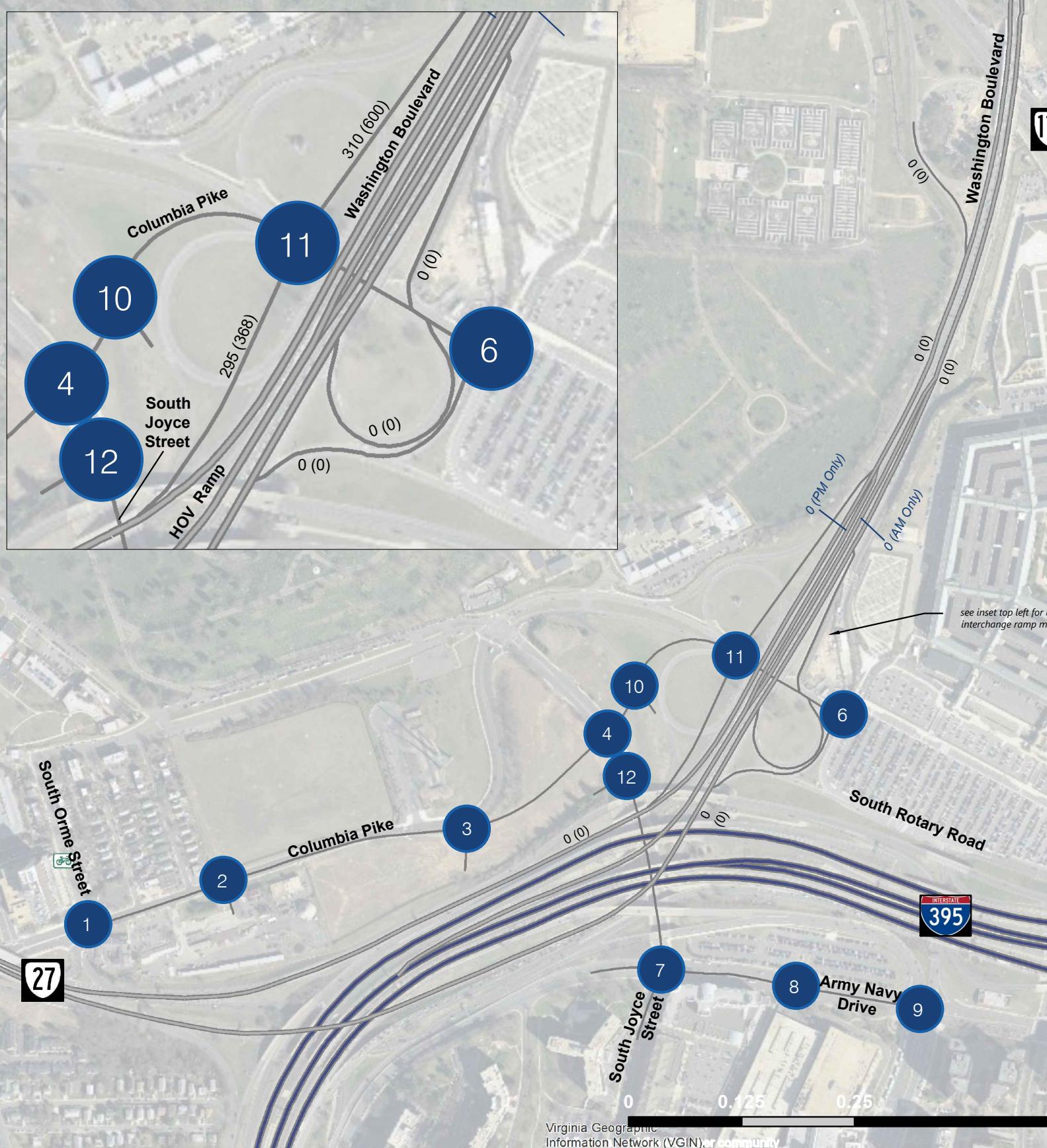
FIGURE
Page

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

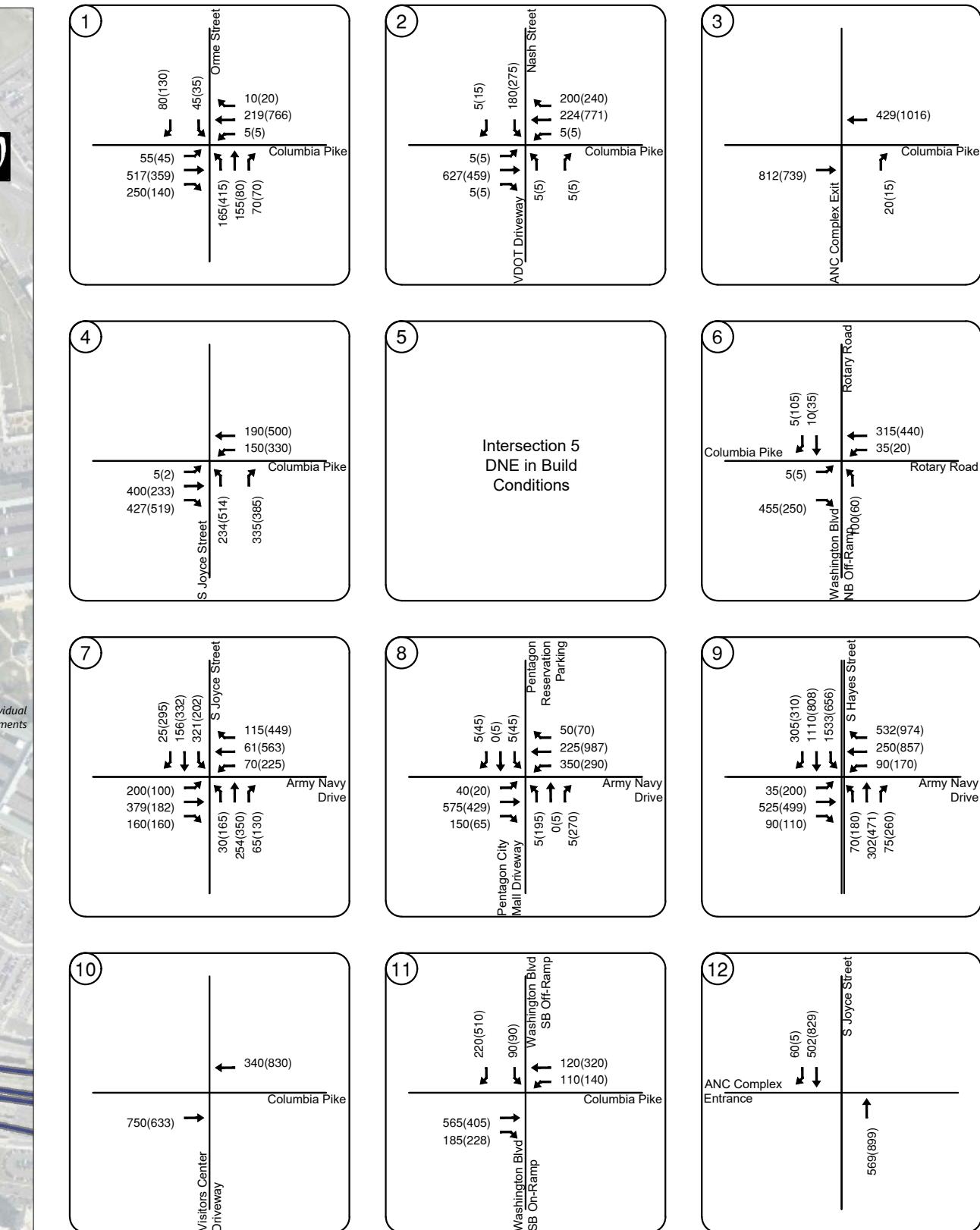
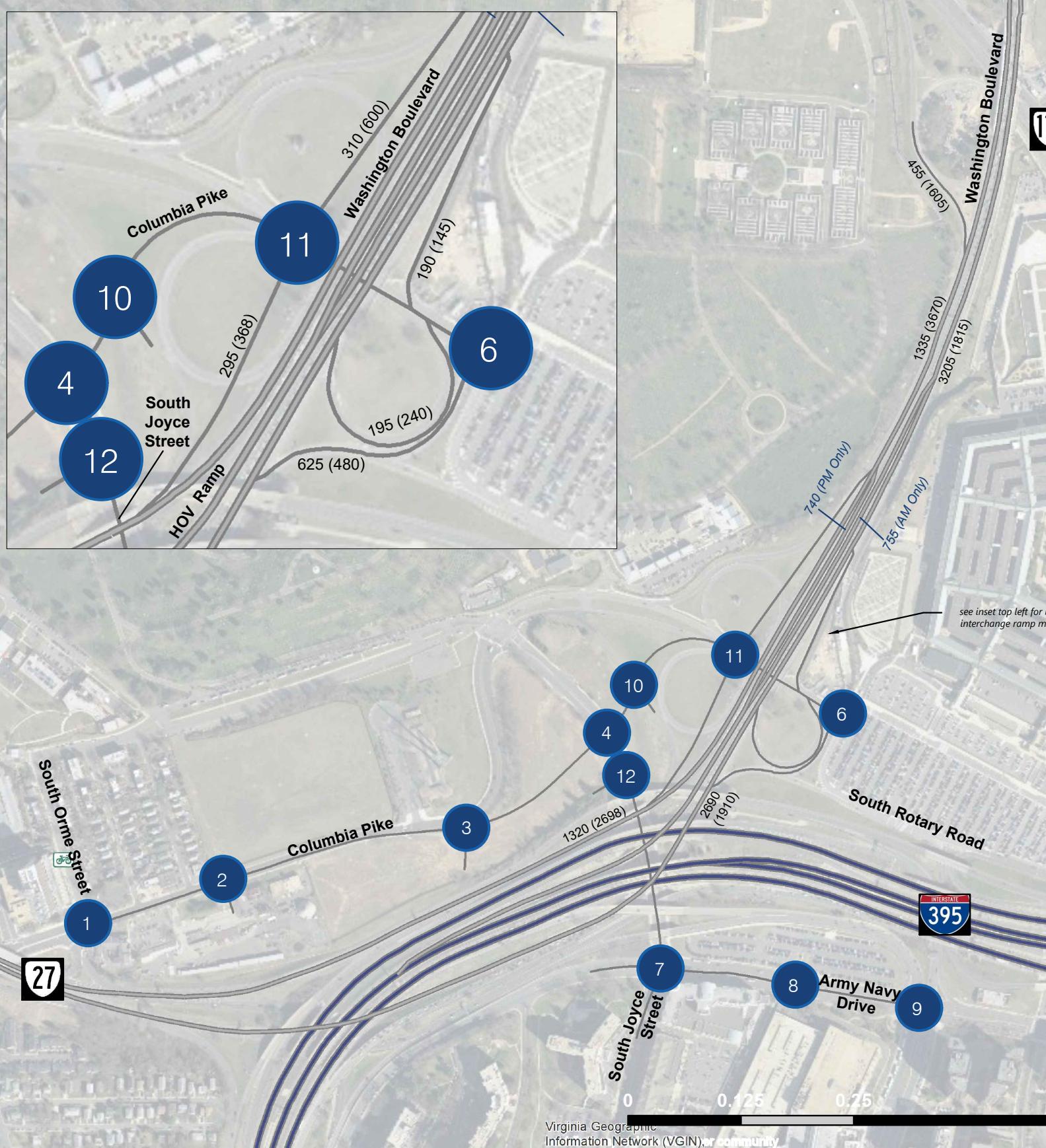




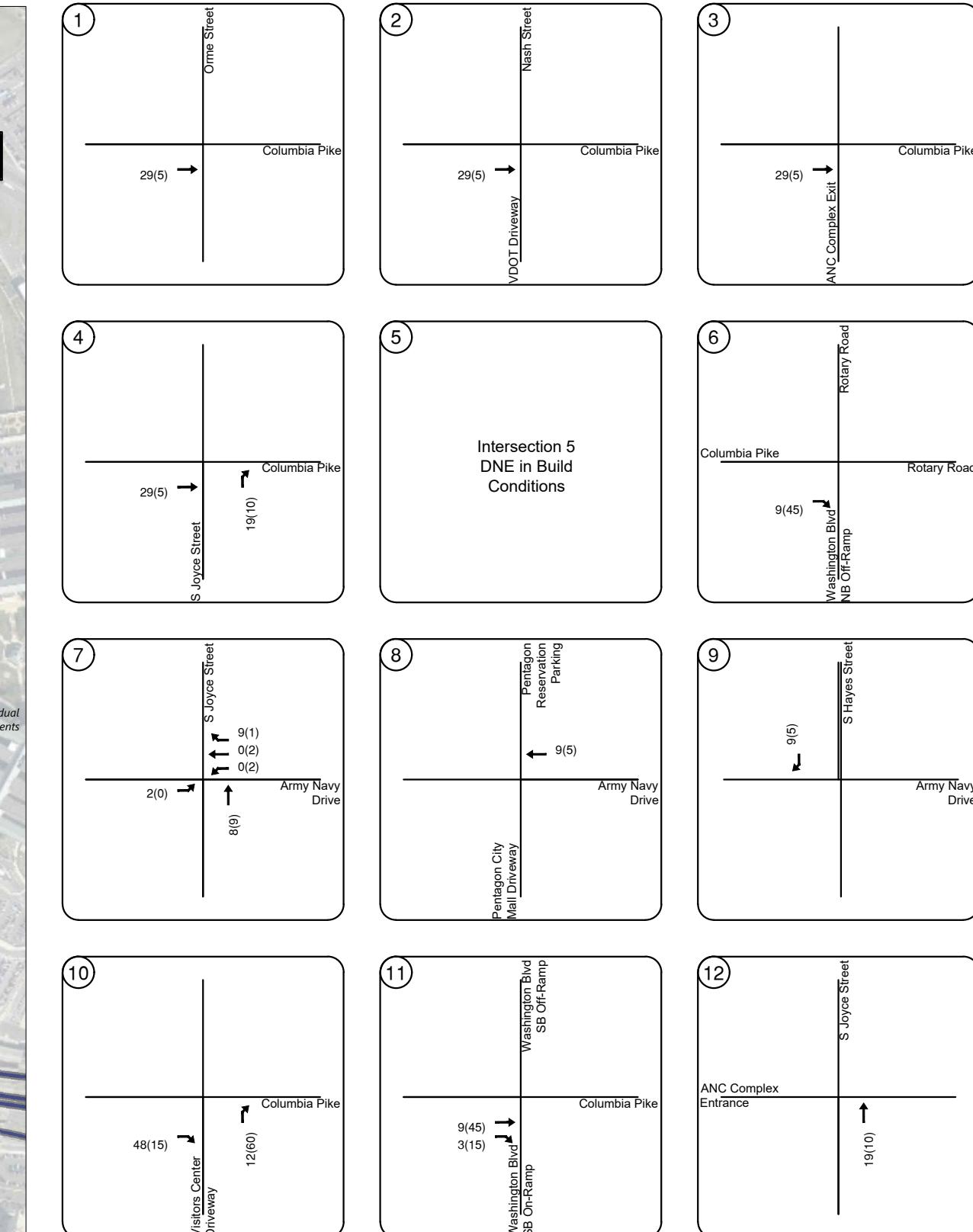
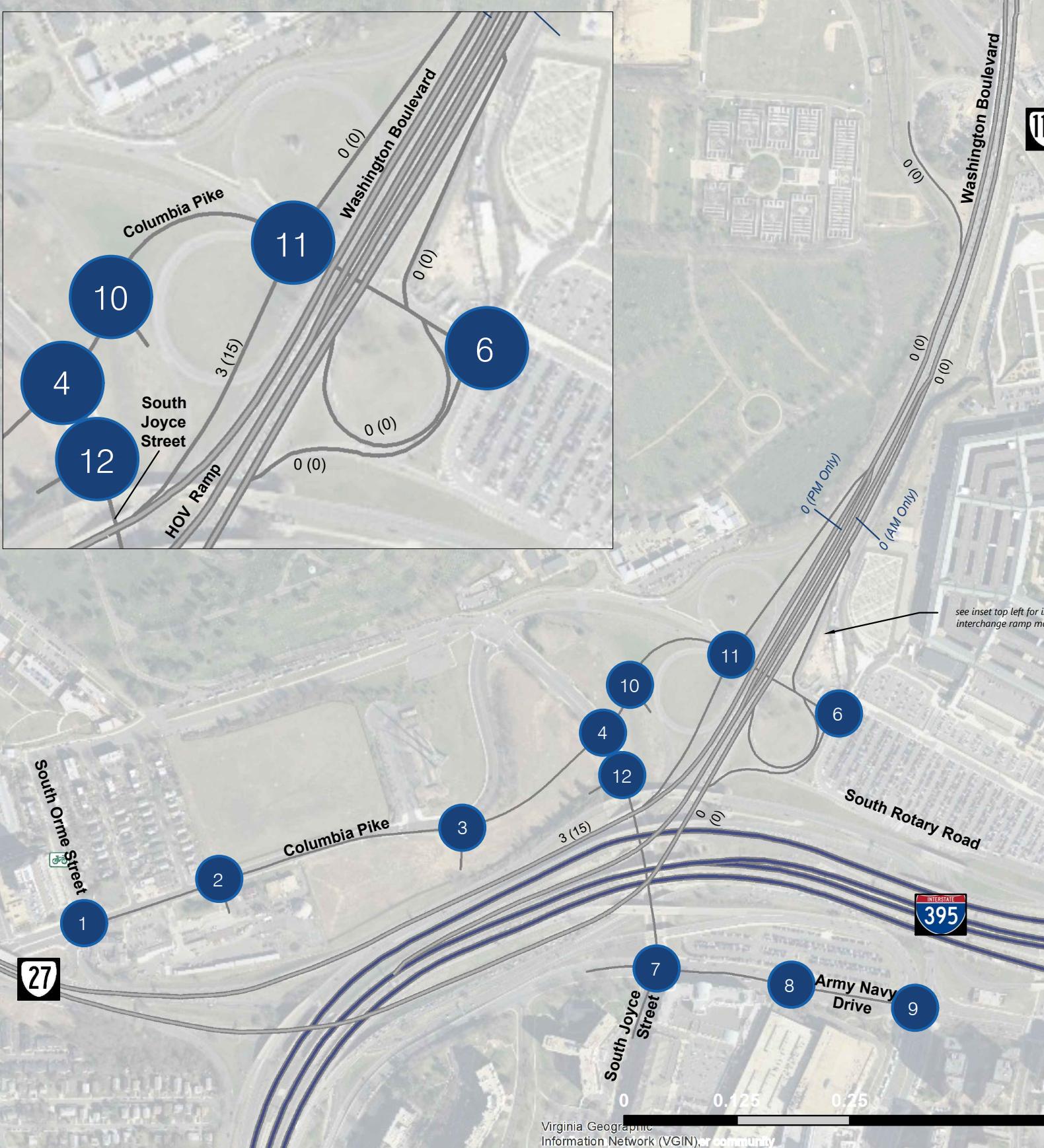
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

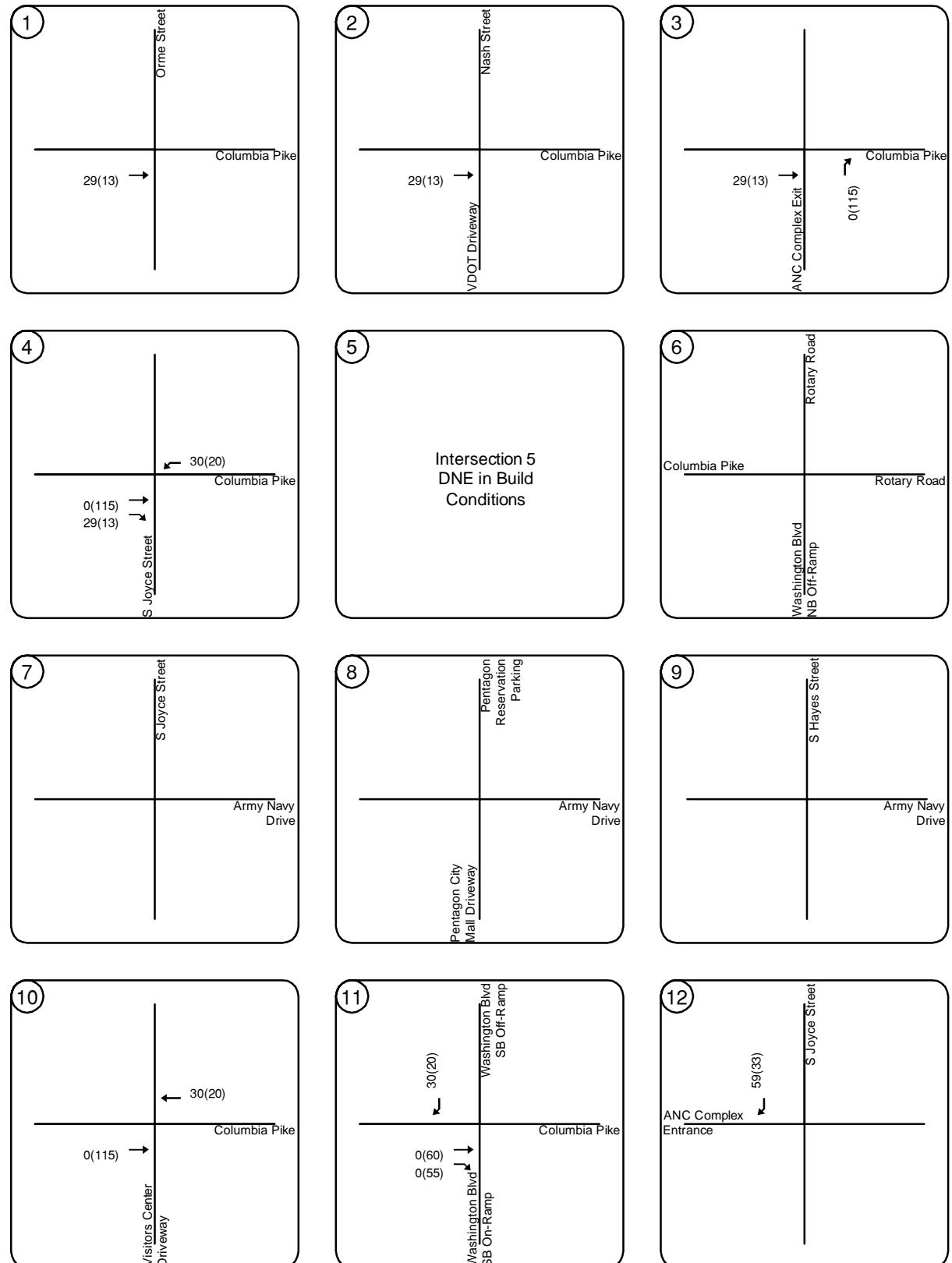
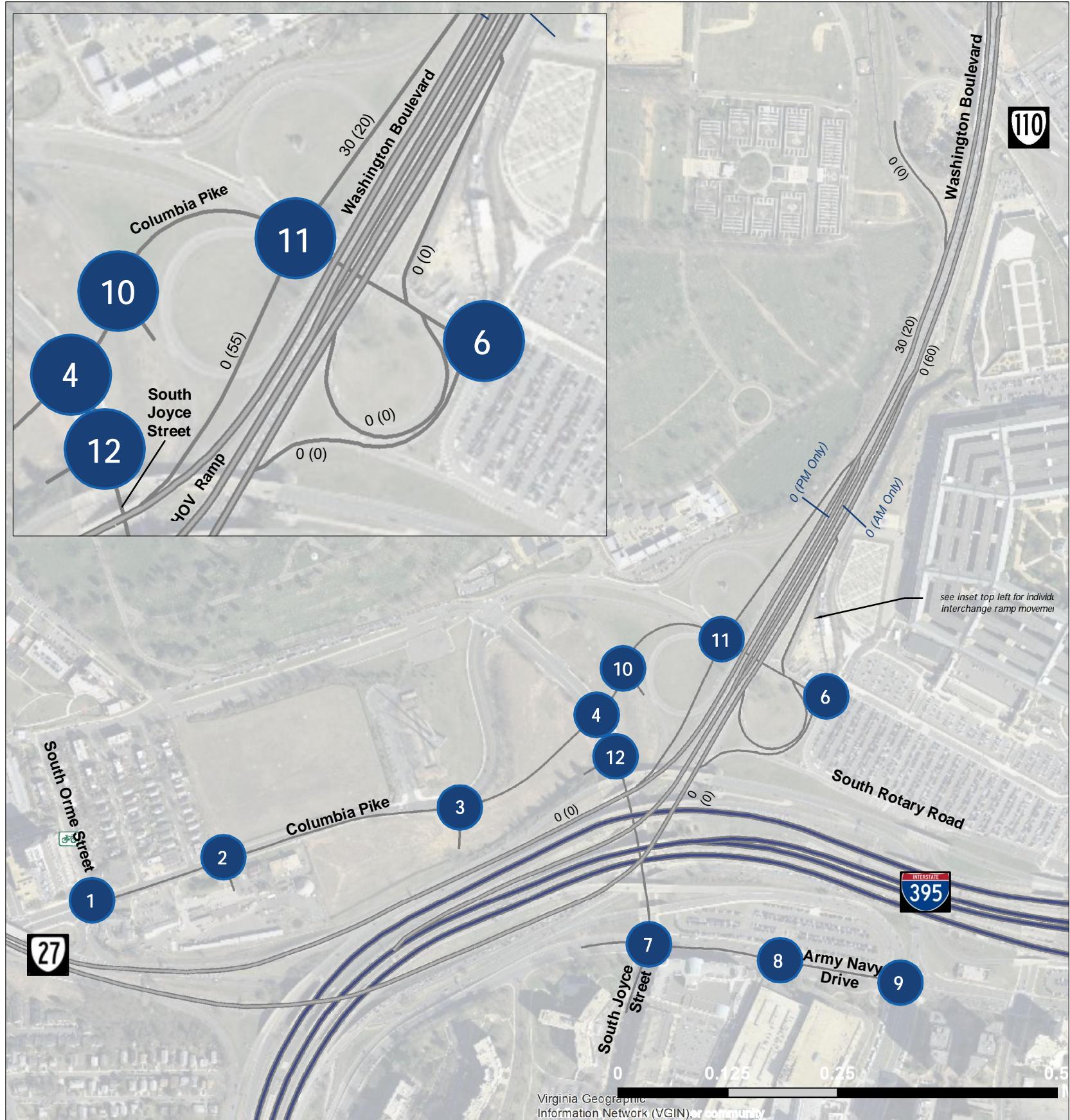


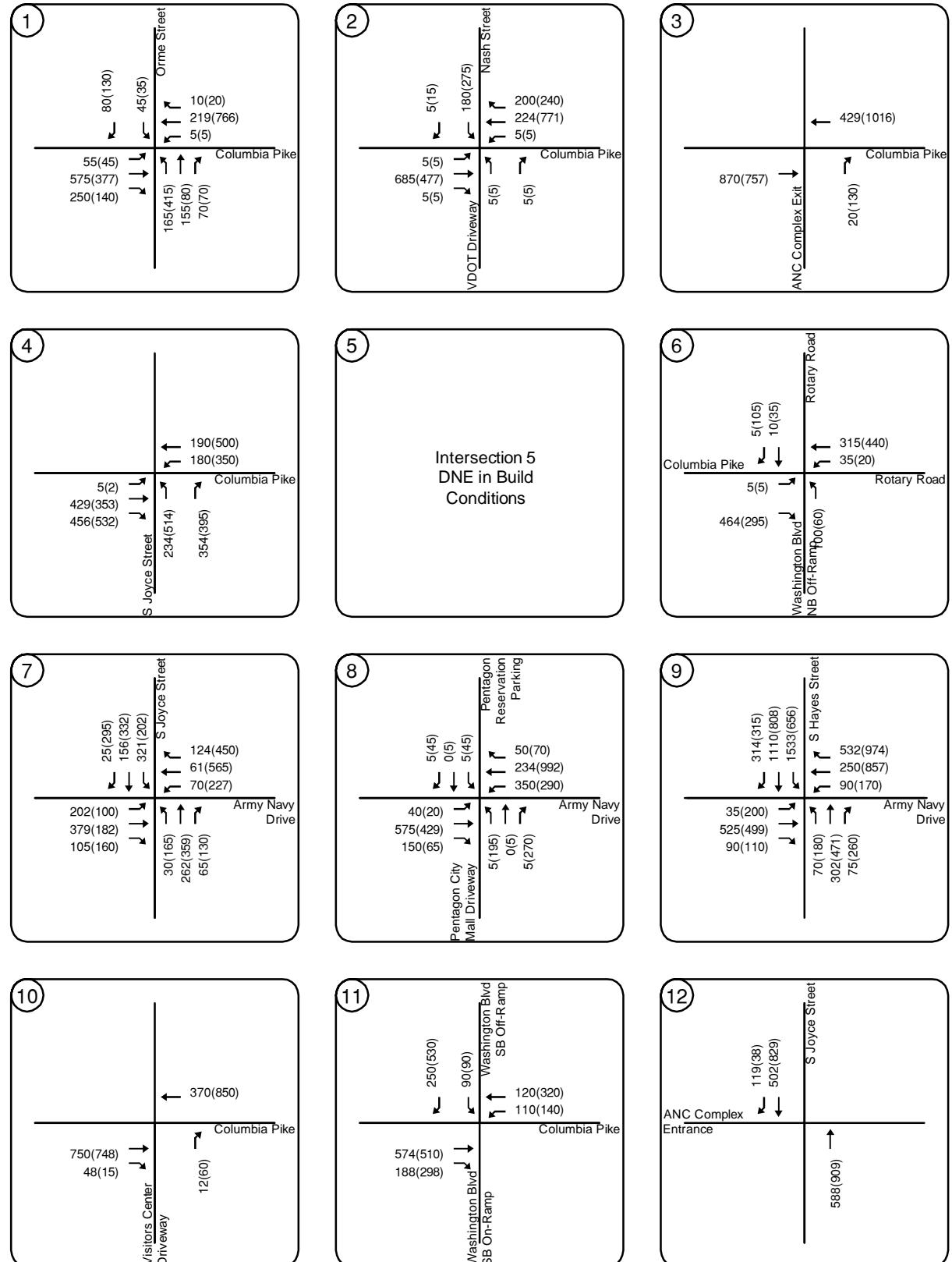
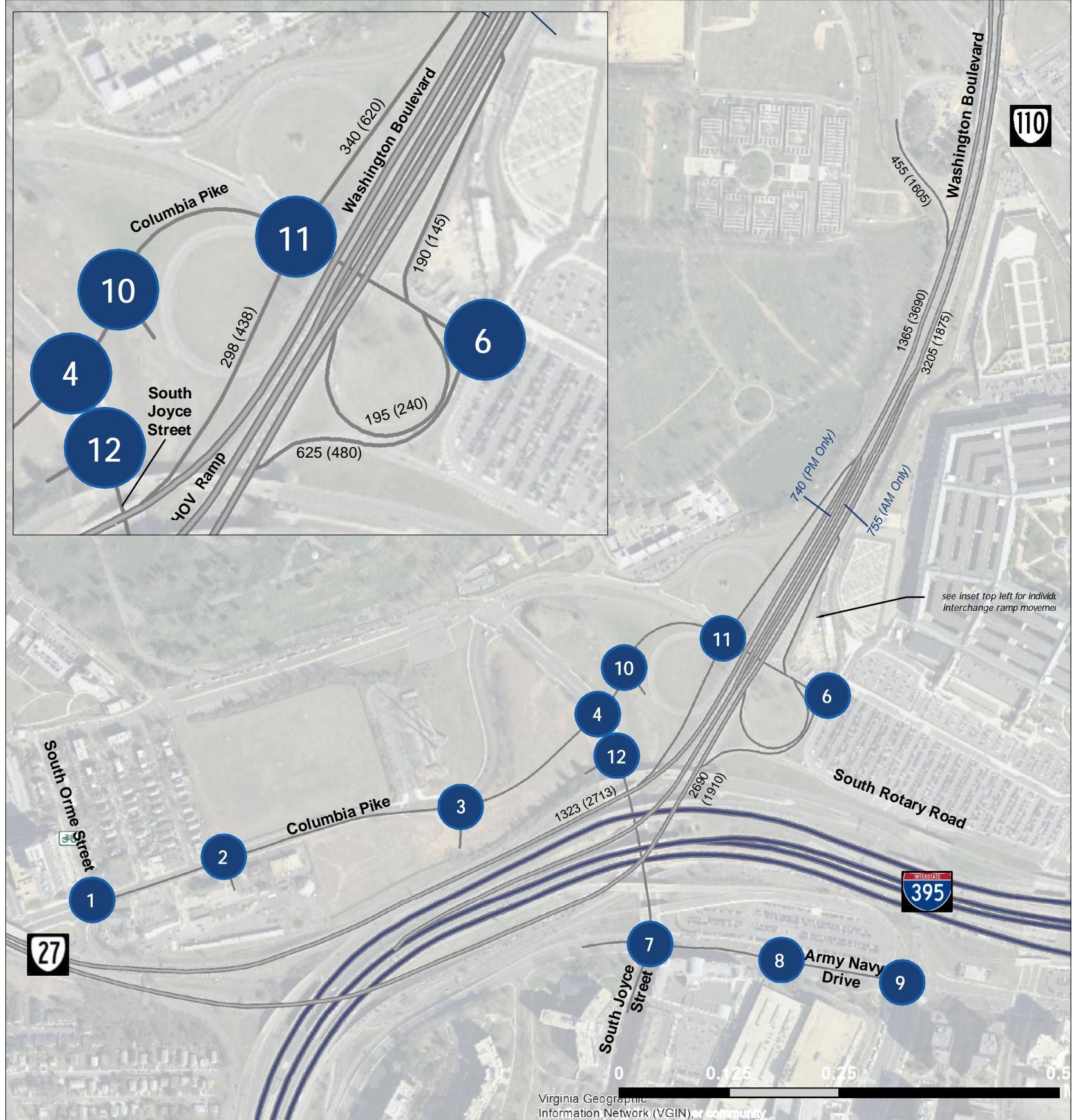
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

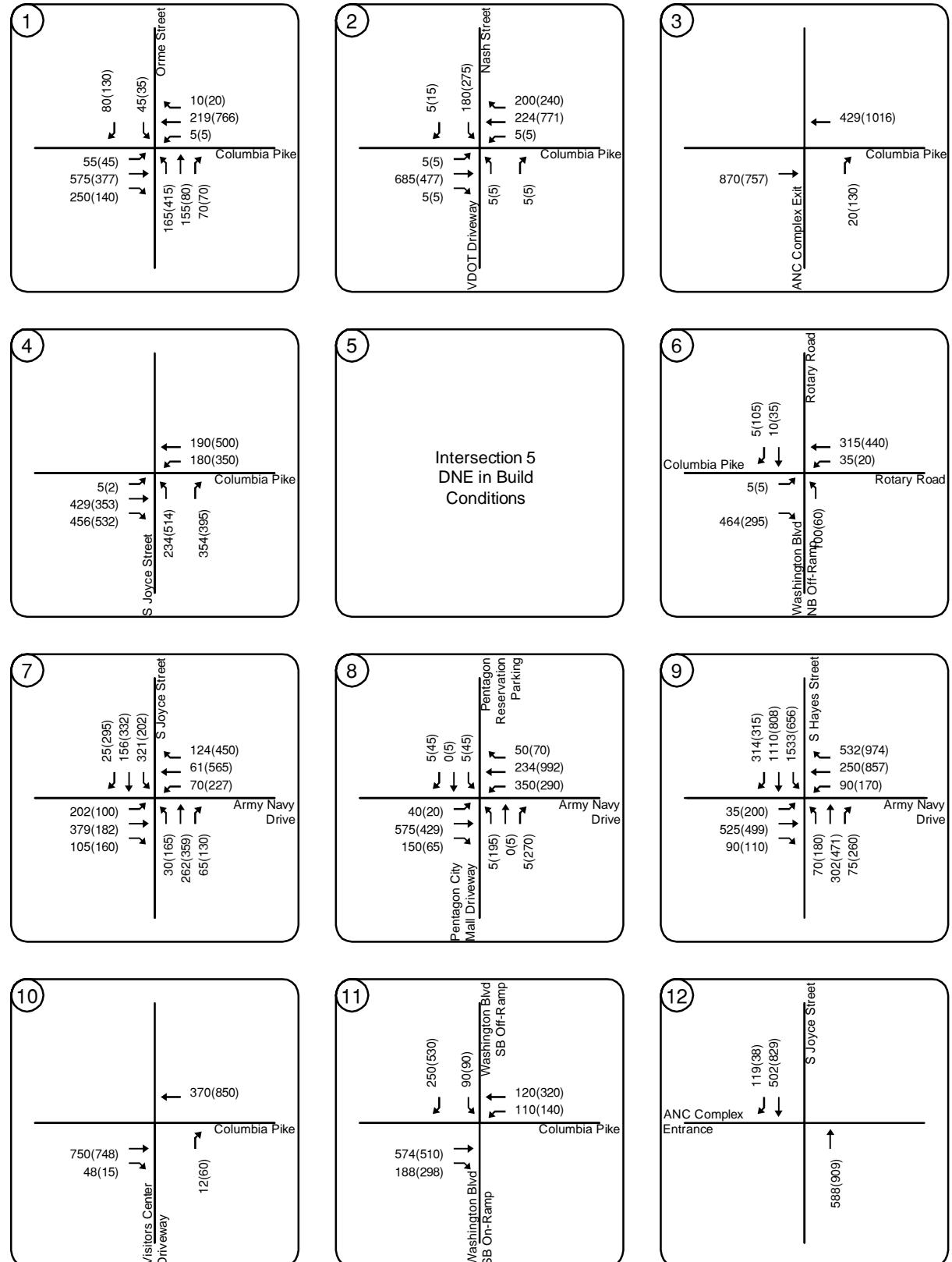
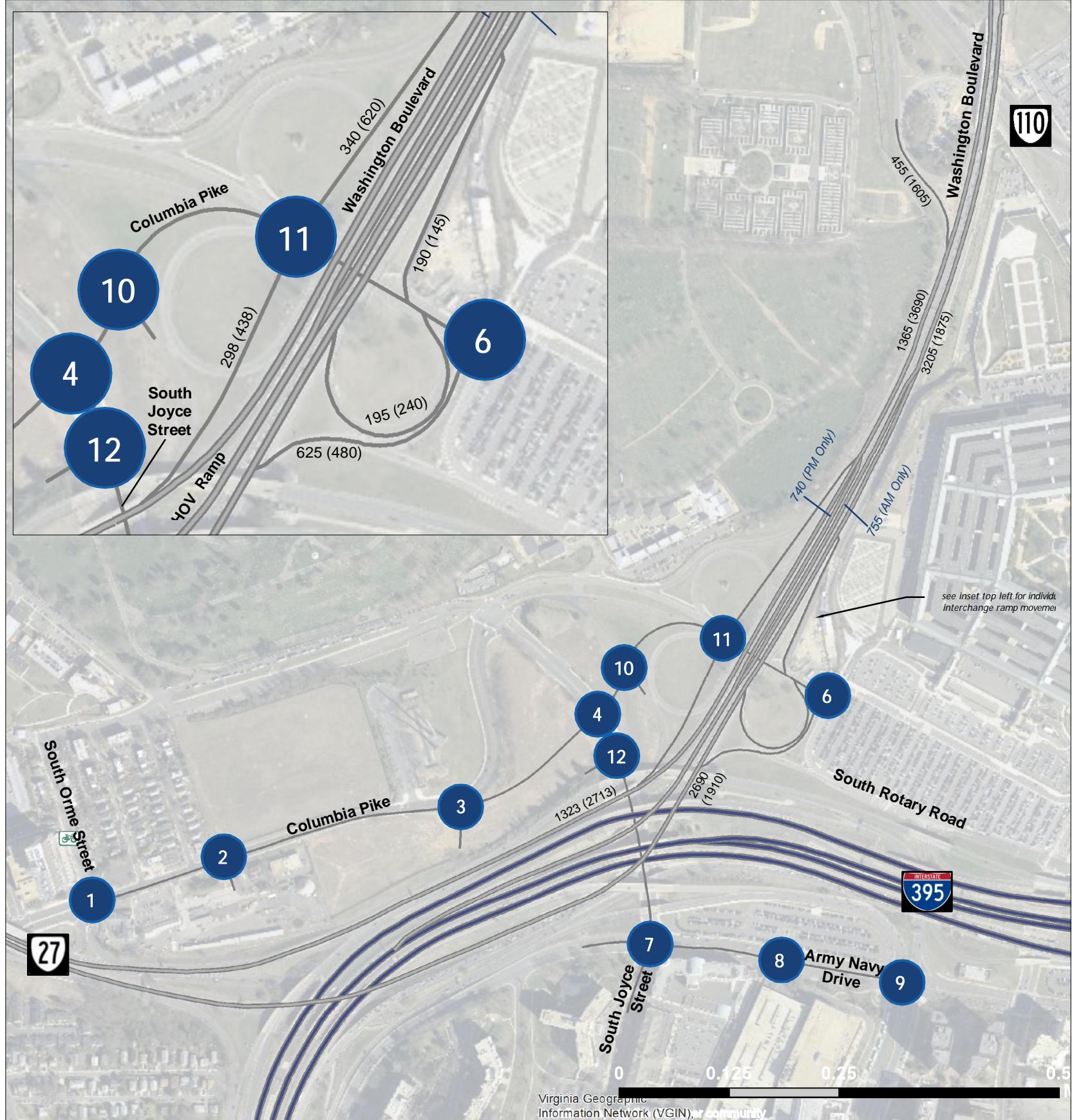


This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.









Appendix K
Future No-Build and Build Operational Results

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

2025 No-Build Intersection MOEs

AM Peak Hour (7:45 AM - 8:45 AM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served |
|---|---|----------|--------------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 140 | 137 | -3 | -2% | 19.8 | 26 | 207 | 214 | B | 98% |
| | | | TH | 120 | 121 | 1 | 1% | 23.9 | 26 | 207 | 214 | C | 101% |
| | | | RT | 30 | 32 | 2 | 7% | 5.1 | 29 | 214 | 214 | A | 107% |
| | | SB | LT | 30 | 29 | -1 | -3% | 28.6 | 5 | 85 | 93 | C | 97% |
| | | | RT | 85 | 84 | -1 | -1% | 13.3 | 8 | 93 | 93 | A | 99% |
| | | | U | 5 | 5 | 0 | 0% | 37.6 | 25 | 209 | 218 | D | 100% |
| | | | LT | 65 | 70 | 5 | 8% | 32.7 | 25 | 209 | 218 | C | 108% |
| | | EB | TH | 405 | 398 | -7 | -2% | 10.8 | 25 | 209 | 218 | B | 98% |
| | | | RT | 220 | 218 | -2 | -1% | 8.7 | 18 | 218 | 218 | A | 99% |
| | | | WB | U | 5 | 0 | 0% | 13.6 | 13 | 106 | 110 | B | 100% |
| | | WB | TH | 176 | 175 | -1 | -1% | 17.0 | 13 | 106 | 110 | B | 99% |
| | | | RT | 10 | 10 | 0 | 0% | 14.1 | 15 | 110 | 110 | B | 100% |
| | | | Intersection | 1,291 | 1,284 | -7 | -1% | 14.9 | | | | B | 99% |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 0% | 15.4 | 0 | 0 | 92 | C | 100% |
| | | | RT | 5 | 5 | 0 | 0% | 10.7 | 0 | 0 | 92 | B | 100% |
| | | EB | TH | 465 | 460 | -5 | -1% | 0.6 | 0 | 0 | 36 | A | 99% |
| | | | RT | 5 | 5 | 0 | 0% | 2.7 | 0 | 0 | 42 | A | 100% |
| | | | WB | LT | 5 | 7 | 2 | 40% | 2.5 | 0 | 56 | 56 | A |
| | | WB | TH | 186 | 186 | 0 | 0% | 0.3 | 0 | 0 | 50 | A | 100% |
| | | | Intersection | 671 | 668 | -3 | 0% | 0.7 | | | | A | 100% |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 0% | 14.9 | 0 | 0 | 37 | B | 100% |
| | | | RT | 5 | 4 | -1 | -20% | 10.9 | 0 | 0 | 37 | B | 80% |
| | | EB | LT | 5 | 6 | 1 | 20% | 1.9 | 0 | 0 | 36 | A | 120% |
| | | | TH | 465 | 460 | -5 | -1% | 0.9 | 0 | 0 | 36 | A | 99% |
| | | | WB | TH | 186 | 189 | 3 | 2% | 0.5 | 0 | 59 | 59 | A |
| | | WB | RT | 5 | 5 | 0 | 0% | 2.3 | 0 | 0 | 50 | A | 100% |
| | | | Intersection | 671 | 669 | -2 | 0% | 0.9 | | | | A | 100% |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 91 | 91 | 0 | 0% | 33.2 | 26 | 188 | 192 | C | 100% |
| | | | TH | 85 | 84 | -1 | -1% | 31.0 | 26 | 188 | 192 | C | 99% |
| | | | RT | 275 | 275 | 0 | 0% | 9.3 | 28 | 192 | 192 | A | 100% |
| | | SB | LT | 100 | 97 | -3 | -3% | 34.2 | 23 | 166 | 181 | C | 97% |
| | | | TH | 60 | 62 | 2 | 3% | 27.7 | 23 | 166 | 181 | C | 103% |
| | | | RT | 5 | 6 | 1 | 20% | 15.9 | 16 | 181 | 181 | B | 120% |
| | | EB | LT | 5 | 5 | 0 | 0% | 36.4 | 24 | 290 | 290 | D | 100% |
| | | | TH | 220 | 217 | -3 | -1% | 24.1 | 29 | 263 | 290 | C | 99% |
| | | | RT | 245 | 241 | -4 | -2% | 11.4 | 12 | 249 | 249 | B | 98% |
| | | WB | U | 5 | 4 | -1 | -20% | 42.4 | 40 | 145 | 156 | D | 80% |
| | | | LT | 120 | 117 | -3 | -3% | 47.0 | 40 | 145 | 156 | C | 98% |
| | | | TH | 95 | 97 | 2 | 2% | 22.0 | 40 | 145 | 156 | B | 102% |
| | | | RT | 90 | 88 | -2 | -2% | 12.9 | 37 | 156 | 156 | B | 98% |
| | | WB | Intersection | 1,396 | 1,384 | -12 | -1% | 22.0 | | | | C | 99% |
| | | | Intersection | 815 | 806 | -9 | -1% | 0.8 | | | | A | 99% |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 5 | 20 | 5 | 0% | 12.3 | 0 | 0 | 40 | B | 100% |
| | | | RT | 15 | 15 | 0 | 0% | 8.3 | 0 | 0 | 40 | A | 100% |
| | | | EB | LT | 35 | 32 | -3 | -9% | 2.3 | 0 | 0 | 5 | A |
| | | EB | TH | 435 | 432 | -3 | -1% | 0.2 | 0 | 0 | 5 | A | 99% |
| | | | U | 10 | 10 | 0 | 0% | 2.1 | 0 | 0 | 25 | A | 100% |
| | | | WB | TH | 295 | 292 | -3 | -1% | 0.8 | 0 | 0 | 25 | A |
| | | WB | U | 10 | 10 | 0 | 0% | 0.9 | 0 | 0 | 23 | A | 100% |
| | | | RT | 20 | 20 | 0 | 0% | 1.8 | 0 | 0 | 23 | A | 99% |
| | | WB | Intersection | 815 | 806 | -9 | -1% | 0.8 | | | | A | 99% |
| | | | Intersection | 815 | 806 | -9 | -1% | 0.8 | | | | A | 99% |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 85 | 90 | 87 | 2% | 14.6 | 4 | 97 | 97 | B | 102% |
| | | | RT | 5 | 5 | 0 | 0% | 11.5 | 3 | 93 | 93 | B | 100% |
| | | | SB | TH | 10 | 15 | 0 | 0% | 14.0 | 1 | 96 | 96 | B |
| | | EB | U | 5 | 5 | 1 | 20% | 1.5 | 1 | 69 | 69 | A | 120% |
| | | | RT | 350 | 354 | 4 | 1% | 0.8 | 0 | 9 | 9 | A | 101% |
| | | | WB | LT | 30 | 31 | -1 | -3% | 20.0 | 13 | 145 | 145 | C |
| | | WB | TH | 300 | 297 | -3 | -1% | 10.0 | 13 | 145 | 145 | B | 99% |
| | | | Intersection | 790 | 795 | 5 | 1% | 6.8 | | | | A | 101% |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | | % of Demand Served | |
|--------------|--|----------|----------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|---|--------------------|------|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 35 | 38 | 3 | -1 | 9% | 19.8 | 17 | 110 | 116 | B | B | 109% |
| | | | TH | 220 | 218 | -2 | -1 | -1% | 19.6 | 17 | 110 | 116 | B | | 99% |
| | | | RT | 65 | 63 | -2 | -1 | -3% | 6.2 | 18 | 116 | 116 | A | | 97% |
| | | SB | LT | 265 | 264 | -1 | -2 | 0% | 15.0 | 17 | 156 | 164 | B | B | 100% |
| | | | TH | 135 | 134 | -1 | -2 | -1% | 11.2 | 17 | 156 | 164 | A | | 99% |
| | | | RT | 25 | 25 | 0 | -1 | 0% | 5.3 | 16 | 164 | 164 | C | C | 100% |
| | | EB | LT | 130 | 137 | 7 | -4 | 5% | 31.1 | 39 | 212 | 226 | C | | 105% |
| | | | TH | 289 | 282 | -7 | -4 | -2% | 28.7 | 39 | 212 | 226 | C | | 98% |
| | | | RT | 75 | 71 | -4 | -4 | -5% | 22.6 | 47 | 226 | 226 | D | C | 95% |
| | | WB | LT | 65 | 63 | -2 | -10 | -3% | 52.6 | 27 | 152 | 153 | D | | 97% |
| | | | TH | 66 | 64 | -2 | -10 | -2% | 43.6 | 27 | 152 | 153 | A | | 98% |
| | | | RT | 101 | 95 | -6 | -10 | -6% | 8.5 | 26 | 153 | 153 | C | | 94% |
| Intersection | | | | 1,471 | 1,454 | -17 | -1% | | 21.9 | | | | | | 99% |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 5 | 4 | -1 | -1 | -20% | 26.4 | 1 | 39 | 39 | C | C | 80% |
| | | | RT | 5 | 5 | 0 | -1 | 0% | 30.1 | 1 | 39 | 39 | C | | 100% |
| | | | LT | 5 | 4 | -1 | -2 | -20% | 23.7 | 1 | 35 | 35 | C | C | 80% |
| | | SB | RT | 5 | 4 | -1 | -2 | -20% | 26.4 | 1 | 35 | 35 | C | | 90% |
| | | | U | 10 | 9 | -1 | -15 | -10% | 26.5 | 45 | 262 | 262 | C | | 100% |
| | | | LT | 25 | 25 | 0 | -15 | 0% | 26.7 | 45 | 262 | 262 | C | | 97% |
| | | EB | TH | 459 | 447 | -12 | -15 | -3% | 25.2 | 25.3 | 45 | 45 | C | | 98% |
| | | | RT | 125 | 123 | -2 | -15 | -2% | 25.5 | 45 | 262 | 262 | C | | 98% |
| | | | U | 65 | 62 | -3 | -8 | -5% | 12.3 | 11 | 110 | 110 | B | | 95% |
| | | WB | LT | 255 | 254 | -1 | -8 | 0% | 14.1 | 11 | 110 | 110 | B | B | 100% |
| | | | TH | 211 | 209 | -2 | -8 | -1% | 10.1 | 8 | 90 | 90 | B | | 99% |
| | | | RT | 40 | 38 | -2 | -8 | -5% | 9.7 | 8 | 90 | 90 | A | | 95% |
| Intersection | | | | 1,210 | 1,184 | -26 | -2% | | 19.0 | | | | | | 98% |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 5 | 0 | -3 | 0% | 47.3 | 19 | 130 | 130 | D | D | 100% |
| | | | LT | 55 | 56 | 1 | -3 | 2% | 51.2 | 19 | 130 | 130 | D | | 102% |
| | | | TH | 280 | 276 | -4 | -3 | -1% | 38.7 | 33 | 127 | 127 | D | | 99% |
| | | SB | RT | 50 | 50 | 0 | -3 | 0% | 41.1 | 12 | 97 | 97 | D | | 100% |
| | | | LT | 1,073 | 1,060 | -13 | -27 | -1% | 45.0 | 212 | 666 | 666 | D | | 99% |
| | | | TH | 925 | 924 | -1 | -27 | 0% | 29.5 | 35.2 | 666 | 666 | C | D | 100% |
| | | EB | RT | 305 | 292 | -13 | -27 | -4% | 17.4 | 43 | 568 | 568 | B | | 96% |
| | | | U | 5 | 6 | 1 | -17 | 20% | 46.0 | 73 | 239 | 242 | D | | 120% |
| | | | LT | 35 | 33 | -2 | -17 | -6% | 42.6 | 73 | 239 | 239 | D | D | 94% |
| | | WB | TH | 404 | 393 | -11 | -17 | -3% | 52.8 | 73 | 239 | 239 | D | | 97% |
| | | | RT | 90 | 85 | -5 | -17 | -6% | 16.1 | 74 | 242 | 242 | B | | 94% |
| | | | U | 5 | 5 | 0 | -5 | 0% | 25.1 | 30 | 171 | 171 | C | B | 100% |
| Intersection | | | | 3,950 | 3,898 | -52 | -1% | | 33.1 | | | | | | 99% |

2025 No-Build Freeway MOEs

AM Peak Hour (7:45 AM - 8:45 AM)

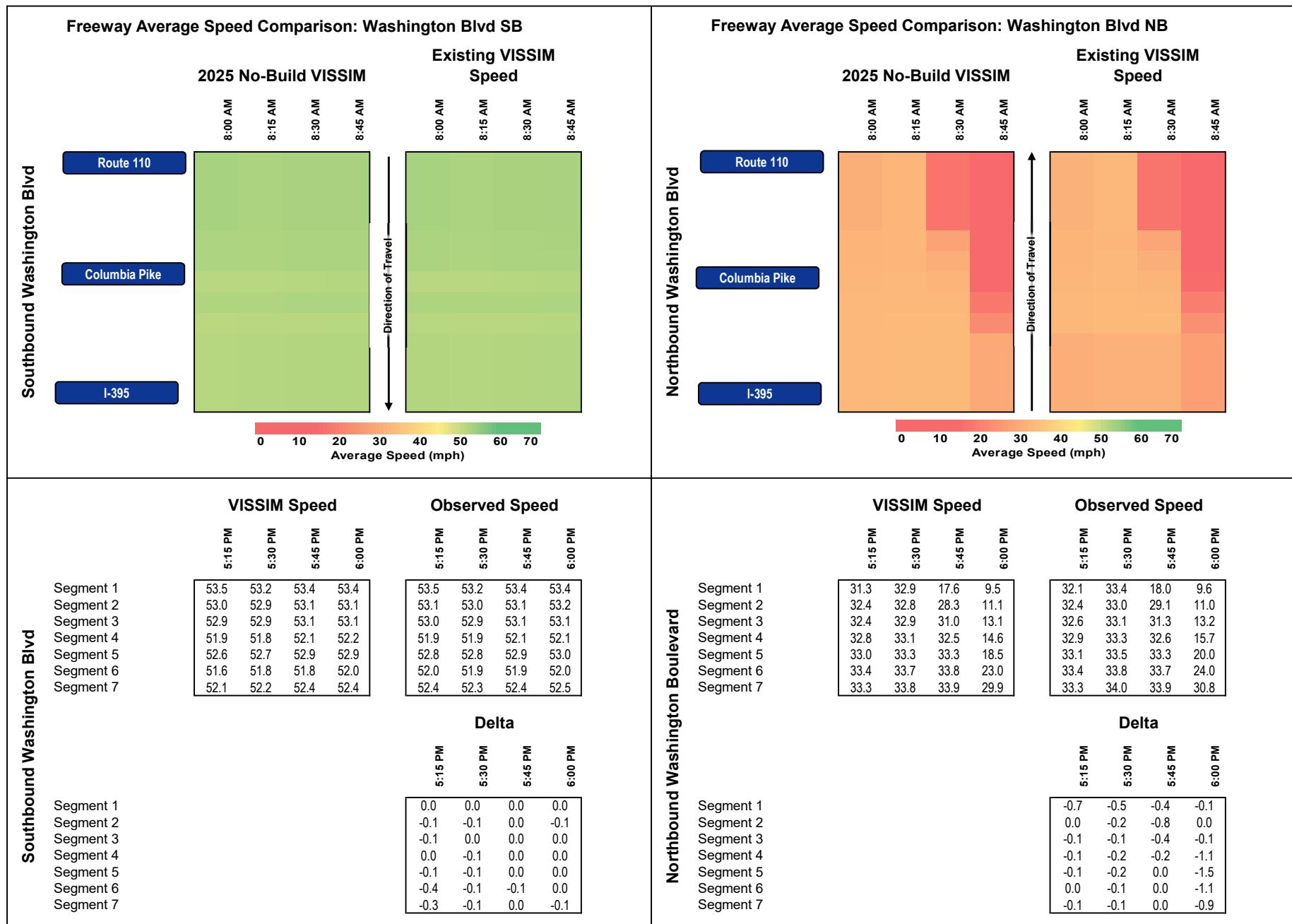
| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,605 | 2,578 | -27 | -1% | 28 | 31.1 | 99% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 565 | 566 | 1 | 0% | 28 | 19.5 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 95 | 92 | -3 | -3% | 14 | 3.4 | 97% |
| | Off-ramp to Rotary Road | Ramp | 470 | 474 | 4 | 1% | 24 | 19.5 | 101% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,040 | 1,995 | -45 | -2% | 22 | 46.7 | 98% |
| | On-ramp from Columbia Pike EB | Ramp | 175 | 170 | -5 | -3% | 22 | 7.6 | 97% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,215 | 2,116 | -99 | -4% | 18 | 49.3 | 96% |
| | On-ramp from Columbia Pike WB | Ramp | 170 | 169 | -1 | 0% | 31 | 5.4 | 100% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,385 | 2,251 | -134 | -6% | 16 | 59.3 | 94% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 625 | 621 | -4 | -1% | 31 | 19.8 | 99% |
| | Mainline north of on-ramp from I-395 HOV | Basic | 3,010 | 2,795 | -215 | -7% | 11 | 83.6 | 93% |
| Southbound Washington Boulevard | Mainline north of on-ramp from Route 110 SB | Basic | 790 | 789 | -1 | 0% | 49 | 5.3 | 100% |
| | On-ramp from Route 110 SB | Ramp | 410 | 409 | -1 | 0% | 48 | 8.5 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,200 | 1,185 | -15 | -1% | 52 | 5.6 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | - |
| | Off-ramp to Columbia Pike WB | Ramp | 200 | 196 | -4 | -2% | 28 | 7.0 | 98% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 1,000 | 1,002 | 2 | 0% | 53 | 9.4 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 100 | 101 | 1 | 1% | 26 | 3.9 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 1,100 | 1,082 | -18 | -2% | 51 | 7.0 | 98% |
| | Off-ramp to Columbia Pike EB | Ramp | 80 | 84 | 4 | 5% | 24 | 3.5 | 105% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 1,020 | 1,021 | 1 | 0% | 52 | 9.7 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 130 | 130 | 0 | 0% | 30 | 4.3 | 100% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 1,150 | 1,151 | 1 | 0% | 52 | 9.5 | 100% |

2025 No-Build Travel Time Comparison

AM Peak Hour (7:45 AM - 8:45 AM)

| Segment ID | Route | Peak Period Travel Time | | | |
|------------|--|-------------------------|------------------------------|--------------------|----------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:20 | 00:06 | 3% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 02:58 | -00:09 | -5% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:15 | 00:00 | 0% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 02:50 | 00:09 | 6% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:14 | 00:03 | 2% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:09 | 00:02 | 2% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 02:49 | 00:03 | 2% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:57 | 00:57 | 00:00 | 0% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 02:41 | -00:02 | -1% |

Speed Comparisons



Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

2025 No-Build Volume Calibration and MOEs (Intersections)

PM Peak Hour (5:00 PM - 6:00 PM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | |
|---|---|--------------|--------------|----------------------|-----|-------------------------|-----|------------------|-----|----------------|------|-------------------------|------|-----------------------------|-----|-------------------------|-----|
| | | | | | | | | | | | | | | | | | |
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 410 | 530 | 403 | 530 | -7 | 0 | -2% | 0% | 22.7 | 21.4 | 47 | 51 | 324 | 330 |
| | | | TH | 70 | | 74 | | 4 | | 6% | 0% | 25.0 | | 47 | | 324 | |
| | | SB | RT | 50 | | 53 | | 3 | | 6% | | 6.4 | | 51 | | 330 | |
| | | | LT | 25 | 165 | 25 | 162 | 0 | | 0% | -2% | 36.1 | 12.8 | 7 | 10 | 106 | 114 |
| | | EB | RT | 140 | | 137 | | -3 | | -2% | | 8.6 | | 10 | | 114 | |
| | | | LT | 40 | 416 | 41 | | 1 | | 0 | 0% | 34.3 | | 18 | | 162 | |
| | | WB | TH | 261 | 416 | 260 | 416 | -1 | | 0% | 0% | 11.0 | 11.9 | 18 | | 162 | 171 |
| | | | RT | 115 | | 115 | | 0 | | 0% | | 6.1 | | 11 | | 171 | |
| | | U | 5 | | | 6 | | 1 | | 20% | | 18.0 | | 42 | | 299 | |
| | | | TH | 638 | 653 | 607 | 624 | -31 | | -5% | -4% | 18.8 | 18.8 | 42 | | 299 | 303 |
| | | Intersection | RT | 10 | | 11 | | 1 | | 10% | | 20.8 | | 44 | | 303 | |
| | | | | 1,764 | | 1,732 | | -32 | | -2% | | 17.4 | | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 4 | 9 | -1 | -1 | -20% | -10% | 17.3 | 12.8 | 0 | 0 | 89 | 89 |
| | | | RT | 5 | | 5 | | 0 | | 0% | | 9.2 | | 0 | | 89 | |
| | | EB | TH | 336 | 341 | 338 | 342 | 2 | 1 | 1% | 0% | 0.3 | 0.3 | 0 | 0 | 28 | 33 |
| | | | RT | 5 | | 4 | | -1 | | -20% | | 2.3 | | 0 | | 33 | |
| | | WB | LT | 5 | 653 | 5 | 622 | 0 | | 0% | -5% | 2.6 | 1.1 | 0 | 0 | 41 | 41 |
| | | | TH | 648 | | 617 | | -31 | | -5% | | 1.1 | | 0 | | 36 | |
| | | Intersection | | 1,004 | | 973 | | -31 | | -3% | | 0.9 | | | | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 10 | 0 | 0 | 0% | 0% | 19.7 | 15.3 | 0 | 0 | 30 | 30 |
| | | | RT | 5 | | 5 | | 0 | | 0% | | 10.9 | | 0 | | 30 | |
| | | EB | LT | 5 | 341 | 7 | 343 | 2 | 2 | 40% | 1% | 5.9 | 0.8 | 0 | 0 | 47 | 47 |
| | | | TH | 336 | | 336 | | 0 | | 0% | | 0.7 | | 0 | | 47 | |
| | | WB | TH | 648 | 653 | 617 | 623 | -31 | -30 | -5% | -5% | 1.4 | 1.4 | 1 | 1 | 116 | 116 |
| | | | RT | 5 | | 6 | | 1 | | 20% | | 3.1 | | 0 | | 48 | |
| | | Intersection | | 1,004 | | 976 | | -28 | | -3% | | 1.3 | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | U | 0 | | 0 | 0 | - | - | - | -3% | - | - | - | - | - | - |
| | | | LT | 333 | 748 | 311 | | -22 | -23 | -7% | -3% | 128.3 | 86.5 | 325 | 325 | 812 | 815 |
| | | | TH | 90 | | 94 | | 4 | | 4% | | 118.1 | | 322 | | 812 | |
| | | | RT | 325 | | 320 | | -5 | | -2% | | 36.6 | | 325 | | 812 | |
| | | SB | LT | 90 | | 89 | | -1 | | -1% | | 41.2 | | 55 | | 336 | |
| | | | TH | 160 | 260 | 158 | | -2 | | -1% | -1% | 39.5 | 39.6 | 55 | | 336 | 352 |
| | | EB | RT | 10 | | 10 | | 0 | | 0% | | 26.0 | | 42 | | 352 | |
| | | | U | 0 | | 0 | | 0 | | - | - | - | | - | | - | |
| | | WB | LT | 5 | 341 | 6 | 338 | 1 | | 20% | -1% | 77.7 | 19.1 | 21 | 26 | 330 | 330 |
| | | | TH | 90 | | 88 | | -2 | | -2% | | 38.8 | | 26 | | 310 | |
| | | | RT | 246 | | 244 | | -2 | | -1% | | 10.5 | | 14 | | 309 | |
| | | | U | 5 | | 4 | | -1 | | -20% | | 93.5 | | 181 | | 530 | |
| | | Intersection | LT | 285 | 730 | 256 | | -29 | -38 | -10% | -5% | 100.7 | 57.7 | 181 | 183 | 530 | 541 |
| | | | TH | 310 | | 306 | | -4 | | -1% | | 32.1 | | 181 | | 530 | |
| | | | RT | 130 | | 126 | | -4 | | -3% | | 31.3 | | 183 | | 541 | |
| | | | | 2,079 | | 2,012 | | -67 | | -3% | | 59.3 | | | | | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 10 | 15 | 10 | 15 | 0 | 0 | 0% | 0% | 12.4 | 13.5 | 0 | 0 | 36 | 36 |
| | | | RT | 5 | | 5 | | 0 | | 0% | | 15.9 | | 0 | | 36 | |
| | | EB | U | 0 | | 0 | | 0 | | - | -2% | 0.1 | 0.1 | 0 | 0 | - | 0 |
| | | | TH | 330 | | 324 | | -6 | | -2% | | 0.1 | | 0 | | 0 | |
| | | WB | U | 10 | | 11 | | 1 | | 10% | | 11.2 | | 11 | | 249 | |
| | | | TH | 725 | 740 | 709 | 726 | -16 | -14 | -2% | -2% | 11.3 | 11.2 | 6 | 11 | 92 | 249 |
| | | Intersection | RT | 5 | | 6 | | 1 | | 20% | | 5.4 | | 8 | | 129 | |
| | | | | 1,085 | | 1,065 | | -20 | | -2% | | 7.9 | | | | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 45 | 50 | 51 | 57 | 6 | 7 | 13% | 14% | 9.6 | 9.5 | 2 | 2 | 62 | 62 |
| | | | RT | 5 | | 6 | | 1 | | 20% | | 8.3 | | 2 | | 59 | |
| | | SB | TH | 30 | 120 | 31 | 120 | 1 | 0 | 3% | 0% | 16.3 | 13.1 | 15 | 15 | 144 | 144 |
| | | | RT | 90 | | 89 | | -1 | | -1% | | 12.0 | | 11 | | 116 | |
| | | EB | LT | 205 | 210 | 209 | 215 | 4 | 5 | 2% | 2% | 0.6 | 0.6 | 0 | 0 | 5 | 5 |
| | | | TH | 390 | 405 | 389 | 404 | 0 | -1 | 0% | 0% | 20.4 | 10.4 | 15 | 16 | 138 | 138 |
| | | WB | | 785 | | 796 | | 11 | | 1% | | 8.1 | | | | | |
| | | | Intersection | | | | | | | | | | | | | | |

| LOS | | % of Demand Served |
|-----|---|--------------------|
| C | C | 98% |
| C | C | 106% |
| D | B | 100% |
| C | B | 100% |
| A | B | 100% |
| B | B | 100% |
| C | C | 95% |
| B | B | 110% |
| C | B | 98% |
| B | B | 80% |
| A | A | 90% |
| A | A | 100% |
| A | A | 101% |
| A | A | 100% |
| A | A | 95% |
| A | A | 120% |
| C | B | 99% |
| D | D | 99% |
| E | D | 100% |
| D | D | 99% |
| E | B | 120% |
| D | B | 98% |
| F | B | 99% |
| F | F | 80% |
| F | F | 90% |
| C | C | 99% |
| C | C | 97% |
| B | B | 100% |
| B | B | 100% |
| A | A | 98% |
| A | A | 110% |
| B | B | 98% |
| B | B | 120% |
| A | A | 92% |
| A | A | 98% |
| B | B | 113% |
| C | B | 120% |
| C | B | 103% |
| B | B | 99% |
| A | A | 102% |
| C | B | 100% |
| B | B | 100% |
| A | A | 101% |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | | |
|---|--|--------------|----------|----------------------|-------------------------|-------|------------------|-----|----------------|------|-------------------------|------|-----------------------------|-----|-------------------------|-----|------|---|--------------------|------|-----|--|--|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 145 | 585 | 146 | 582 | 1 | -3 | 1% | -1% | 27.7 | 21.0 | 33 | 36 | 181 | 189 | C | C | 101% | | | |
| | | | TH | 295 | | 295 | | 0 | | 0% | | 24.2 | | 33 | | 181 | | | | 99% | | | |
| | | | RT | 145 | | 141 | | -4 | | -3% | | 7.5 | | 36 | | 189 | | | | 97% | | | |
| | | SB | LT | 186 | 691 | 172 | 659 | -14 | -32 | -7% | -5% | 21.0 | 17.6 | 31 | 34 | 249 | 258 | C | B | 100% | | | |
| | | | TH | 290 | | 288 | | -2 | | -1% | | 18.2 | | 31 | | 249 | | | | 93% | | | |
| | | | RT | 215 | | 199 | | -16 | | -7% | | 13.8 | | 34 | | 258 | | | | 93% | | | |
| | | EB | LT | 55 | 296 | 57 | 295 | 2 | -1 | 4% | 0% | 34.5 | 19.9 | 16 | 21 | 134 | 147 | B | B | 104% | | | |
| | | | TH | 131 | | 133 | | 2 | | 2% | | 10.4 | | 16 | | 134 | | | | 102% | | | |
| | | | RT | 110 | | 105 | | -5 | | -5% | | 10.4 | | 21 | | 147 | | | | 95% | | | |
| | | WB | U | 0 | 1,103 | 0 | 1,087 | 0 | -16 | - | -1% | - | 38.5 | - | 147 | - | 532 | C | B | 100% | | | |
| | | | LT | 240 | | 235 | | -5 | | -2% | | 47.6 | | 147 | | 531 | | | | 98% | | | |
| | | | TH | 465 | | 457 | | -8 | | -2% | | 46.5 | | 147 | | 531 | | | | 98% | | | |
| | | | RT | 398 | | 395 | | -3 | | -1% | | 23.8 | | 146 | | 532 | | | | 99% | | | |
| | | Intersection | | | | 2,675 | 2,623 | | -52 | -2% | | 27.3 | - | | - | | - | | 98% | | | | |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 180 | 430 | 174 | 421 | -6 | -9 | -3% | -2% | 34.6 | 49.1 | 101 | 101 | 338 | 338 | C | D | 97% | | | |
| | | | TH | 5 | | 5 | | 0 | | 0% | | 31.8 | | 101 | | 338 | | | | 98% | | | |
| | | | RT | 245 | | 242 | | -3 | | -1% | | 59.8 | | 101 | | 338 | | | | 99% | | | |
| | | SB | LT | 40 | 85 | 38 | 83 | -2 | -2 | -5% | -2% | 25.2 | 25.4 | 10 | 10 | 91 | 140 | C | C | 95% | | | |
| | | | TH | 5 | | 5 | | 0 | | 0% | | 24.6 | | 10 | | 91 | | | | 100% | | | |
| | | | RT | 40 | | 40 | | 0 | | 0% | | 25.7 | | 10 | | 91 | | | | 100% | | | |
| | | EB | U | 10 | 462 | 10 | 444 | 0 | -18 | 0% | -4% | 25.3 | 23.8 | 35 | 35 | 186 | 186 | C | C | 100% | | | |
| | | | LT | 10 | | 8 | | -2 | | -20% | | 26.3 | | 35 | | 186 | | | | 100% | | | |
| | | | TH | 382 | | 367 | | -15 | | -4% | | 23.9 | | 35 | | 186 | | | | 98% | | | |
| | | WB | RT | 60 | 1,208 | 59 | 1,213 | -1 | 5 | -2% | 0% | 22.7 | 26.2 | 35 | 35 | 186 | 402 | C | C | 102% | | | |
| | | | U | 65 | | 66 | | 1 | | 2% | | 23.3 | | 18 | 78 | 145 | 402 | | | | 99% | | |
| | | | LT | 205 | | 203 | | -2 | | -1% | | 24.4 | | 18 | | 145 | 100% | | | | | | |
| | | | TH | 873 | | 876 | | 3 | | 0% | | 27.1 | | 78 | | 402 | 105% | | | | | | |
| | | | RT | 65 | | 68 | | 3 | | 5% | | 22.5 | | 78 | | 402 | 99% | | | | | | |
| | | Intersection | | | | 2,185 | 2,161 | | -24 | -1% | | 30.1 | - | | - | | - | | - | | | | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 750 | 4 | 751 | -1 | 1 | -20% | 0% | 54.4 | 27.2 | 5 | 41 | 180 | 229 | D | C | 80% | | | |
| | | | LT | 185 | | 183 | | -2 | | -1% | | 9.7 | | 7 | | 195 | | | | 99% | | | |
| | | | TH | 385 | | 380 | | -5 | | -1% | | 30.5 | | 39 | | 223 | | | | 99% | | | |
| | | SB | RT | 175 | 1,564 | 184 | 1,547 | 9 | -17 | 5% | -1% | 37.2 | 26.9 | 41 | 104 | 229 | 482 | C | D | 95% | | | |
| | | | LT | 469 | | 458 | | -11 | | -2% | | 45.5 | | 104 | | 482 | | | | 98% | | | |
| | | | TH | 735 | | 730 | | -5 | | -1% | | 23.2 | | 21 | | 394 | | | | 99% | | | |
| | | EB | RT | 360 | 1,418 | 359 | 714 | -1 | -18 | 0% | 0% | 10.6 | 27.6 | 21 | 60 | 228 | 492 | C | B | 105% | | | |
| | | | U | 5 | | 6 | | 1 | | 20% | | 32.1 | | 60 | | 228 | | | | 100% | | | |
| | | | LT | 225 | | 219 | | -6 | | -3% | | 32.6 | | 60 | | 228 | | | | 97% | | | |
| | | | TH | 392 | | 379 | | -13 | | -3% | | 28.7 | | 60 | | 228 | | | | 97% | | | |
| | | WB | RT | 110 | 1,418 | 110 | 1,416 | 0 | -2 | 0% | 0% | 13.6 | 22.6 | 56 | 95 | 232 | 492 | C | B | 120% | | | |
| | | | U | 5 | | 5 | | 0 | | 0% | | 18.9 | | 95 | | 492 | | | | 97% | | | |
| | | | LT | 105 | | 107 | | 2 | | 2% | | 22.3 | | 95 | | 492 | | | | 97% | | | |
| | | | TH | 658 | | 653 | | -5 | | -1% | | 38.1 | | 95 | | 492 | | | | 100% | | | |
| | | | RT | 651 | | 651 | | 0 | | 0% | | 7.0 | | 29 | | 402 | | | | 102% | | | |
| | | Intersection | | | | 4,464 | 4,428 | | -36 | -1% | | 25.7 | - | | - | | - | | - | | | | |

2025 No-Build Volume Calibration and MOEs (Freeways)

PM Peak Hour (5:00 PM - 6:00 PM)

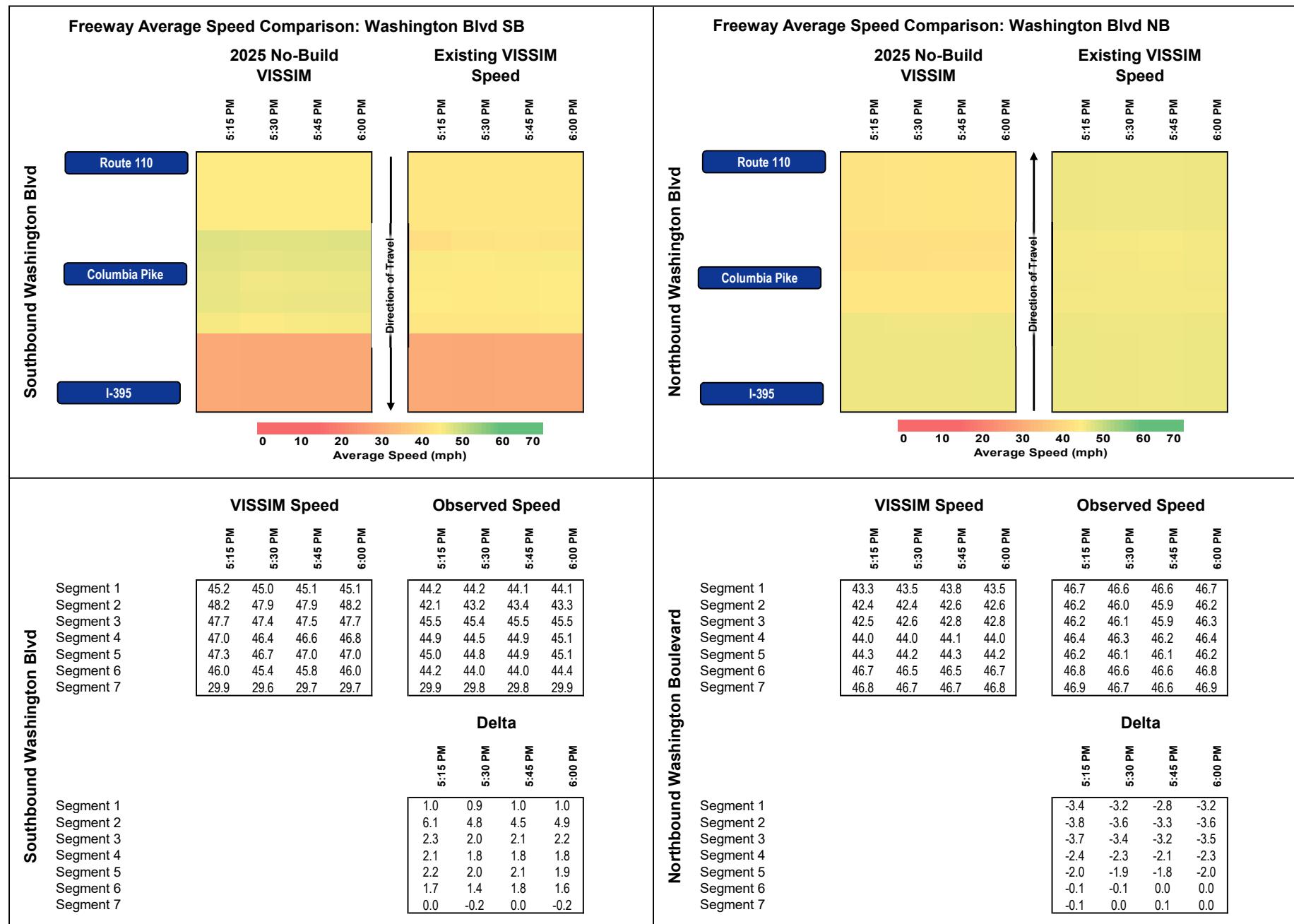
| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpf) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,670 | 1,664 | -6 | 0% | 43 | 12.8 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 430 | 434 | 4 | 1% | 29 | 14.5 | 101% |
| | Off-ramp to Columbia Pike EB | Ramp | 55 | 57 | 2 | 3% | 15 | 2.0 | 103% |
| | Off-ramp to Rotary Road | Ramp | 375 | 377 | 2 | 0% | 25 | 15.3 | 100% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,240 | 1,235 | -5 | 0% | 46 | 13.2 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 220 | 214 | -6 | -3% | 22 | 9.7 | 97% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,460 | 1,449 | -11 | -1% | 43 | 13.7 | 99% |
| | On-ramp from Columbia Pike WB | Ramp | 135 | 141 | 6 | 5% | 31 | 4.5 | 105% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,595 | 1,589 | -6 | 0% | 42 | 15.9 | 100% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| | Mainline north of on-ramp from I-395 HOV | Basic | 1,595 | 1,583 | -12 | -1% | 42 | 12.5 | 99% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 1,865 | 1,864 | -1 | 0% | 42 | 14.6 | 100% |
| Southbound Washington Boulevard | On-ramp from Route 110 SB | Ramp | 1,455 | 1,453 | -2 | 0% | 46 | 31.2 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,320 | 3,284 | -36 | -1% | 44 | 18.5 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 645 | 640 | -5 | -1% | 47 | 13.7 | 99% |
| | Off-ramp to Columbia Pike WB | Ramp | 470 | 457 | -13 | -3% | 26 | 17.9 | 97% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 2,205 | 2,220 | 15 | 1% | 46 | 23.7 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 125 | 124 | -1 | -1% | 26 | 4.8 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 2,330 | 2,296 | -34 | -1% | 46 | 16.7 | 99% |
| | Off-ramp to Columbia Pike EB | Ramp | 80 | 83 | 3 | 4% | 24 | 3.4 | 104% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 2,250 | 2,263 | 13 | 1% | 46 | 24.2 | 101% |
| | On-ramp from Columbia Pike EB | Ramp | 180 | 177 | -3 | -2% | 30 | 5.9 | 98% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 2,430 | 2,439 | 9 | 0% | 36 | 30.7 | 100% |

2025 No-Build Travel Time Calibration

PM Peak Hour (5:00 PM - 6:00 PM)

| Segment ID | Route | Peak Period Travel Time | | | |
|------------|--|-------------------------|----------------|----------------------------------|------------------------------|
| | | Existing VISSIM (MM:SS) | VISSIM (MM:SS) | Difference from Existing (MM:SS) | Difference from Existing (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 02:53 | 03:02 | 00:09 | 5% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 04:54 | 05:11 | 00:17 | 6% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:27 | 02:43 | 00:16 | 11% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:57 | 00:34 | 17% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:22 | 02:27 | 00:05 | 4% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:12 | 02:28 | 00:16 | 12% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:09 | 01:10 | 00:01 | 1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:18 | 01:10 | -00:08 | -10% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 03:08 | 00:09 | 5% |

Speed Comparisons



2045 No-Build Intersection MOEs

AM Peak Hour (7:45 AM - 8:45 AM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | |
|---|---|----------|--------------|----------------------|-------------------------|-------|------------------|----------------|-------------------------|-----------------------------|------|-------------------------|-----|-----|------|--------------------|------|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 165 | 390 | 160 | -5 | -3% | 23.6 | 39 | 39 | 280 | 286 | C | C | 97% | |
| | | | TH | 155 | | 155 | | 0 | 27.5 | | 39 | 280 | | | | 100% | |
| | | | RT | 70 | | 74 | | 4 | 6.5 | | 43 | 286 | | | | 106% | |
| | | SB | LT | 45 | 125 | 43 | -2 | -4% | 37.1 | 18.6 | 10 | 122 | 130 | D | A | 96% | |
| | | | RT | 80 | | 79 | | -1% | 8.5 | | 13 | 130 | | | | 99% | |
| | | | U | 5 | | 5 | | 0 | 39.9 | 16.0 | 37 | 273 | 282 | D | B | 100% | |
| | | EB | LT | 50 | 822 | 51 | 1 | 2% | 43.7 | | 37 | 273 | | | | 102% | |
| | | | TH | 517 | | 511 | | -6% | 14.8 | | 37 | 273 | | | | 99% | |
| | | | RT | 250 | | 250 | | 0 | 12.3 | | 31 | 282 | | | | 100% | |
| | | WB | U | 5 | 244 | 6 | 1 | 20% | 22.5 | 20.4 | 20 | 141 | 145 | C | C | 120% | |
| | | | TH | 229 | | 226 | | -1% | 20.4 | | 20 | 141 | | | | 99% | |
| | | | RT | 10 | | 11 | | 10% | 19.5 | | 22 | 145 | | | | 100% | |
| | Intersection | | | | 1,581 | 1,571 | -10 | -1% | 18.4 | | | | | | | 99% | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 0 | 0% | 21.2 | 17.3 | 1 | 91 | 91 | C | C | 100% | |
| | | | RT | 5 | 5 | 10 | 0 | 0% | 13.5 | | 1 | 91 | | | | 100% | |
| | | | TH | 632 | 637 | 634 | 2 | 0% | 1.1 | 1.1 | 0 | 26 | 33 | A | A | 100% | |
| | | EB | RT | 5 | 4 | 638 | -1 | -20% | 3.1 | | 0 | 33 | | | | 80% | |
| | | | LT | 5 | 244 | 7 | 2 | 40% | 4.4 | 0.6 | 0 | 65 | 65 | A | A | 140% | |
| | | | TH | 239 | 239 | 239 | 0 | 0% | 0.5 | | 0 | 60 | | | | 100% | |
| | Intersection | | | | 891 | 894 | 3 | 0% | 1.1 | | | | | | | 100% | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 0 | -10% | 16.5 | 13.9 | 0 | 0 | 36 | 36 | C | B | 100% |
| | | | RT | 5 | 4 | 9 | -1 | -20% | 10.8 | | 0 | 0 | | | | | 80% |
| | | | EB | LT | 632 | 637 | 6 | 0% | 2.2 | 1.7 | 0 | 0 | 40 | 40 | A | A | 120% |
| | | WB | TH | 632 | 637 | 631 | -1 | 0% | 1.7 | | 0 | 0 | | | | | 100% |
| | | | TH | 239 | 244 | 241 | 2 | 1% | 0.6 | 0.7 | 0 | 0 | | | | | 101% |
| | | | RT | 5 | 5 | 246 | 0 | 0% | 4.2 | | 0 | 0 | | | | | 100% |
| | Intersection | | | | 891 | 892 | 1 | 0% | 1.5 | | | | | | | 100% | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 129 | 128 | -1 | -1% | 35.4 | 20.4 | 36 | 263 | 267 | D | C | C | 99% | |
| | | | TH | 105 | 569 | 103 | -2 | -2% | 31.6 | 36 | 263 | 98% | | | | | |
| | | | RT | 335 | 334 | -1 | 0% | 11.3 | 32.0 | 38 | 267 | 100% | | | | | |
| | | SB | LT | 120 | 117 | -3 | -3% | 33.9 | | 25 | 184 | 200 | C | C | C | 98% | |
| | | | TH | 60 | 185 | 61 | 1 | -2% | 29.4 | 25 | 184 | 102% | | | | | |
| | | | RT | 5 | 5 | 0 | 0% | 20.5 | 18 | 200 | 100% | | | | | | |
| | | EB | LT | 5 | 6 | 1 | 20% | 43.3 | 23.3 | 45 | 440 | 440 | D | C | C | 120% | |
| | | | TH | 300 | 637 | 299 | -1 | 0% | 27.8 | 51 | 410 | 100% | | | | | |
| | | | RT | 332 | 331 | -1 | 0% | 18.8 | 29 | 391 | 100% | | | | | | |
| | | WB | U | 5 | 4 | -1 | -20% | 42.2 | 27.9 | 38 | 133 | 144 | D | C | C | 80% | |
| | | | LT | 110 | 320 | 106 | -4 | -4% | 44.8 | 38 | 133 | 96% | | | | | |
| | | | TH | 110 | 113 | 3 | 3% | 23.4 | 38 | 133 | 103% | | | | | | |
| | | | RT | 95 | 92 | -3 | -3% | 13.3 | 36 | 144 | 97% | | | | | | |
| | Intersection | | | | 1,711 | 1,699 | -12 | -1% | 24.1 | | | | | | | 99% | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 5 | 20 | 5 | 0 | 0% | 13.4 | 9.9 | 0 | 41 | 41 | B | A | 100% | |
| | | | RT | 15 | 15 | 15 | 0 | 0% | 8.7 | | 0 | 41 | | | | 100% | |
| | | | LT | 35 | 35 | 0 | 0% | 2.9 | 0.5 | 0 | 13 | 13 | A | A | A | 100% | |
| | | EB | TH | 550 | 544 | 579 | -6 | -1% | 0.3 | 0 | 0 | 99% | | | | | |
| | | | U | 10 | 10 | 0 | 0% | 2.9 | 0 | 39 | 100% | | | | | | |
| | | | TH | 305 | 340 | 300 | -5 | -2% | 1.2 | 1.3 | 0 | 2 | 39 | A | A | 98% | |
| | | WB | RT | 25 | 25 | 0 | 0% | 2.3 | 0 | 0 | 100% | | | | | | |
| | | | Intersection | 945 | 934 | -11 | -1% | 1.0 | | | | | | | 99% | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 95 | 100 | 92 | -3 | -3% | 28.0 | 28.0 | 5 | 91 | 91 | D | D | 97% | |
| | | | RT | 5 | 5 | 97 | 0 | 0% | 27.5 | | 4 | 88 | | | | 100% | |
| | | | TH | 10 | 15 | 10 | 0 | 0% | 14.4 | 12.1 | 1 | 96 | | | | 100% | |
| | | SB | RT | 5 | 5 | 15 | 0 | 0% | 7.4 | | 1 | 69 | 96 | B | A | A | 99% |
| | | | U | 5 | 460 | 464 | 0 | 4% | 2.1 | 0.9 | 0 | 0 | | | | | 101% |
| | | | RT | 455 | 459 | 4 | 1% | 0.9 | 0 | 3 | 101% | | | | | | |
| | | EB | LT | 35 | 350 | 348 | 2 | 6% | 20.2 | 11.6 | 14 | 139 | 139 | C | B | A | 106% |
| | | | TH | 315 | 311 | 311 | -4 | -1% | 10.5 | | 15 | 139 | | | | | 99% |
| | | | Intersection | 925 | 924 | -1 | 0% | 8.0 | | | | | | | 100% | | |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served | |
|---|--|--------------|----------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-------|--------------------|-----|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 30 | 349 | 33 | 3 | 10% | 24.6 | 22 | 141 | C | |
| | | | TH | 254 | | 253 | -1 | 0% | 22.1 | 22 | 141 | | |
| | | | RT | 65 | | 63 | -2 | -3% | 7.8 | 23 | 147 | | |
| | | SB | LT | 321 | 502 | 321 | 0 | 0% | 19.5 | 25 | 227 | B | |
| | | | TH | 156 | | 151 | -5 | -3% | 12.7 | 25 | 227 | | |
| | | | RT | 25 | | 27 | 2 | 8% | 5.6 | 25 | 236 | | |
| | | EB | LT | 200 | 684 | 204 | 4 | 2% | 32.2 | 53 | 299 | A | |
| | | | TH | 379 | | 373 | -6 | -1% | 29.0 | 53 | 299 | | |
| | | | RT | 105 | | 103 | -2 | -2% | 26.0 | 62 | 312 | | |
| | | WB | LT | 70 | 246 | 68 | -2 | -3% | 54.3 | 27 | 170 | C | |
| | | | TH | 61 | | 60 | -1 | -2% | 40.2 | 27 | 170 | | |
| | | | RT | 115 | | 110 | -5 | -4% | 9.4 | 26 | 171 | | |
| | | Intersection | | | | 1,781 | 1,766 | -15 | -1% | 24.0 | | | 99% |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 5 | 10 | 4 | 9 | -1 | -20% | 20.7 | 1 | 40 | C |
| | | | RT | 5 | | 5 | 0 | 0% | 31.8 | 1 | 40 | | |
| | | | SB | LT | | 4 | -1 | -20% | 23.7 | 1 | 35 | | |
| | | | RT | 5 | | 4 | -1 | -20% | 26.5 | 1 | 35 | | |
| | | EB | U | 10 | 765 | 10 | 0 | 0% | 21.4 | 56 | 289 | C | |
| | | | LT | 30 | | 30 | 0 | 0% | 27.2 | 56 | 289 | | |
| | | | TH | 575 | | 565 | -10 | -2% | 26.3 | 56 | 289 | | |
| | | WB | RT | 150 | | 148 | -2 | -1% | 27.6 | 56 | 289 | C | |
| | | | U | 65 | 625 | 61 | -2 | -6% | 18.2 | 15 | 147 | | |
| | | | LT | 285 | | 280 | -5 | -2% | 16.4 | 15 | 147 | | |
| | | | TH | 225 | | 223 | -2 | -1% | 11.6 | 12 | 157 | | |
| | | | RT | 50 | | 48 | -2 | -4% | 12.1 | 12 | 157 | | |
| | | Intersection | | | | 1,410 | 1,382 | -28 | -2% | 21.2 | | | 98% |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 447 | 5 | 0 | 0% | 69.1 | 31 | 175 | E | |
| | | | LT | 65 | | 67 | 2 | 3% | 65.3 | 31 | 175 | | |
| | | | TH | 302 | | 290 | -12 | -4% | 52.6 | 47 | 178 | | |
| | | | RT | 75 | | 74 | -1 | -1% | 58.7 | 27 | 161 | | |
| | | SB | LT | 1,533 | 2,948 | 1,527 | -6 | 0% | 47.9 | 317 | 1,068 | D | |
| | | | TH | 1,110 | | 1,117 | 7 | -1% | 27.9 | 317 | 1,068 | | |
| | | | RT | 305 | | 287 | -18 | -6% | 20.9 | 80 | 860 | | |
| | | EB | U | 5 | 650 | 5 | 0 | 0% | 40.5 | 91 | 384 | C | |
| | | | LT | 30 | | 28 | -2 | -7% | 37.9 | 91 | 384 | | |
| | | | TH | 525 | | 514 | -11 | -2% | 49.9 | 91 | 384 | | |
| | | | RT | 90 | | 87 | -3 | -3% | 13.4 | 90 | 387 | | |
| | | WB | U | 5 | 872 | 5 | 0 | 0% | 49.7 | 53 | 223 | B | |
| | | | LT | 85 | | 86 | 1 | 1% | 45.6 | 53 | 223 | | |
| | | | TH | 250 | | 246 | -4 | -2% | 43.2 | 53 | 223 | | |
| | | | RT | 532 | | 524 | -8 | -2% | 4.1 | 1 | 140 | | |
| | | Intersection | | | | 4,917 | 4,862 | -55 | -1% | 37.0 | | | D |

2045 No-Build Freeway MOEs

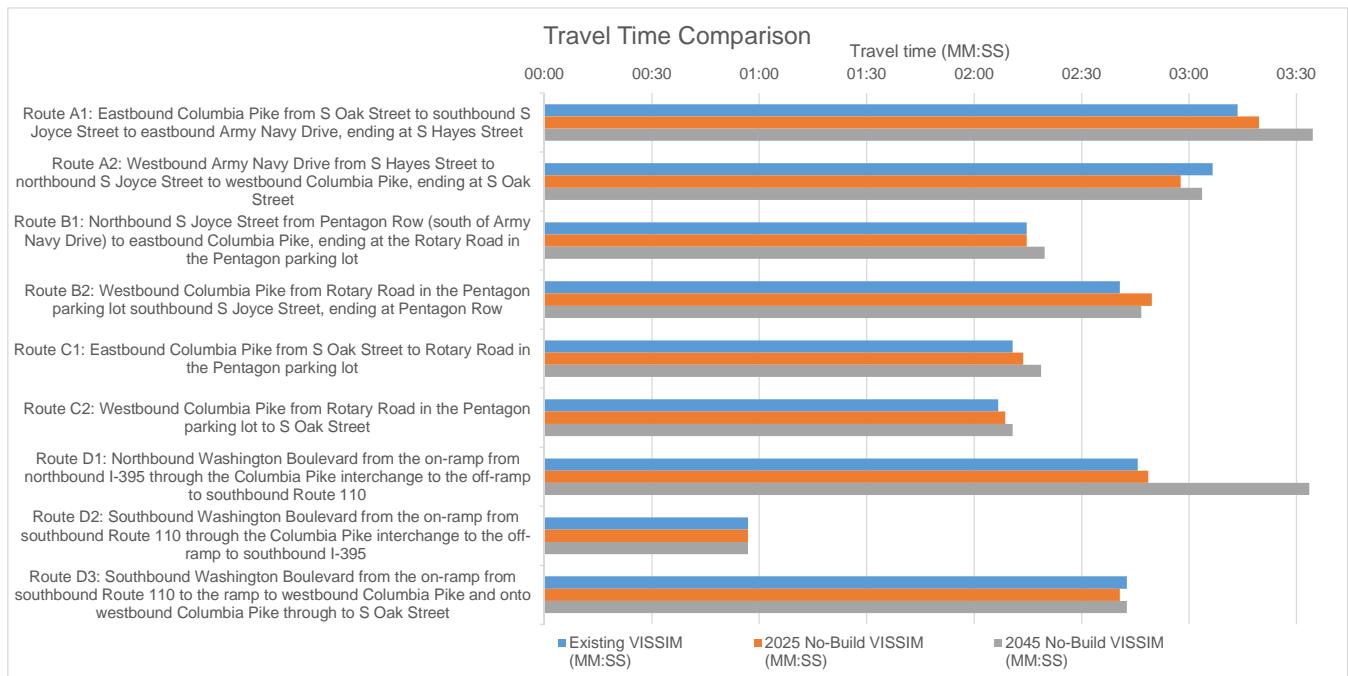
AM Peak Hour (7:45 AM - 8:45 AM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,690 | 2,567 | -123 | -5% | 18 | 47.8 | 95% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 625 | 594 | -31 | -5% | 28 | 20.8 | 95% |
| | Off-ramp to Columbia Pike EB | Ramp | 105 | 98 | -7 | -7% | 14 | 3.9 | 93% |
| | Off-ramp to Rotary Road | Ramp | 520 | 497 | -23 | -4% | 24 | 20.6 | 96% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,065 | 1,931 | -134 | -7% | 15 | 62.7 | 93% |
| | On-ramp from Columbia Pike EB | Ramp | 195 | 190 | -5 | -3% | 22 | 8.6 | 97% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,260 | 2,070 | -190 | -8% | 14 | 61.1 | 92% |
| | On-ramp from Columbia Pike WB | Ramp | 190 | 188 | -2 | -1% | 31 | 6.0 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,450 | 2,223 | -227 | -9% | 13 | 71.2 | 91% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 755 | 743 | -12 | -2% | 25 | 30.1 | 98% |
| | Mainline north of on-ramp from I-395 HOV | Basic | 3,205 | 2,896 | -309 | -10% | 9 | 114.9 | 90% |
| Southbound Washington Boulevard | Mainline north of on-ramp from Route 110 SB | Basic | 880 | 881 | 1 | 0% | 49 | 5.9 | 100% |
| | On-ramp from Route 110 SB | Ramp | 455 | 453 | -2 | 0% | 48 | 9.4 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,335 | 1,320 | -15 | -1% | 52 | 6.3 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | - |
| | Off-ramp to Columbia Pike WB | Ramp | 220 | 218 | -2 | -1% | 28 | 7.8 | 99% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 1,115 | 1,116 | 1 | 0% | 53 | 10.5 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 110 | 111 | 1 | 1% | 26 | 4.3 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 1,225 | 1,203 | -22 | -2% | 51 | 7.9 | 98% |
| | Off-ramp to Columbia Pike EB | Ramp | 90 | 97 | 7 | 8% | 23 | 4.2 | 108% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 1,135 | 1,131 | -4 | 0% | 52 | 10.8 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 175 | 175 | 0 | 0% | 30 | 5.8 | 100% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 1,310 | 1,307 | -3 | 0% | 51 | 10.9 | 100% |

2045 No-Build Travel Time Comparison

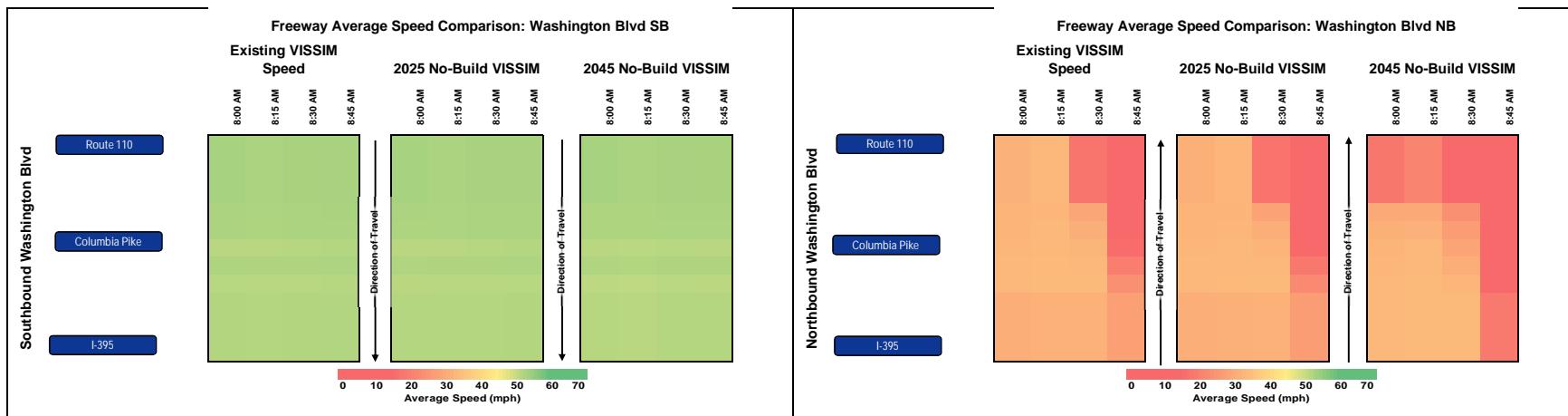
AM Peak Hour (7:45 AM - 8:45 AM)

| Segment ID | Route | Peak Period Travel Time | | | | |
|------------|--|-------------------------|------------------------------|------------------------------|----------------------------------|------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | Difference from Existing (MM:SS) | Difference from Existing (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:20 | 03:35 | 00:21 | 11% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 02:58 | 03:04 | -00:03 | -2% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:15 | 02:20 | 00:05 | 4% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 02:50 | 02:47 | 00:06 | 4% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:14 | 02:19 | 00:08 | 6% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:09 | 02:11 | 00:04 | 3% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 02:49 | 03:34 | 00:48 | 29% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:57 | 00:57 | 00:57 | 00:00 | 0% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 02:41 | 02:43 | 00:00 | 0% |



Columbia Pike/Washington Boulevard Interchange – IMR Update

Speed Comparisons



Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

2045 No-Build Volume Calibration and MOEs (Intersections)

PM Peak Hour (5:00 PM - 6:00 PM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served | |
|---|---|--------------|--------------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|-----|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 415 | 565 | -8 | 0 | 26.5 | 59 | 359 | C | 98% | |
| | | | TH | 80 | 565 | 4 | 0% | 28.7 | 59 | 359 | C | 105% | |
| | | | RT | 70 | 74 | 4 | 6% | 24.3 | 64 | 366 | A | 106% | |
| | | | LT | 35 | 165 | -2 | -2% | 7.6 | 13 | 130 | D | 94% | |
| | | EB | RT | 130 | 129 | -1 | -1% | 8.9 | 13 | 138 | A | 99% | |
| | | | LT | 45 | 47 | 2 | 4% | 38.8 | 25 | 183 | D | 104% | |
| | | | TH | 359 | 544 | -7 | -2% | 12.5 | 25 | 183 | B | 98% | |
| | | | RT | 140 | 141 | 1 | 1% | 9.0 | 19 | 192 | A | 101% | |
| | | | U | 5 | 6 | 1 | 20% | 20.3 | 48 | 306 | C | 120% | |
| | | | WB | TH | 769 | 794 | -114 | -15% | 20.0 | 50 | 306 | B | 85% |
| | | | RT | 20 | 20 | 0 | 0% | 21.0 | 50 | 310 | C | 100% | |
| | | Intersection | | | | 2,068 | 1,948 | -120 | -6% | 19.2 | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 4 | 9 | -1 | -1 | 89 | C | 80% | |
| | | | RT | 5 | 5 | 5 | 0 | 0% | 1 | 89 | C | 90% | |
| | | EB | TH | 464 | 469 | 459 | 464 | -5 | -5 | 0 | A | 100% | |
| | | | RT | 5 | 5 | 5 | 0 | 0% | 0 | 0 | A | 99% | |
| | | | LT | 5 | 5 | 5 | 0 | 0% | 0 | 0 | A | 100% | |
| | | WB | TH | 789 | 794 | 675 | 680 | -114 | -14% | 59 | A | 100% | |
| | | | RT | 789 | 794 | 675 | 680 | -114 | -14% | 59 | A | 86% | |
| | | Intersection | | | | 1,273 | 1,153 | -120 | -9% | 1.1 | | | |
| 3 | Columbia Pike and Air Force Memorial Driveway | SB | LT | 5 | 10 | 5 | 10 | 0 | 0% | 31 | C | 100% | |
| | | | RT | 5 | 5 | 5 | 0 | 0% | 0 | 31 | C | 100% | |
| | | EB | LT | 5 | 6 | 1 | -5 | 20% | -1% | 47 | A | 120% | |
| | | | TH | 464 | 458 | -6 | -5 | 6.0 | 1.1 | 47 | A | 99% | |
| | | | TH | 789 | 794 | -114 | -114 | 1.1 | 0 | 102 | A | 86% | |
| | | WB | RT | 5 | 5 | 5 | 0 | 0% | 1 | 59 | A | 100% | |
| | | | Intersection | 1,273 | 1,154 | -119 | -9% | 4.7 | 1.6 | 102 | A | 91% | |
| 4 | Columbia Pike and S. Joyce St | NB | U | 0 | 0 | 0 | 0 | - | - | - | - | - | |
| | | | LT | 409 | 899 | 307 | 711 | -102 | -25% | 1,226 | F | 75% | |
| | | | TH | 105 | 90 | -15 | -15 | -14% | 349.3 | 1,226 | F | 86% | |
| | | | RT | 385 | 314 | -71 | -18% | 399.8 | 1,230 | 1,230 | F | 82% | |
| | | SB | LT | 95 | 94 | -1 | -2 | 387.0 | 40.5 | 65 | D | 99% | |
| | | | TH | 180 | 180 | 0 | 0 | 289.1 | 65 | 396 | D | 100% | |
| | | EB | RT | 15 | 14 | -1 | -7% | 34.4 | 51 | 396 | C | 93% | |
| | | | U | 0 | 0 | 0 | - | 43.1 | 51 | 411 | E | 100% | |
| | | | LT | 5 | 5 | 0 | 0% | 39.7 | 44 | 490 | D | 98% | |
| | | WB | TH | 125 | 123 | -2 | -5 | 70.8 | 26.2 | 51 | B | 99% | |
| | | | RT | 339 | 336 | -3 | -1% | 42.8 | 38 | 470 | F | 80% | |
| | | | U | 5 | 4 | -1 | -7% | 19.5 | 257 | 468 | F | 87% | |
| | | LT | LT | 310 | 270 | -40 | -57 | 112.9 | 64.4 | 560 | E | 100% | |
| | | | TH | 370 | 358 | -12 | -3 | 116.6 | 257 | 560 | D | 98% | |
| | | | RT | 135 | 131 | -4 | -3% | 35.3 | 257 | 560 | C | 99% | |
| | | | Intersection | 2,478 | 2,226 | -252 | -10% | 34.7 | 144.3 | 571 | E | 87% | |
| 5 | Columbia Pike and Current ANC Ops Center Driveway | SB | LT | 10 | 15 | 10 | 15 | 0 | 0% | 31 | C | 100% | |
| | | | RT | 5 | 5 | 5 | 0 | 0% | 0 | 31 | C | 100% | |
| | | EB | U | 0 | 0 | 0 | 0 | - | - | 0 | A | - | |
| | | | TH | 385 | 335 | -50 | -50 | -13% | 0.2 | 0 | A | 87% | |
| | | WB | U | 10 | 11 | 1 | -32 | 0.2 | 0 | 0 | D | 110% | |
| | | | TH | 815 | 782 | -33 | -4 | 10% | 115 | 760 | D | 96% | |
| | | | RT | 5 | 5 | 0 | 0% | 34.7 | 94 | 561 | C | 100% | |
| | | Intersection | | | | 1,230 | 1,148 | -82 | -7% | 22.9 | C | 93% | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 55 | 60 | 54 | 59 | -1 | -2% | 66 | B | 98% | |
| | | | RT | 5 | 5 | 5 | 0 | -1 | -2% | 66 | A | 100% | |
| | | SB | TH | 35 | 140 | 32 | 127 | -3 | -13 | 22.2 | C | 91% | |
| | | | RT | 105 | 95 | -10 | -13 | -9% | 18.0 | 67 | C | 90% | |
| | | EB | RT | 250 | 255 | 237 | 242 | -13 | -13 | 75 | A | 95% | |
| | | | LT | 20 | 22 | 2 | -1 | 10% | 0.8 | 0 | A | 110% | |
| | | WB | TH | 440 | 460 | 437 | 459 | -3 | -1 | 11.1 | C | 99% | |
| | | | Intersection | 915 | 887 | -28 | -3% | 10.6 | 19 | 140 | B | 100% | |
| | | | | | | | | 9.2 | | | A | 97% | |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served | |
|---|--|--------------|----------|----------------------|-------------------------|-------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-------|--------------------|------|
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 165 | 645 | 167 | 638 | 2 | -7 | 38.2 | 58 | 286 | D | 101% |
| | | | TH | 350 | | 346 | | -4 | -1% | 46.5 | 58 | 286 | D | 99% |
| | | | RT | 130 | | 125 | | -5 | -4% | 10.9 | 61 | 294 | C | 96% |
| | | SB | LT | 202 | 829 | 187 | 785 | -15 | -7% | 31.2 | 50 | 300 | C | 93% |
| | | | TH | 332 | | 323 | | -9 | -3% | 21.5 | 50 | 300 | C | 97% |
| | | | RT | 295 | | 275 | | -20 | -7% | 18.6 | 54 | 309 | C | 93% |
| | | EB | LT | 100 | 442 | 100 | | 0 | 0% | 61.2 | 32 | 202 | E | 100% |
| | | | TH | 182 | | 183 | 434 | 1 | -8 | 19.9 | 32 | 202 | B | 101% |
| | | | RT | 160 | | 151 | | -9 | -6% | 13.5 | 39 | 216 | B | 94% |
| | | WB | U | 0 | 1,237 | 0 | | - | - | - | - | - | - | - |
| | | | LT | 225 | | 180 | | -45 | -20% | 77.9 | 329 | 664 | E | 100% |
| | | | TH | 563 | | 454 | | -109 | -19% | 87.3 | 329 | 664 | B | 101% |
| | | | RT | 449 | | 357 | | -92 | -21% | 80.0 | 330 | 666 | F | 94% |
| | | Intersection | | | | 3,152 | 2,848 | -304 | -10% | 47.6 | | | D | 90% |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 195 | 470 | 179 | | -16 | -8% | 67.7 | 165 | 386 | E | 92% |
| | | | TH | 5 | | 6 | 447 | 1 | -23 | 38.6 | 165 | 386 | D | 120% |
| | | | RT | 270 | | 262 | | -8 | -3% | 92.5 | 165 | 386 | F | 97% |
| | | SB | LT | 45 | 95 | 43 | | -2 | -4% | 25.2 | 12 | 97 | C | 96% |
| | | | TH | 5 | | 5 | 93 | 0 | 0% | 27.2 | 12 | 144 | C | 100% |
| | | | RT | 45 | | 45 | | 0 | 0% | 40.4 | 12 | 97 | D | 100% |
| | | EB | U | 10 | 514 | 9 | | -1 | -10% | 55.8 | 38 | 210 | E | 90% |
| | | | LT | 10 | | 9 | 495 | -1 | -10% | 32.9 | 38 | 210 | C | 90% |
| | | | TH | 429 | | 412 | | -17 | -4% | 23.6 | 38 | 210 | C | 96% |
| | | WB | RT | 65 | 1,347 | 65 | | 0 | 0% | 23.3 | 38 | 210 | C | 100% |
| | | | U | 65 | | 51 | | -14 | -22% | 21.2 | 10 | 124 | C | 78% |
| | | | LT | 225 | | 180 | | -45 | -20% | 24.8 | 10 | 124 | C | 80% |
| | | | TH | 987 | | 790 | | -197 | -20% | 56.1 | 188 | 603 | D | 80% |
| | | | RT | 70 | | 58 | | -12 | -17% | 29.2 | 188 | 603 | C | 83% |
| | | Intersection | | | | 2,426 | 2,114 | -312 | -13% | 48.8 | | | D | 87% |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 911 | 4 | | -1 | -20% | 157.0 | 314 | 570 | F | 80% |
| | | | LT | 175 | | 161 | | -14 | -8% | 172.4 | 314 | 570 | F | 92% |
| | | | TH | 471 | | 441 | | -30 | -6% | 86.3 | 322 | 571 | F | 94% |
| | | SB | RT | 260 | 1,774 | 243 | | -17 | -7% | 164.2 | 341 | 575 | F | 93% |
| | | | LT | 656 | | 541 | | -115 | -17% | 108.6 | 803 | 2,119 | F | 83% |
| | | | TH | 808 | | 611 | 1,377 | -197 | -24% | 211.4 | 803 | 2,119 | F | 76% |
| | | EB | RT | 310 | 809 | 225 | | -85 | -27% | 153.2 | 694 | 2,082 | F | 73% |
| | | | U | 5 | | 5 | | 0 | 0% | 48.4 | 65 | 287 | D | 100% |
| | | | LT | 195 | | 185 | | -10 | -5% | 36.7 | 65 | 287 | D | 95% |
| | | | TH | 499 | | 471 | | -28 | -6% | 28.8 | 65 | 287 | C | 94% |
| | | WB | RT | 110 | 2,001 | 107 | | -3 | -3% | 14.3 | 60 | 290 | F | 97% |
| | | | U | 5 | | 4 | | -1 | -20% | 185.0 | 1,117 | 1,733 | F | 80% |
| | | | LT | 165 | | 139 | | -26 | -16% | 172.6 | 1,117 | 1,733 | F | 84% |
| | | | TH | 857 | | 687 | | -170 | -20% | 206.3 | 1,117 | 1,733 | F | 80% |
| | | | RT | 974 | | 795 | | -179 | -18% | 162.3 | 1,035 | 1,643 | F | 82% |
| | | Intersection | | | | 5,495 | 4,619 | -876 | -16% | 139.9 | | | F | 84% |

2045 No-Build Volume Calibration and MOEs (Freeways)

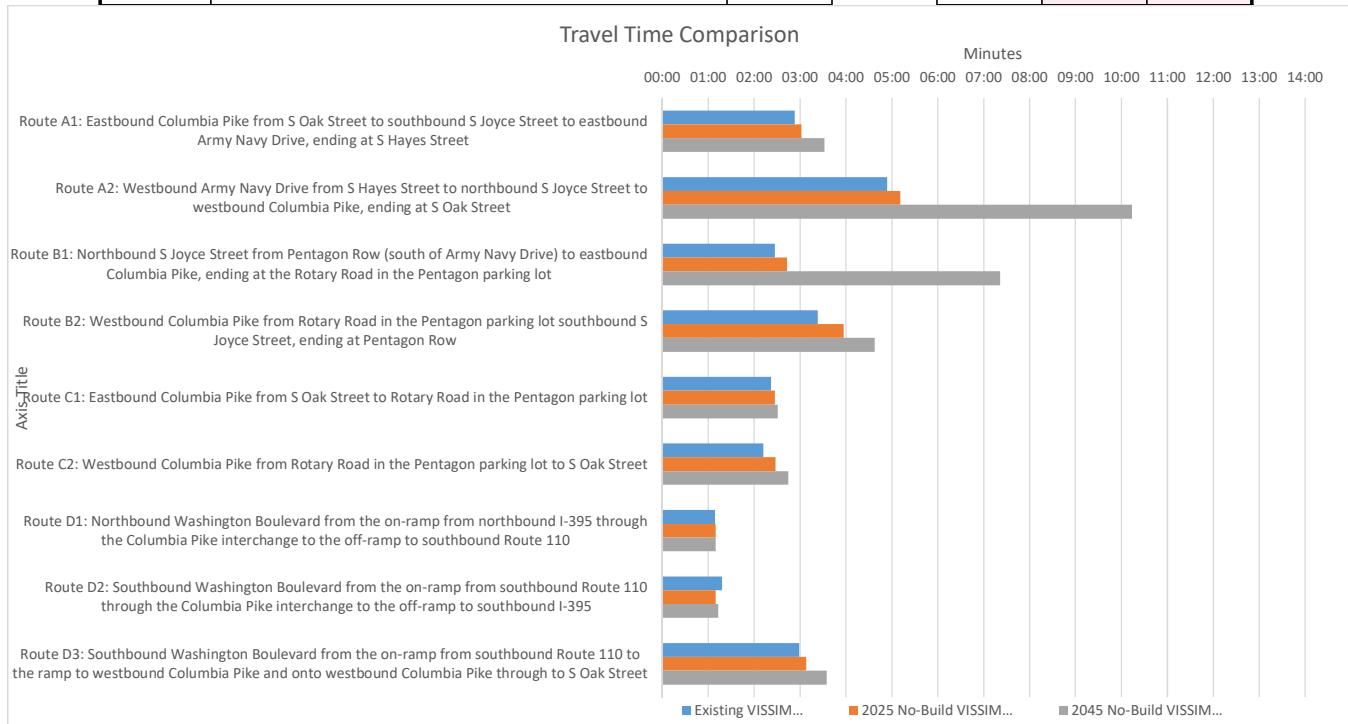
PM Peak Hour (5:00 PM - 6:00 PM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,910 | 1,902 | -8 | 0% | 43 | 14.8 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 480 | 482 | 2 | 0% | 29 | 16.2 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 60 | 60 | 0 | 0% | 15 | 2.1 | 100% |
| | Off-ramp to Rotary Road | Ramp | 420 | 422 | 2 | 1% | 25 | 17.2 | 101% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,430 | 1,425 | -5 | 0% | 46 | 15.4 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 240 | 209 | -31 | -13% | 22 | 9.5 | 87% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,670 | 1,634 | -36 | -2% | 43 | 15.4 | 98% |
| | On-ramp from Columbia Pike WB | Ramp | 145 | 147 | 2 | 1% | 31 | 4.7 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,815 | 1,777 | -38 | -2% | 42 | 17.8 | 98% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| | Mainline north of on-ramp from I-395 HOV | Basic | 1,815 | 1,771 | -44 | -2% | 42 | 13.9 | 98% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 2,065 | 2,062 | -3 | 0% | 41 | 16.6 | 100% |
| Southbound Washington Boulevard | On-ramp from Route 110 SB | Ramp | 1,605 | 1,601 | -4 | 0% | 46 | 34.9 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,670 | 3,626 | -44 | -1% | 41 | 22.2 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 740 | 733 | -7 | -1% | 46 | 15.8 | 99% |
| | Off-ramp to Columbia Pike WB | Ramp | 510 | 499 | -11 | -2% | 22 | 27.4 | 98% |
| | Mainline between off-ramps to Columbia Pike WB / I-395 HOV SB and on-ramp from Columbia Pike WB | Basic | 2,420 | 2,429 | 9 | 0% | 46 | 26.3 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 140 | 139 | -1 | -1% | 26 | 5.4 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and off-ramp to Columbia Pike EB | Weave | 2,560 | 2,514 | -47 | -2% | 45 | 18.7 | 98% |
| | Off-ramp to Columbia Pike EB | Ramp | 90 | 93 | 3 | 4% | 24 | 3.9 | 104% |
| | Mainline between off-ramp to Columbia Pike EB and on-ramp from Columbia Pike EB | Basic | 2,470 | 2,473 | 3 | 0% | 46 | 26.7 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 225 | 201 | -24 | -11% | 30 | 6.6 | 89% |
| | Mainline south of on-ramp from Columbia Pike EB | Merge | 2,695 | 2,675 | -20 | -1% | 35 | 34.3 | 99% |

2045 No-Build Travel Time Calibration

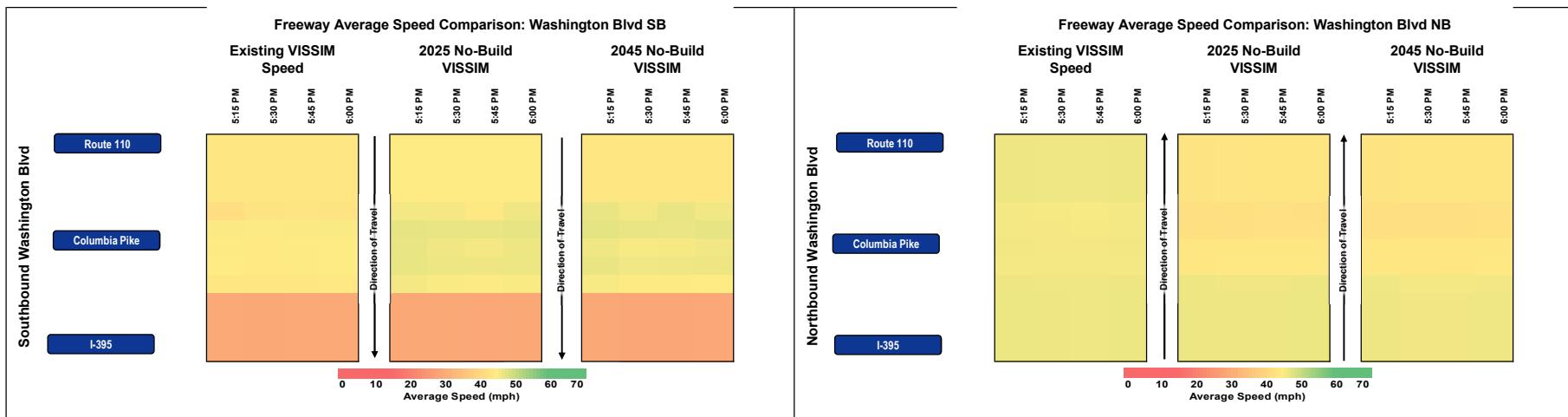
PM Peak Hour (5:00 PM - 6:00 PM)

| Segment ID | Route | Peak Period Travel Time | | | | |
|------------|--|-------------------------|------------------------------|------------------------------|----------------------------------|------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | Difference from Existing (MM:SS) | Difference from Existing (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 02:53 | 03:02 | 03:32 | 00:39 | 23% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 04:54 | 05:11 | 10:14 | 05:20 | 109% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:27 | 02:43 | 07:22 | 04:55 | 201% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:57 | 04:38 | 01:15 | 37% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:22 | 02:27 | 02:31 | 00:09 | 6% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:12 | 02:28 | 02:45 | 00:33 | 25% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:09 | 01:10 | 01:10 | 00:01 | 1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:18 | 01:10 | 01:13 | -00:05 | -6% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 03:08 | 03:35 | 00:36 | 20% |



Columbia Pike/Washington Boulevard Interchange – IMR Update

Speed Comparisons



2045 Build Intersection MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | | | | | | |
|---|---|--------------|----------|----------------------|-------|-------------------------|-------|------------------|-----|----------------|------|-------------------------|------|-----------------------------|------|-------------------------|------|------|------|--------------------|-----|-----|-----|------|------|------|------|------|
| | | | | LT | 415 | 565 | 408 | 84 | 566 | 4 | 4 | -7 | 1 | -2% | 5% | 0% | 39.9 | 43.4 | 36.7 | 96 | 101 | 394 | 400 | D | D | 98% | 100% | |
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 415 | 565 | 408 | 84 | 566 | 4 | 4 | -7 | 1 | -2% | 5% | 0% | 39.9 | 43.4 | 36.7 | 96 | 101 | 394 | 400 | D | D | 98% | 100% | | |
| | | | TH | 80 | | 74 | | 74 | | 4 | | | | 6% | 11.0 | | 101 | | | 394 | | 400 | | D | B | 105% | 106% | |
| | | | RT | 70 | | | | | | 4 | | | | | | | | | | | | | | A | B | 99% | 99% | |
| | | SB | LT | 35 | 165 | 33 | 129 | 162 | -2 | -3 | -6% | -1% | -2% | 45.5 | 8.9 | 16.4 | 10 | 14 | 125 | | | | D | B | 94% | 94% | | |
| | | | RT | 130 | | 129 | | | -1 | | | | | | | | | | | | | | D | B | 107% | 102% | | |
| | | EB | LT | 45 | 549 | 48 | 371 | 560 | 3 | 11 | 7% | 2% | 2% | 35.8 | 11.2 | 12.4 | 25 | 25 | 175 | | | | A | B | 101% | 101% | | |
| | | | TH | 364 | | 371 | | | 7 | | 1% | | | | 7.6 | | | 19 | | 175 | | | | C | C | 120% | 100% | |
| | | | RT | 140 | | 141 | | | 1 | | | | | | | | | | | 184 | | | | D | C | 105% | 105% | |
| | | WB | U | 5 | 791 | 6 | 766 | 793 | 1 | 2 | 20% | 0% | 0% | 28.4 | 29.8 | 30.0 | 97 | 97 | 503 | | | | | | | 101% | 101% | |
| | | | TH | 766 | | 766 | | 0 | | 2 | | | | | | | | | | 503 | | | | | | | | |
| | | | RT | 20 | | 21 | | 1 | | | 5% | | | | 40.3 | | | 100 | | 507 | | | | | | | | |
| | | Intersection | | | | 2,070 | | 2,081 | | | 11 | | 1% | | 26.0 | | | | | | | | | | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 4 | 5 | 9 | -1 | -1 | -20% | 0% | -10% | 20.5 | 6.6 | 12.7 | 0 | 1 | 85 | 87 | | | C | B | 80% | 90% | | |
| | | | RT | 5 | | 0 | 5 | | | | | | | | | | | | | | | | | A | B | 100% | 100% | |
| | | SB | LT | 275 | 290 | 275 | 289 | 0 | | -1 | 0% | -7% | 0% | 26.2 | 23.4 | 26.0 | 37 | 37 | 317 | 317 | | | C | C | 100% | 93% | | |
| | | | RT | 15 | | 14 | | -1 | | | | | | | | | | | | | | | C | A | 80% | 80% | | |
| | | EB | LT | 5 | | 4 | | -1 | | | -20% | | | 26.0 | | | 12 | | 168 | | | | A | A | 102% | 102% | | |
| | | | TH | 464 | 474 | 475 | 484 | 11 | | 10 | 2% | 2% | 2% | 7.1 | | 7.3 | 12 | 20 | 168 | | | | A | A | 100% | 100% | | |
| | | | RT | 5 | | 5 | | 0 | | | 0% | | | 8.7 | | | 20 | | 197 | | | | B | B | 140% | 140% | | |
| | | WB | LT | 5 | | 7 | | 2 | | | 40% | | | 9.4 | | | 38 | | 370 | | | | B | B | 100% | 100% | | |
| | | | TH | 771 | 1,016 | 773 | 1,016 | 2 | | 0 | 0% | 0% | 0% | 12.8 | | 14.2 | 38 | 42 | | | | | B | B | 98% | 98% | | |
| | | | RT | 240 | | 236 | | -4 | | | -2% | | | 18.7 | | | 42 | | 375 | | | | B | B | 100% | 100% | | |
| | | Intersection | | | | 1,790 | | 1,798 | | | 8 | | 0% | | 14.2 | | | | | | | | | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 514 | 909 | 501 | 885 | -13 | -24 | -3% | -3% | -3% | 21.8 | 7.6 | 15.6 | 73 | 78 | 245 | 252 | | | C | B | 97% | 97% | | | |
| | | | RT | 395 | | 384 | | -11 | | | | | | | | | | | | | | | A | B | 97% | 97% | | |
| | | EB | U | 2 | | 2 | | 0 | | | 0% | | | 23.4 | | | 54 | | 413 | | | | C | C | 100% | 100% | | |
| | | | TH | 238 | 759 | 350 | 882 | 112 | 123 | 47% | 16% | 16% | 26.4 | 11.7 | 17.6 | 54 | 54 | 413 | | | | B | B | 147% | 147% | | | |
| | | | RT | 519 | | 530 | | 11 | | | 2% | | | 11.7 | | | 33 | | 392 | | | | C | B | 102% | 102% | | |
| | | WB | U | 15 | | 15 | | 0 | | | 0% | | | 22.6 | | | 39 | | 318 | | | | C | B | 100% | 100% | | |
| | | | LT | 315 | 830 | 334 | 860 | 19 | 30 | 6% | 4% | 4% | 19.2 | | 13.1 | 39 | 39 | 318 | | | | B | B | 106% | 106% | | | |
| | | | TH | 500 | | 511 | | 11 | | | 2% | | | 8.9 | | | 17 | | 137 | | | | A | A | 102% | 102% | | |
| | | Intersection | | | | 2,498 | | 2,627 | | | 129 | | 5% | | 15.5 | | | | | | | | | | | | | 105% |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 55 | 60 | 55 | 61 | 0 | 1 | 0% | 2% | 2% | 12.4 | 9.6 | 12.1 | 3 | 2 | 76 | 76 | | | B | B | 100% | 102% | | | |
| | | | RT | 5 | | 6 | | 1 | | 20% | | | | | | | | | | | | A | A | 120% | 120% | | | |
| | | SB | LT | 35 | 140 | 35 | 139 | 0 | -1 | 0% | -1% | -1% | 14.1 | 8.2 | 9.7 | 11 | 7 | 11 | 127 | 98 | | | B | A | 100% | 99% | | |
| | | | RT | 105 | | 104 | | | | | | | | | | | | | | | | | A | A | 147% | 116% | | |
| | | EB | U | 5 | 300 | 6 | 321 | 1 | 27 | 20% | 9% | 9% | 2.0 | 0.3 | 0.3 | 0 | 0 | 0 | 21 | 25 | | | A | A | 120% | 109% | | |
| | | | RT | 295 | | 321 | | 26 | | | | | | | | | | | | | | | C | B | 110% | 100% | | |
| | | | LT | 20 | 460 | 22 | 459 | 2 | -1 | 10% | 0% | 0% | 22.4 | 11.4 | 11.9 | 18 | 17 | 18 | 147 | 147 | | | B | B | 99% | 103% | | |
| | | Intersection | | | | 960 | | 986 | | | 26 | | 3% | | 7.8 | | | | | | | | | | | | | |
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 165 | | 167 | | 2 | -5 | 1% | 0% | -1% | 37.2 | 26.8 | 26.3 | 47 | 47 | 229 | 229 | | | D | C | 101% | 99% | | | |
| | | | TH | 359 | 654 | 358 | 649 | -1 | | | | | | | | | | | | | | C | B | 100% | 95% | | | |
| | | SB | RT | 130 | | 124 | | -6 | | 5% | | | | 10.3 | | | 43 | | 237 | | | | C | B | 98% | 103% | | |
| | | | LT | 202 | | 197 | | 9 | 1 | 3% | -2% | 0% | 24.2 | 17.0 | 18.3 | 39 | 39 | 332 | | | | B | B | 99% | 100% | | | |
| | | | TH | 332 | 829 | 341 | 830 | -3 | | -1% | | | | 15.9 | | | 42 | | 340 | | | | B | B | 104% | 104% | | |
| | | EB | RT | 295 | | 292 | | -9 | | -6% | -1% | -1% | 37.9 | 19.3 | 21.1 | 23 | 23 | 174 | | | | D | C | 101% | 99% | | | |
| | | | LT | 100 | | 104 | | 4 | -4 | 4% | 1% | -1% | 19.3 | | | 29 | | 188 | | | | B | B | 94% | 94% | | | |
| | | | TH | 182 | 442 | 183 | 438 | 1 | | | | | | 11.7 | | | 29 | | 188 | | | | D | D | 95% | 94% | | |
| | | WB | RT | 160 | | 151 | | -9 | | -6% | -6% | -6% | 49.5 | 57.1 | 48.8 | 231 | 231 | 650 | | | | B | B | 92% | 92% | | | |
| | | | LT | 227 | 1,242 | 209 | 1,164 | -18 | -78 | -8% | -6% | -6% | 38.0 | | | 232 | | 651 | | | | E | D | 94% | 94% | | | |
| | | | TH | 565 | | 529 | | -36 | -24 | -5% | -5% | -5% | 40.3 | | | | | | | | | D | D | 95% | 95% | | | |
| | | Intersection | | | | 3,166 | | 3,081 | | | -85 | | -3% | | 31.9 | | | | | | | | | | | | | 97% |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | | |
|----|--|--------------|--------------|----------------------|-------|-------------------------|-------|------------------|------|----------------|-------|-------------------------|-------|-----------------------------|-------|-------------------------|-------|-----|-------|--------------------|------|------|------|--|
| | | | | LT | 195 | | 188 | | -7 | | -4% | | 32.9 | | 19.4 | | 34 | | 168 | | C | B | 96% | |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | TH | 5 | 470 | 6 | 467 | 1 | -3 | 20% | -1% | 21.6 | | 19.4 | | 34 | | 168 | | 174 | | 99% | | |
| | | | RT | 270 | | 273 | | 3 | | 1% | | 10.1 | | | | | 34 | | | | | | | |
| | | | LT | 45 | | 43 | | -2 | | -4% | | 24.4 | | 25.5 | | 10 | | 86 | | | 120% | | | |
| | | SB | TH | 5 | 95 | 5 | 93 | 0 | -2 | 0% | -2% | 23.7 | | | | | 10 | | 86 | | 86 | | | |
| | | | RT | 45 | | 45 | | 0 | | 0% | | 26.8 | | | | | 10 | | 86 | | | | 101% | |
| | | | U | 10 | | 9 | | -1 | | -10% | | 34.6 | | 24.6 | | 36 | | 192 | | | 96% | | | |
| | | EB | LT | 10 | 514 | 9 | 501 | -1 | -13 | -10% | | 35.3 | | | | | 36 | | 192 | | | 100% | | |
| | | | TH | 429 | | 418 | | -11 | | -2% | | 23.9 | | | | | 36 | | 192 | | | 98% | | |
| | | | RT | 65 | | 65 | | 0 | | 0% | | 25.8 | | | | | 36 | | | | | 100% | | |
| | | WB | U | 65 | 1,352 | 60 | | -5 | -84 | -8% | | 13.6 | | 19.9 | | 11 | | 132 | | 478 | | 92% | | |
| | | | LT | 225 | | 208 | | -17 | | -8% | | 16.1 | | | | | 11 | | | | 92% | | | |
| | | | TH | 992 | | 931 | | -61 | | -6% | | 21.6 | | | | | 64 | | 478 | | | 94% | | |
| | | | RT | 70 | | 69 | | -1 | | -1% | | 13.8 | | | | | 64 | | | | | | | |
| | | Intersection | | | | 2,431 | 2,329 | | -102 | -4% | | 21.0 | | | | | | | | C | | | 96% | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 911 | 4 | -1 | 5 | -20% | 1% | 86.0 | | 42.0 | | 126 | | 431 | | 431 | | 80% | | | |
| | | | LT | 175 | | 181 | 6 | | 3% | | 88.0 | | | | | 126 | | | | 103% | | | | |
| | | | TH | 471 | | 463 | -8 | | -2% | | 42.8 | | | | | 63 | | | | 101% | | | | |
| | | | RT | 260 | | 268 | 8 | | 3% | | 8.7 | | | | | 11 | | | | | | | | |
| | | SB | LT | 656 | 1,779 | 608 | -48 | -124 | -7% | -7% | 79.1 | | 348 | | 126 | | 431 | | 431 | | 93% | | | |
| | | | TH | 808 | | 755 | -53 | | -7% | | 78.5 | | | | | 348 | | | | 93% | | | | |
| | | | RT | 315 | | 292 | -23 | | -7% | | 60.8 | | | | | 218 | | | | | | | | |
| | | EB | U | 5 | 809 | 5 | 0 | -14 | 0% | -2% | 29.3 | | 31.8 | | 74 | | 296 | | 300 | | 98% | | | |
| | | | LT | 195 | | 190 | -5 | | -3% | | 41.4 | | | | | 74 | | | | 103% | | | | |
| | | | TH | 499 | | 489 | -10 | | -2% | | 31.7 | | | | | 74 | | | | | | | | |
| | | WB | RT | 110 | 2,001 | 111 | 1 | -188 | 1% | -9% | 15.7 | | 158.0 | | 1,104 | | 1,502 | | 1,502 | | 101% | | | |
| | | | U | 5 | | 5 | 0 | | 0% | | 135.5 | | | | | 1,104 | | | | 100% | | | | |
| | | | LT | 165 | | 156 | -9 | | -5% | | 148.5 | | | | | 1,104 | | | | 95% | | | | |
| | | | TH | 867 | | 780 | -77 | | -9% | | 173.6 | | | | | 1,104 | | | | 91% | | | | |
| | | | RT | 974 | | 872 | -102 | | -10% | | 145.9 | | | | | 1,018 | | | | | | | | |
| | | Intersection | | | | 5,500 | 5,179 | | -321 | | -6% | | 91.8 | | | | | | | | F | | 94% | |
| 10 | Columbia Pike/Pentagon Memorial | NB | RT | 60 | 60 | 60 | 60 | 0 | 0% | 0% | 4.6 | | 4.6 | | 1 | | 50 | | 50 | | 100% | | | |
| | | | TH | 633 | | 736 | 103 | | 16% | | 16% | | | | | 1.5 | | | | | | | | |
| | | EB | RT | 15 | 648 | 13 | -2 | -13% | -13% | 15% | 0.2 | | 1.4 | | 0 | | 0 | | 0 | | 116% | | | |
| | | | WB | TH | | 830 | 860 | | 30 | | 4% | 4% | 1.9 | | | 1.9 | | 0 | | 0 | | 87% | | |
| | | | Intersection | | | 1,538 | 1,669 | | 131 | | 9% | | 1.8 | | | | | | | A | | 104% | | |
| 11 | Columbia Pike/Washington Blvd Exits | SB | LT | 90 | 600 | 89 | 629 | -1 | 29 | -1% | 5% | 29.7 | | 31.9 | | 56 | | 56 | | 256 | | 105% | | |
| | | | RT | 510 | | 540 | 30 | | 6% | | 32.3 | | | 56 | | | | | | | | | | |
| | | EB | TH | 450 | 693 | 498 | 795 | 48 | 102 | 11% | 22% | 15% | 11.6 | | 12.2 | | 45 | | 367 | | 367 | | 111% | |
| | | | RT | 243 | | 297 | 54 | | 102 | | 13.3 | | | 45 | | | | | | | | | | |
| | | | WB | LT | 460 | 142 | 458 | 2 | -2 | 1% | 0% | 0% | 30.5 | | 18.1 | | 32 | | 209 | | 209 | | 122% | |
| | | | TH | 320 | | 316 | 29 | | -4 | | -1% | | 12.6 | 32 | | 101% | | | | | | | | |
| | | Intersection | | | | 1,753 | 1,882 | | 129 | | 7% | | 20.2 | | | | | | | | C | | 107% | |
| 12 | S. Joyce St and Ops Complex Entrance | NB | TH | 909 | 909 | 886 | 886 | -23 | -23 | -3% | 10.1 | 10.1 | | 3 | | 169 | | 169 | | 156 | | 97% | | |
| | | | TH | 829 | | 830 | 864 | | 1 | | 0% | | 0.5 | | 0.6 | | | | | 104% | | | | |
| | | SB | RT | 5 | 34 | 29 | 29 | | 580% | | 2 | | | 2.2 | | 1.9 | 2.2 | 1 | 1 | 156 | A | | 100% | |
| | | Intersection | | | | 1,743 | 1,750 | | 7 | | 0% | | 5.4 | | | | | | | | A | | 100% | |

2045 Build Freeway MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,910 | 1,902 | -8 | 0% | 43 | 14.8 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 480 | 482 | 2 | 0% | 29 | 16.2 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 60 | 61 | 1 | 1% | 15 | 2.2 | 101% |
| | Off-ramp to Rotary Road | Ramp | 420 | 422 | 2 | 0% | 25 | 17.2 | 100% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,430 | 1,426 | -4 | 0% | 46 | 15.4 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 383 | 439 | 56 | 15% | 38 | 11.4 | 115% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,670 | 1,684 | 14 | 1% | 45 | 13.2 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 145 | 144 | -1 | -1% | 46 | 18.3 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,815 | 1,827 | 12 | 1% | 45 | 16.8 | 101% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| | Mainline north of on-ramp from I-395 HOV | Basic | 1,815 | 1,819 | 4 | 0% | 46 | 13.2 | 100% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 2,065 | 2,081 | 16 | 1% | 33 | 20.8 | 101% |
| Southbound Washington Boulevard | On-ramp from Route 110 SB | Ramp | 1,605 | 1,605 | 0 | 0% | 42 | 38.3 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,670 | 3,649 | -21 | -1% | 42 | 21.9 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 740 | 734 | -6 | -1% | 39 | 18.7 | 99% |
| | Off-ramp to Columbia Pike | Ramp | 600 | 634 | 34 | 6% | 25 | 17.2 | 106% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike | Basic | 2,330 | 2,324 | -6 | 0% | 44 | 26.1 | 100% |
| | On-ramp from Columbia Pike | Ramp | 383 | 439 | 56 | 14% | 41 | 10.6 | 114% |
| | Mainline south of on-ramp from Columbia Pike | Merge | 2,713 | 2,761 | 48 | 2% | 33 | 36.7 | 102% |

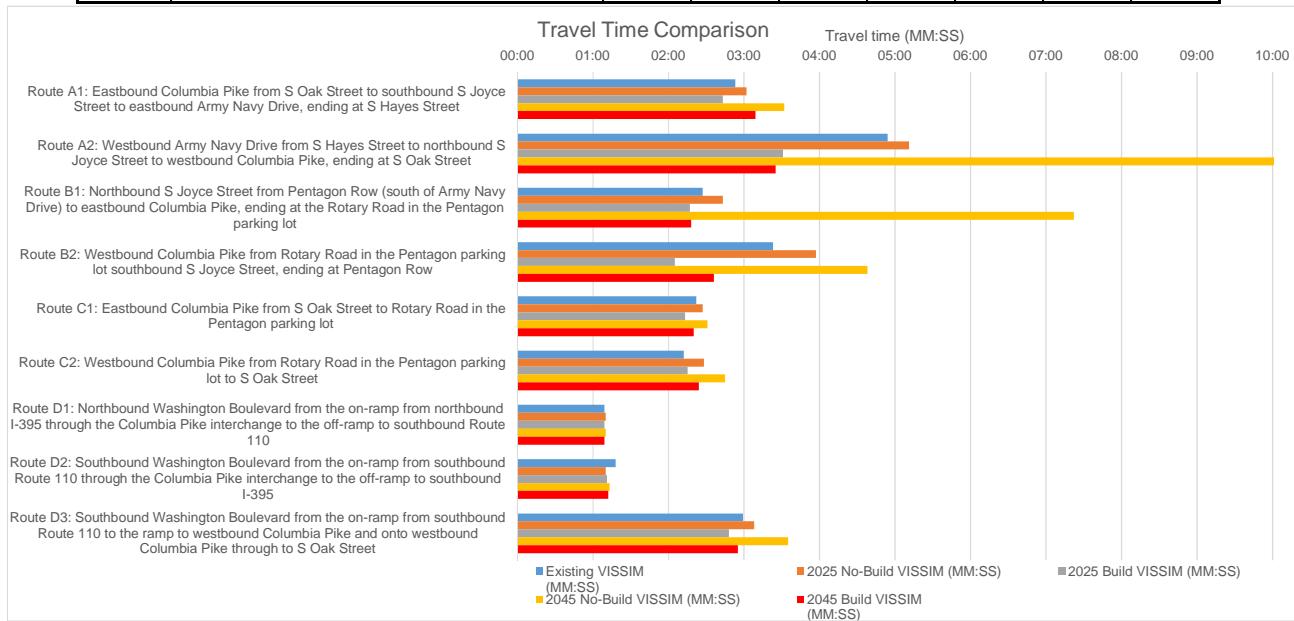
Columbia Pike/Washington Boulevard Interchange – IMR Update

Travel Times

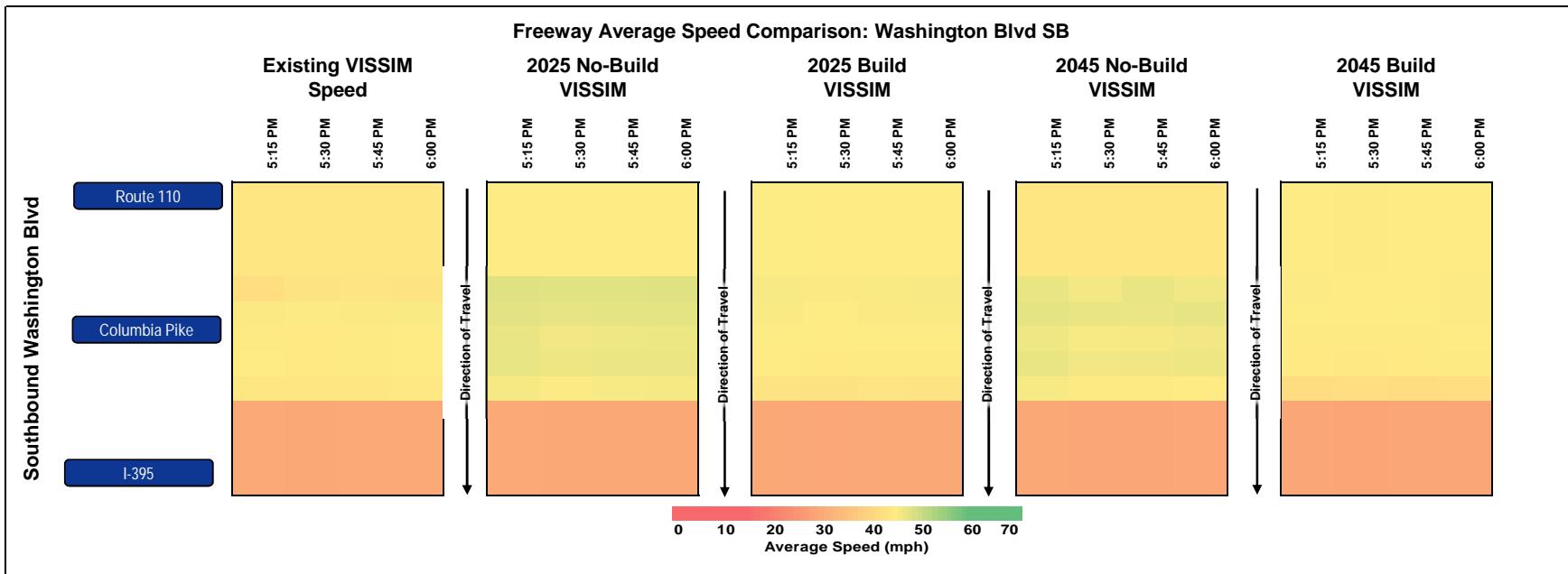
2045 Build Travel Time Comparison

PM Peak Hour (5:00 PM - 6:00 PM)

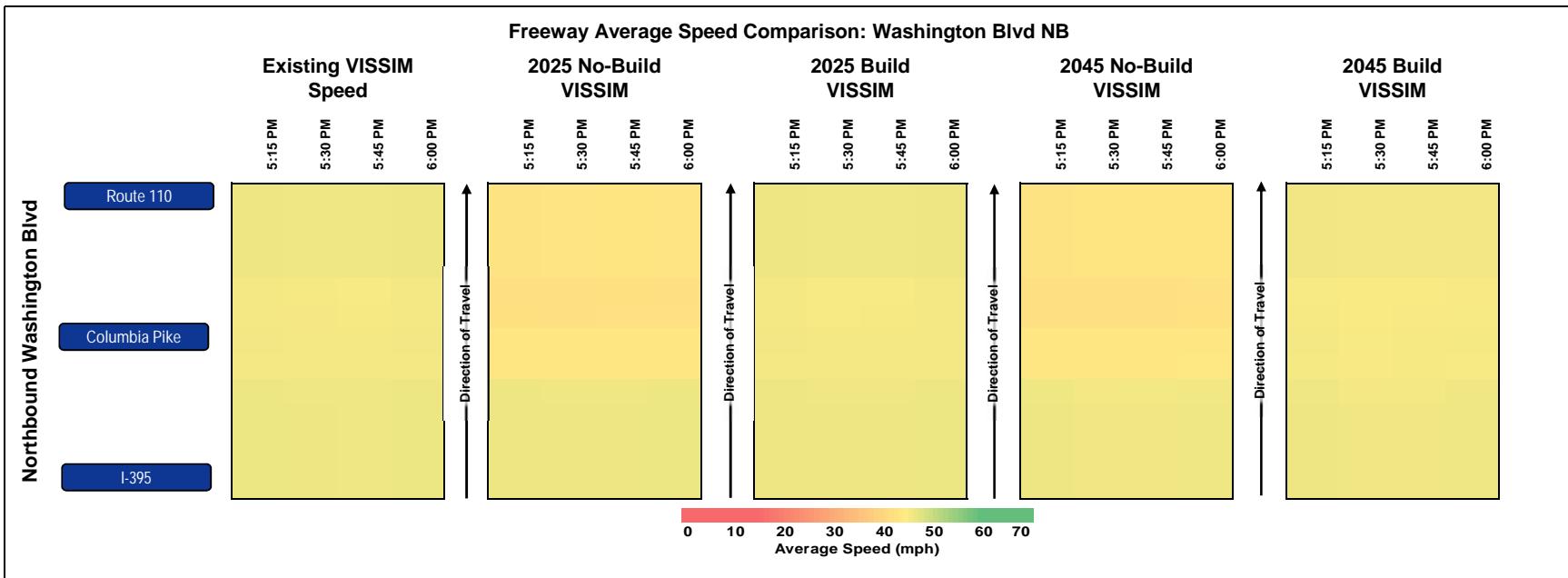
| Segment ID | Route | Peak Period Travel Time | | | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|------------------------------|---------------------------|--------------------------------------|----------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | 2045 Build VISSIM (MM:SS) | No-Build To Build Difference (MM:SS) | No-Build To Build Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 02:53 | 03:02 | 02:43 | 03:32 | 03:09 | -00:23 | -11% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 04:54 | 05:11 | 03:31 | 10:14 | 03:25 | -06:49 | -67% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:27 | 02:43 | 02:17 | 07:22 | 02:18 | -05:04 | -69% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:57 | 02:05 | 04:38 | 02:36 | -02:02 | -44% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:22 | 02:27 | 02:13 | 02:31 | 02:20 | -00:11 | -7% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:12 | 02:28 | 02:15 | 02:45 | 02:24 | -00:21 | -13% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:09 | 01:10 | 01:09 | 01:10 | 01:09 | -00:01 | -1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:18 | 01:10 | 01:11 | 01:13 | 01:12 | -00:01 | -1% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 03:08 | 02:48 | 03:35 | 02:55 | -00:40 | -19% |



Speed Comparisons



Speed Comparisons



Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

2025 Build Intersection MOEs

AM Peak Hour (7:45 AM - 8:45 AM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served |
|---|---|--------------|----------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|------|--------------------|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 140 | 290 | 136 | -4 | -3% | 39.0 | 53 | 277 | D | 97% |
| | | | TH | 120 | | 120 | 0 | 0% | 44.6 | 53 | 277 | | 100% |
| | | | RT | 30 | | 32 | 2 | 7% | 7.1 | 57 | 283 | | 107% |
| | | SB | LT | 30 | 30 | 29 | -1 | -1% | 50.5 | 9 | 104 | D | 97% |
| | | | UT | 0 | | 0 | 0 | - | - | - | - | | - |
| | | | EB | LT | 724 | 69 | 4 | 27 | 4% | 47.9 | 40 | 218 | 100% |
| | | | TH | 434 | | 457 | 23 | 6% | 54.7 | 40 | 218 | 106% | |
| | | | RT | 220 | | 220 | 0 | 5% | 11.1 | 31 | 228 | 105% | |
| | | WB | U | 5 | 181 | 5 | 0 | 0% | 9.5 | 11 | 94 | B | 100% |
| | | | TH | 166 | | 165 | -1 | -1% | 15.1 | 11 | 94 | | 99% |
| | | | RT | 10 | | 10 | 0 | 0% | 7.3 | 12 | 98 | | 100% |
| | | Intersection | | 1,225 | 1,248 | | 23 | 2% | 20.9 | | | | C |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 0 | 0% | 17.5 | 1 | 89 | B | 100% |
| | | | RT | 5 | | 5 | 0 | 0% | 5.9 | 1 | 89 | | 100% |
| | | | SB | LT | 165 | 159 | -1 | -1% | 24.2 | 16 | 174 | | 99% |
| | | | RT | 5 | | 5 | 0 | 0% | 18.3 | 16 | 174 | | 100% |
| | | EB | LT | 5 | 524 | 5 | 0 | 0% | 12.2 | 10 | 164 | A | 100% |
| | | | TH | 489 | | 514 | 25 | 5% | 6.2 | 16 | 164 | | 105% |
| | | | RT | 5 | | 5 | 0 | 0% | 8.6 | 16 | 193 | | 100% |
| | | WB | LT | 5 | 351 | 6 | 1 | 20% | 2.6 | 2 | 84 | A | 120% |
| | | | TH | 171 | 351 | 171 | 0 | 0% | 3.0 | 3 | 90 | | 100% |
| | | | RT | 175 | | 177 | 2 | 1% | 3.7 | 3 | | | |
| | | Intersection | | 1,025 | 1,052 | | 27 | 3% | 8.1 | | | | A |
| 3 | Columbia Pike & Ops Center | NB | RT | 20 | 20 | 20 | 0 | 0% | 4.0 | 0 | 30 | A | 100% |
| | | | EB | TH | | 654 | 654 | 23 | 4% | 1.5 | 0 | 0 | 104% |
| | | | WB | TH | | 351 | 351 | 3 | 1% | 0.2 | 0 | 0 | 101% |
| | | Intersection | | 1,025 | 1,051 | | 26 | 3% | 1.1 | | | | A |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 176 | 470 | 176 | 0 | 0% | 23.4 | 24 | 157 | B | 100% |
| | | | RT | 294 | | 294 | 0 | 0% | 4.2 | 28 | 164 | | 100% |
| | | | EB | U | 674 | 5 | 0 | 0% | 13.1 | 22 | 227 | B | 100% |
| | | | TH | 329 | | 327 | -2 | -1% | 16.1 | 22 | 227 | | 99% |
| | | | RT | 340 | | 366 | 26 | 8% | 5.7 | 7 | 206 | | 108% |
| | | WB | U | 15 | 325 | 13 | 2 | -13% | 8.3 | 7 | 146 | A | 87% |
| | | | LT | 140 | 325 | 173 | 33 | 24% | 11.8 | 7 | 146 | | 124% |
| | | | TH | 170 | | 172 | 2 | 1% | 3.4 | 3 | 57 | | 101% |
| | | Intersection | | 1,469 | 1,526 | | 57 | 4% | 10.2 | | | | B |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 85 | 90 | 91 | 6 | 7% | 15.3 | 5 | 86 | C | 107% |
| | | | RT | 5 | | 6 | 1 | 20% | 13.9 | 4 | 82 | | 120% |
| | | | SB | TH | 15 | 10 | 0 | 0% | 13.9 | 1 | 96 | | 100% |
| | | | RT | 5 | | 5 | 0 | 0% | 7.3 | 1 | 68 | | 100% |
| | | EB | U | 5 | 364 | 5 | 0 | 0% | 1.3 | 0 | 12 | A | 102% |
| | | | RT | 359 | | 366 | 7 | 2% | 0.3 | 0 | 25 | | 99% |
| | | | WB | LT | 330 | 31 | 1 | -3% | 20.4 | 12 | 138 | | 103% |
| | | | TH | 300 | | 297 | -3 | -1% | 10.1 | 11 | 131 | | 99% |
| | | Intersection | | 799 | 811 | | 12 | 2% | 6.7 | | | | A |
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 35 | 328 | 39 | 4 | 11% | 18.3 | 16 | 124 | C | 107% |
| | | | TH | 228 | | 226 | -2 | -1% | 17.3 | 16 | 124 | | 120% |
| | | | RT | 65 | | 63 | -2 | -3% | 6.3 | 12 | 131 | | 100% |
| | | SB | LT | 265 | 429 | 268 | 3 | 1% | 11.3 | 13 | 123 | B | 100% |
| | | | TH | 135 | | 135 | 0 | 0% | 8.0 | 13 | 123 | | 102% |
| | | | RT | 25 | | 26 | 1 | 4% | 2.8 | 11 | 129 | | 103% |
| | | EB | LT | 132 | 494 | 140 | 8 | 6% | 30.7 | 39 | 208 | B | 99% |
| | | | TH | 289 | | 282 | -7 | -2% | 29.7 | 39 | 208 | | 97% |
| | | | RT | 75 | | 72 | -3 | -4% | 20.7 | 47 | 222 | | 101% |
| | | WB | LT | 65 | 233 | 64 | -1 | -8% | 52.9 | 27 | 152 | C | 100% |
| | | | TH | 66 | | 65 | -1 | -1% | 44.8 | 27 | 153 | | 98% |
| | | | RT | 110 | | 104 | -6 | -5% | 9.1 | 27 | 153 | | 96% |
| | | Intersection | | 1,490 | 1,484 | | -6 | 0% | 20.6 | | | | C |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served | | |
|----|--|--------------|--------------|----------------------|-------------------------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|------|------|
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | LT | 5 | 10 | 4 | -1 | -20% | 22.5 | 0 | 28 | C | 80% | |
| | | | RT | 5 | | 0 | 0% | 4.4 | 0 | 30 | B | 90% | | |
| | | SB | LT | 5 | 10 | 4 | -1 | -20% | 23.8 | 1 | 33 | C | 100% | |
| | | | RT | 5 | | -1 | -20% | 4.9 | 1 | 37 | B | 80% | | |
| | | EB | U | 10 | | 0 | 0% | 29.8 | 48 | 273 | C | 100% | | |
| | | | LT | 25 | 619 | 0 | 0% | 27.0 | 48 | 273 | C | 100% | | |
| | | | TH | 459 | 449 | -10 | -2% | 26.9 | 48 | 273 | C | 98% | | |
| | | | RT | 125 | | 0 | 0% | 29.8 | 48 | 273 | C | 100% | | |
| | | WB | U | 65 | | -3 | -5% | 11.0 | 10 | 104 | B | 95% | | |
| | | | LT | 255 | 580 | -1 | 0% | 12.5 | 10 | 104 | B | 100% | | |
| | | | TH | 220 | 219 | -1 | 0% | 9.3 | 8 | 107 | A | 100% | | |
| | | | RT | 40 | | -2 | -5% | 9.6 | 8 | 107 | A | 95% | | |
| | | Intersection | | | | 1,219 | 1,199 | -20 | -2% | 19.4 | | | 98% | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | | 5 | 0 | | 56.7 | 21 | 133 | E | 100% | |
| | | | LT | 55 | 390 | 56 | 1 | -3 | 54.6 | 21 | 32 | D | 102% | |
| | | | TH | 280 | | 276 | -4 | | 36.4 | 133 | 133 | D | 99% | |
| | | | RT | 50 | | 50 | 0 | | 37.3 | 32 | 122 | A | 100% | |
| | | SB | LT | 1,073 | | 1,060 | -13 | -26 | 40.8 | 42 | 84 | C | 99% | |
| | | | TH | 925 | 2,312 | 924 | -1 | | 28.2 | 189 | 557 | C | 100% | |
| | | | RT | 314 | | 302 | -12 | | 32.5 | 189 | 557 | B | 98% | |
| | | EB | U | 5 | | 6 | 1 | -18 | 17.1 | 76 | 240 | D | 120% | |
| | | | LT | 35 | 534 | 33 | -2 | | 40.7 | 76 | 240 | D | 94% | |
| | | | TH | 404 | | 392 | -12 | | 41.6 | 76 | 240 | D | 97% | |
| | | WB | RT | 90 | | 85 | -5 | -5 | 54.7 | 76 | 243 | B | 94% | |
| | | | U | 5 | | 5 | 0 | | 17.3 | 76 | 243 | C | 100% | |
| | | | LT | 65 | 723 | 68 | 3 | -5 | 28.1 | 30 | 156 | C | 105% | |
| | | | TH | 206 | | 203 | -3 | | 26.2 | 30 | 156 | C | 99% | |
| | | | RT | 447 | | 442 | -5 | | 30.8 | 0 | 97 | A | 99% | |
| | | Intersection | | | | 3,959 | 3,907 | -52 | -1% | 31.4 | | | 99% | |
| 10 | Columbia Pike/Pentagon Memorial | NB | RT | 12 | 12 | 12 | 0 | 0 | 0% | 3.7 | 0 | 28 | A | 100% |
| | | EB | TH | 590 | | 584 | 634 | -6 | -1% | 0.6 | 0 | 0 | A | 99% |
| | | | RT | 48 | | 50 | 2 | -4 | 4% | 0.2 | 0 | 0 | A | 104% |
| | | WB | TH | 325 | 325 | 358 | 33 | 33 | 10% | 0.6 | 0 | 37 | A | 110% |
| | | Intersection | | | | 975 | 1,004 | 29 | 3% | 0.6 | | | A | 103% |
| 11 | Columbia Pike/Washington Blvd Exits | SB | LT | 80 | 280 | 83 | 3 | 33 | 4% | 27.1 | 27 | 144 | C | 104% |
| | | | RT | 200 | | 230 | 30 | | 15% | 26.6 | 27 | 144 | C | 115% |
| | | EB | TH | 459 | 602 | 457 | -2 | -4 | 0% | 11.2 | 30 | 248 | B | 100% |
| | | | RT | 143 | | 141 | -2 | | -1% | 16.3 | 30 | 248 | B | 99% |
| | | WB | LT | 100 | | 100 | 227 | 2 | 0% | 22.6 | 14 | 144 | C | 100% |
| | | | TH | 125 | | 127 | 2 | | 1% | 9.9 | 14 | 144 | B | 102% |
| | | Intersection | | | | 1,107 | 1,138 | 31 | 3% | 17.0 | | | C | 103% |
| 12 | Columbia Pike/Maintenance | NB | TH | 470 | 470 | 470 | 0 | 0 | 0% | 3.4 | 0 | 3 | A | 100% |
| | | | TH | 425 | | 429 | 4 | 59 | 1% | 0.5 | 1 | 122 | A | 101% |
| | | SB | RT | 55 | | 110 | 55 | 100% | 12% | 1.6 | 2 | 169 | A | 200% |
| | | | Intersection | | | | 950 | 1,009 | 59 | 6% | 2.0 | | | A |

2025 Build Freeway MOEs

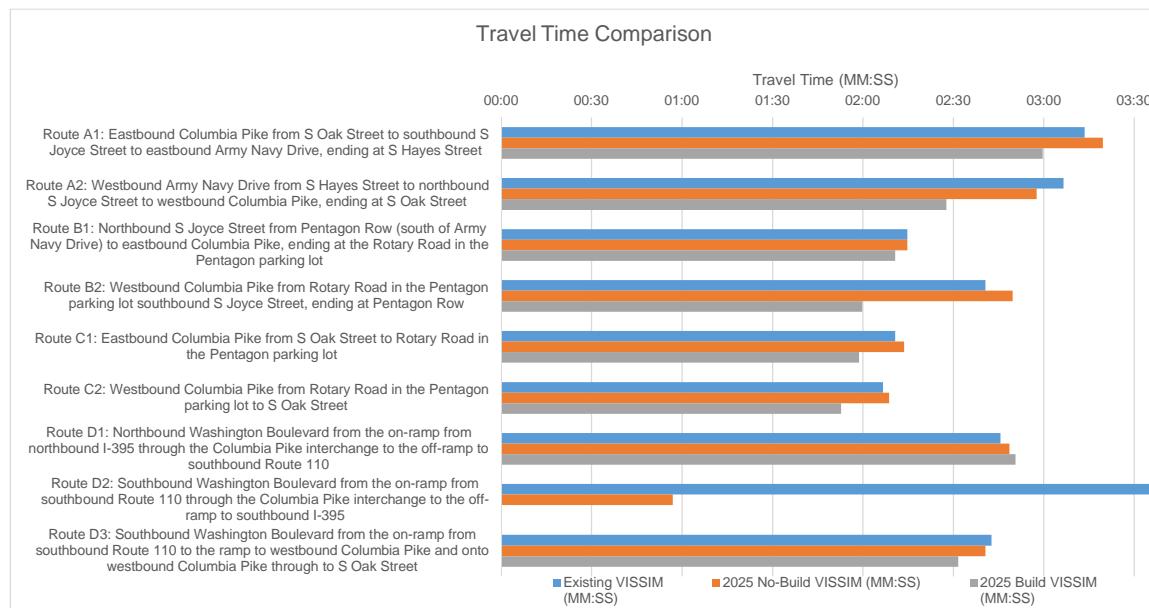
AM Peak Hour (7:45 AM - 8:45 AM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpf) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,605 | 2,577 | -28 | -1% | 28 | 31.5 | 99% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 565 | 564 | -1 | 0% | 28 | 19.5 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 95 | 97 | 2 | 2% | 14 | 3.6 | 102% |
| | Off-ramp to Rotary Road | Ramp | 470 | 468 | -2 | 0% | 24 | 19.3 | 100% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,040 | 1,970 | -70 | -3% | 21 | 47.3 | 97% |
| | On-ramp from Columbia Pike EB | Ramp | 243 | 240 | -3 | -1% | 46 | 5.2 | 99% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,040 | 2,113 | 73 | 4% | 18 | 49.7 | 104% |
| | On-ramp from Columbia Pike WB | Ramp | 170 | 172 | 2 | 1% | 35 | 4.9 | 101% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,385 | 2,250 | -135 | -6% | 16 | 59.4 | 94% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 625 | 621 | -4 | -1% | 32 | 19.7 | 99% |
| | Mainline north of on-ramp from I-395 HOV | Basic | 3,010 | 2,794 | -216 | -7% | 11 | 83.9 | 93% |
| Southbound Washington Boulevard | Mainline north of on-ramp from Route 110 SB | Basic | 790 | 818 | 28 | 3% | 48 | 5.6 | 103% |
| | On-ramp from Route 110 SB | Ramp | 410 | 409 | -1 | 0% | 48 | 8.5 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,200 | 1,214 | 14 | 1% | 52 | 5.8 | 101% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | #VALUE! |
| | Off-ramp to Columbia Pike | Ramp | 280 | 313 | 33 | 12% | 52 | 6.0 | 112% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike | Basic | 920 | 916 | -4 | 0% | 53 | 8.7 | 100% |
| | On-ramp from Columbia Pike | Ramp | 243 | 240 | -3 | -1% | 46 | 5.2 | 99% |
| | Mainline south of on-ramp from Columbia Pike | Merge | 1,163 | 1,155 | -8 | -1% | 50 | 9.8 | 99% |

2025 Build Travel Time Comparison

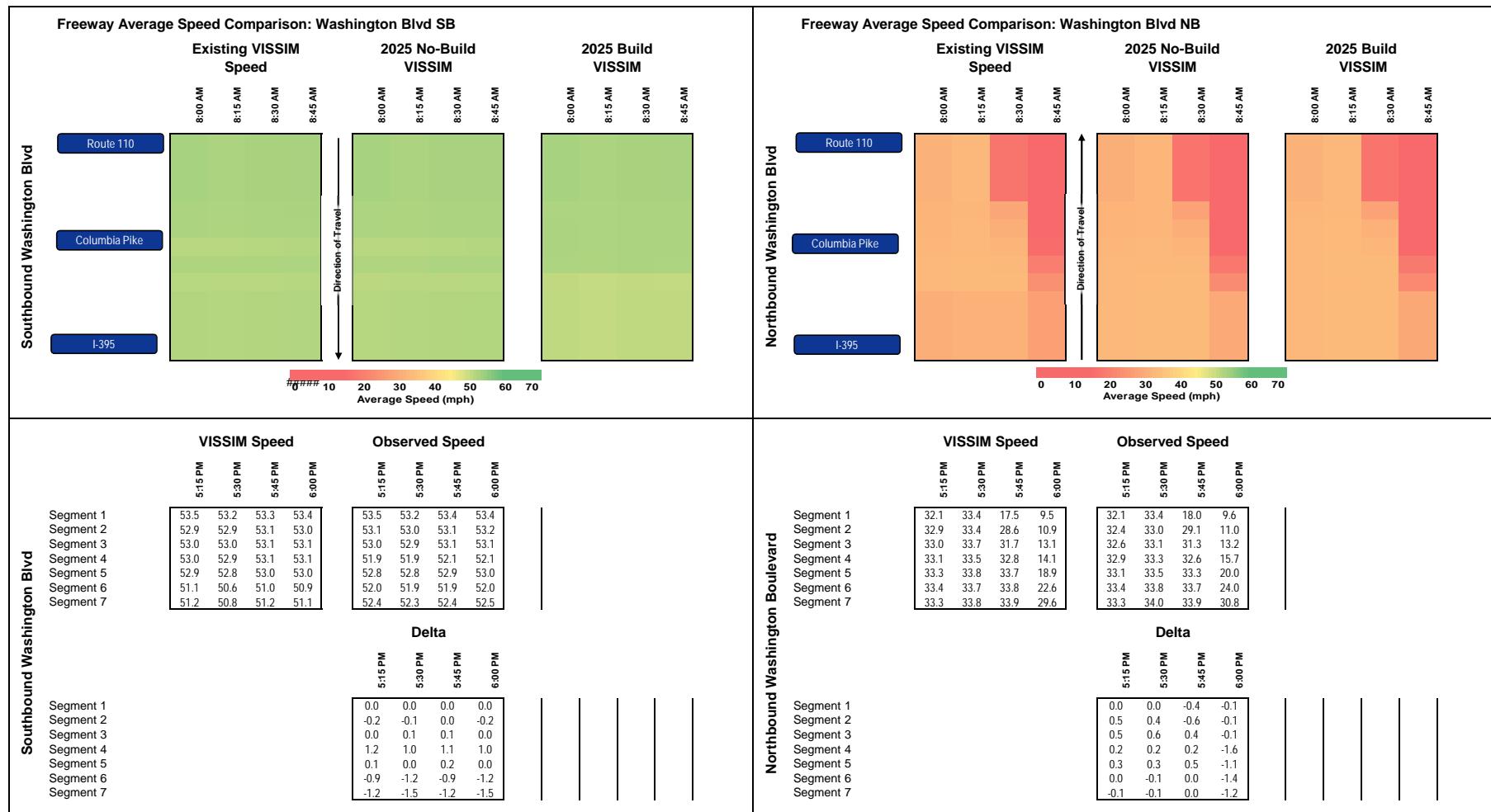
AM Peak Hour (7:45 AM - 8:45 AM)

| Segment ID | Route | Peak Period Travel Time | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|--------------------|----------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | Difference (MM:SS) | Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:20 | 03:00 | -00:20 | -10% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 02:58 | 02:28 | -00:30 | -17% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:15 | 02:11 | -00:04 | -3% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 02:50 | 02:00 | -00:50 | -29% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:14 | 01:59 | -00:15 | -11% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:09 | 01:53 | -00:16 | -12% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 02:49 | 02:51 | 00:02 | 1% |
| 12 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:00 | 00:57 | 00:00 | -00:57 | -100% |
| 109 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 02:41 | 02:32 | -00:09 | -6% |



Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs



2025 Build PM Intersection MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served |
|---|---|--------------|--------------|----------------------|-------------------------|-------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 410 | 401 | -9 | -2% | 39.6 | 93 | 391 | 398 | D | 98% |
| | | | TH | 70 | 73 | 3 | 4% | 42.0 | 93 | 391 | 398 | D | 104% |
| | | | RT | 50 | 53 | 3 | 6% | 8.4 | 98 | 398 | 398 | A | 106% |
| | | SB | LT | 25 | 25 | 0 | 0% | 50.6 | 9 | 112 | 120 | D | 100% |
| | | | RT | 140 | 137 | -3 | -2% | 8.5 | 13 | 120 | 120 | A | 98% |
| | | EB | LT | 40 | 42 | 2 | 5% | 53.2 | 21 | 148 | 157 | D | 105% |
| | | | TH | 266 | 277 | 11 | 4% | 10.4 | 21 | 148 | 157 | B | 104% |
| | | | RT | 115 | 115 | 0 | 0% | 5.9 | 12 | 157 | 157 | A | 100% |
| | | WB | U | 5 | 5 | 0 | 0% | 13.8 | 31 | 280 | 285 | B | 100% |
| | | | TH | 635 | 646 | 11 | 2% | 13.3 | 31 | 280 | 285 | B | 102% |
| | | | RT | 10 | 12 | 2 | 20% | 15.3 | 33 | 285 | 285 | B | 120% |
| | | Intersection | | | 1,766 | 1,786 | 20 | 1% | 20.4 | | | | C |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 4 | -1 | -20% | 19.9 | 0 | 85 | 86 | B | 80% |
| | | | RT | 5 | 5 | 0 | 0% | 5.5 | 0 | 86 | 86 | A | 100% |
| | | SB | LT | 250 | 250 | 0 | 0% | 22.2 | 28 | 232 | 232 | C | 100% |
| | | | RT | 10 | 10 | 0 | 0% | 17.9 | 28 | 232 | 232 | B | 100% |
| | | EB | LT | 5 | 5 | 0 | 0% | 16.3 | 6 | 124 | 153 | A | 100% |
| | | | TH | 336 | 349 | 13 | 12 | 4.9 | 6 | 124 | 153 | A | 104% |
| | | | RT | 5 | 4 | -1 | -20% | 3.2 | 12 | 153 | 153 | A | 80% |
| | | WB | LT | 5 | 6 | 1 | 20% | 12.5 | 20 | 278 | 283 | B | 120% |
| | | | TH | 635 | 647 | 12 | 13 | 9.5 | 20 | 278 | 283 | A | 102% |
| | | | RT | 220 | 220 | 0 | 0% | 10.8 | 23 | 283 | 283 | B | 100% |
| | | Intersection | | | 1,476 | 1,500 | 24 | 2% | 10.9 | | | | B |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 423 | 424 | 1 | 0% | 18.1 | 45 | 224 | 231 | B | 100% |
| | | | RT | 335 | 334 | 0 | 0% | 5.0 | 51 | 231 | 231 | A | 100% |
| | | EB | LT | 250 | 250 | 0 | 0% | 26.0 | 34 | 329 | 329 | C | 100% |
| | | | TH | 198 | 309 | 111 | 126 | 21.8 | 34 | 329 | 329 | C | 156% |
| | | | RT | 406 | 421 | 15 | 4% | 8.1 | 16 | 308 | 329 | A | 104% |
| | | WB | U | 15 | 14 | -1 | -7% | 13.3 | 26 | 231 | 231 | B | 93% |
| | | | LT | 290 | 311 | 21 | 33 | 14.8 | 26 | 231 | 231 | B | 107% |
| | | | TH | 435 | 448 | 13 | 3% | 7.7 | 13 | 132 | 132 | A | 103% |
| | | Intersection | | | 2,104 | 2,263 | 159 | 8% | 12.3 | | | | B |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 45 | 50 | 5 | 11% | 12% | 2 | 69 | 69 | B | 111% |
| | | | RT | 5 | 6 | 1 | 20% | 8.2 | 2 | 66 | 69 | A | 120% |
| | | SB | LT | 30 | 31 | 1 | 3% | 13.8 | 9 | 120 | 120 | B | 103% |
| | | | RT | 90 | 88 | -2 | -2% | 7.8 | 6 | 91 | 120 | A | 98% |
| | | EB | U | 5 | 6 | 1 | 20% | 1.7 | 0 | 17 | 27 | A | 120% |
| | | | RT | 250 | 277 | 27 | 11% | 0.3 | 0 | 27 | 27 | A | 111% |
| | | | LT | 15 | 15 | 0 | 0% | 21.0 | 14 | 137 | 137 | A | 100% |
| | | WB | TH | 390 | 389 | -1 | 0% | 10.4 | 13 | 131 | 137 | B | 100% |
| | | | Intersection | 830 | 862 | 32 | 4% | 7.1 | | | | A | 104% |
| 7 | S. Joyce St and Army Navy Drive | NB | LT | 145 | 146 | 1 | 1% | 31.8 | 34 | 173 | 181 | C | 101% |
| | | | TH | 304 | 306 | 2 | 1% | 22.2 | 34 | 173 | 181 | C | 101% |
| | | | RT | 145 | 141 | -4 | -3% | 7.1 | 29 | 181 | 181 | A | 97% |
| | | SB | LT | 186 | 183 | -3 | -1% | 14.8 | 21 | 153 | 161 | B | 99% |
| | | | TH | 290 | 306 | 16 | 6% | 11.4 | 21 | 153 | 161 | B | 106% |
| | | | RT | 215 | 212 | -3 | -1% | 7.5 | 22 | 161 | 161 | A | 99% |
| | | EB | LT | 55 | 57 | 2 | 4% | 35.2 | 16 | 129 | 142 | D | 104% |
| | | | TH | 131 | 132 | 1 | 1% | 20.5 | 16 | 129 | 142 | C | 101% |
| | | | RT | 110 | 105 | -5 | -5% | 10.1 | 21 | 142 | 142 | B | 95% |
| | | WB | LT | 242 | 235 | -7 | -3% | 42.3 | 151 | 517 | 518 | D | 97% |
| | | | TH | 467 | 458 | -9 | -2% | 45.3 | 151 | 517 | 518 | D | 98% |
| | | | RT | 399 | 394 | -5 | -1% | 29.4 | 152 | 518 | 518 | C | 99% |
| | | Intersection | | | 2,689 | 2,675 | -14 | -1% | 25.5 | | | | C |
| 8 | Army Navy Drive and Pentagon City | NB | LT | 180 | 175 | -5 | -3% | 27.8 | 28 | 164 | 169 | C | 97% |
| | | | TH | 5 | 5 | 0 | 0% | 26.5 | 28 | 164 | 169 | C | 100% |
| | | | RT | 245 | 247 | 2 | 1% | 8.3 | 29 | 169 | 169 | A | 101% |
| | | SB | LT | 40 | 38 | -2 | -5% | 24.2 | 9 | 92 | 92 | C | 95% |
| | | | TH | 5 | 5 | 0 | 0% | 22.7 | 9 | 92 | 92 | C | 100% |
| | | | RT | 40 | 40 | 0 | 0% | 23.7 | 9 | 92 | 92 | C | 100% |
| | | | U | 10 | 10 | 0 | 0% | 25.3 | 36 | 188 | 188 | C | 100% |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | | % of Demand Served | |
|---|--------------|--------------|----------|----------------------|-------------------------|-----|------------------|----------------|-------------------------|-----------------------------|-------------------------|------|-----|--------------------|-----|
| 8 Mall Parking Lot | EB | LT | 10 | 462 | 9 | 455 | -1 | -7 | -10% | -1% | 30.6 | 25.9 | 36 | 188 | 188 |
| | | TH | 382 | | 376 | | -6 | | -2% | | 25.8 | | 36 | 188 | |
| | | RT | 60 | | 60 | | 0 | | 0% | | 26.6 | | 36 | 188 | |
| | | U | 65 | 1,213 | 66 | | 1 | | 2% | | 20.9 | | 19 | 152 | |
| | | LT | 205 | | 202 | | -3 | | -1% | | 23.6 | | 19 | 152 | |
| | WB | TH | 878 | | 874 | | -4 | | 0% | | 27.0 | | 81 | 417 | 417 |
| | | RT | 65 | | 66 | | 1 | | 2% | | 20.0 | | 81 | 417 | |
| | Intersection | | 2,190 | 2,173 | | | -17 | | -1% | | 23.9 | | | | |
| | Intersection | | 2,190 | 2,173 | | | -17 | | -1% | | 23.9 | | | | |
| 9 Army Navy Drive and S. Hayes St | NB | U | 5 | 750 | 4 | | -1 | | -20% | | 55.2 | | 70 | 334 | |
| | | LT | 185 | | 185 | | 0 | | 0% | | 51.2 | | 70 | 334 | 334 |
| | | TH | 385 | | 379 | | -6 | | -2% | | 28.5 | | 31 | 154 | |
| | | RT | 175 | | 184 | | 9 | | 5% | | 5.9 | | 5 | 106 | |
| | SB | LT | 469 | 1,569 | 447 | | -22 | | -5% | | 54.7 | | 215 | 760 | |
| | | TH | 735 | | 705 | | -30 | -69 | -4% | | 52.3 | | 215 | 760 | 760 |
| | | RT | 365 | | 348 | | -17 | | -5% | | 32.7 | | 106 | 721 | |
| | | U | 5 | | 5 | | 0 | | 0% | | 31.9 | | 54 | 200 | |
| | EB | LT | 225 | 732 | 221 | | -4 | | -2% | | 33.8 | | 54 | 200 | 204 |
| | | TH | 392 | | 385 | | -7 | | -2% | | 21.4 | | 54 | 200 | |
| | | RT | 110 | | 112 | | 2 | | 2% | | 12.5 | | 43 | 204 | |
| | | U | 5 | | 5 | | 0 | | 0% | | 21.9 | | 93 | 422 | |
| | WB | LT | 105 | 1,418 | 107 | | 2 | -1 | 0% | | 23.5 | | 93 | 422 | 422 |
| | | TH | 658 | | 654 | | -4 | | -1% | | 37.1 | | 93 | 422 | |
| | | RT | 651 | | 651 | | 0 | | 0% | | 7.3 | | 27 | 348 | |
| | Intersection | | 4,469 | 4,392 | | | -77 | | -2% | | 32.6 | | | | |
| 10 Columbia Pike/Pentagon Memorial | NB | RT | 60 | 60 | 60 | 60 | 0 | 0 | 0% | 0% | 4.4 | 4.4 | 0 | 0 | 44 |
| | EB | TH | 533 | 548 | 642 | 109 | 108 | 20% | 20% | 1.3 | 1.3 | 0 | 0 | 0 | |
| | | RT | 15 | | 14 | -1 | | -7% | 20% | 0.2 | 0.2 | 0 | 0 | 0 | |
| | WB | TH | 740 | 740 | 772 | 772 | 32 | 32 | 4% | 4% | 1.6 | 1.6 | 0 | 0 | 76 |
| | | Intersection | 1,348 | 1,488 | | | 140 | | 10% | | 1.6 | | | | |
| | Intersection | | 1,348 | 1,488 | | | 140 | | 10% | | 1.6 | | | | |
| 11 Columbia Pike/Washington Blvd Exits | SB | LT | 80 | 550 | 79 | 577 | -1 | 27 | -1% | 5% | 29.4 | 30.9 | 51 | 252 | 252 |
| | | RT | 470 | | 498 | | 28 | | 6% | | 31.1 | | 51 | 252 | |
| | EB | TH | 395 | 593 | 449 | 700 | 54 | 107 | 14% | 18% | 13.9 | 16.0 | 49 | 338 | 338 |
| | | RT | 198 | | 251 | | 53 | | 27% | | 19.8 | | 49 | 338 | |
| | | WB | LT | 125 | 126 | 399 | 1 | 4 | 1% | 1% | 23.4 | 13.9 | 21 | 168 | 168 |
| | Intersection | | 1,538 | 1,676 | | | 138 | | 9% | | 20.6 | | | | |
| | Intersection | | 1,538 | 1,676 | | | 138 | | 9% | | 20.6 | | | | |
| 12 Columbia Pike/Maintenance | NB | TH | 758 | 696 | 757 | 757 | -1 | -1 | 0% | 0% | 4.8 | 4.8 | 0 | 0 | 56 |
| | | TH | 691 | | 698 | 734 | 7 | 38 | 1% | 1% | 0.5 | 0.5 | 1 | 102 | 132 |
| | | RT | 5 | | 36 | | 31 | | 620% | 5% | 1.8 | 0.5 | 1 | 132 | 132 |
| | | Intersection | 1,454 | 1,491 | | | 37 | | 3% | | 2.7 | | | | |
| | Intersection | | 1,454 | 1,491 | | | 37 | | 3% | | 2.7 | | | | |

2025 Build Freeway MOEs

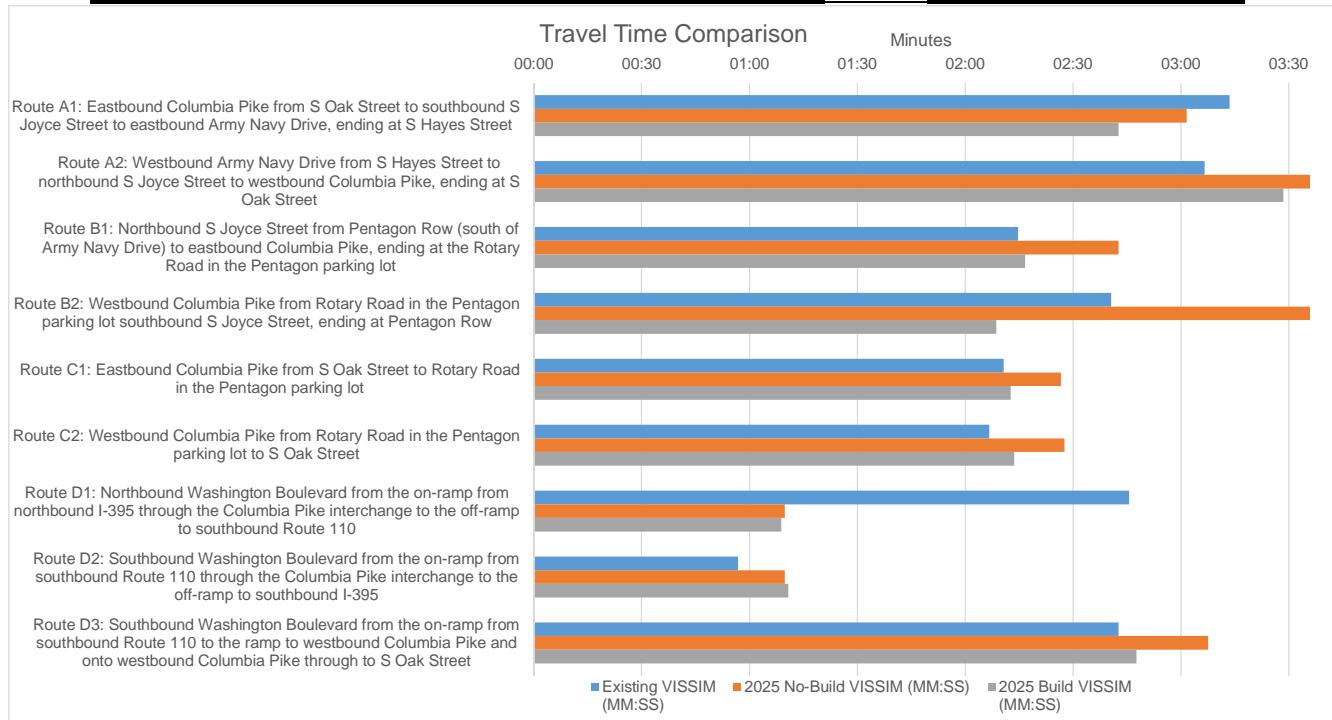
PM Peak Hour (5:00 PM - 6:00 PM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,670 | 1,664 | -6 | 0% | 43 | 12.8 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 430 | 434 | 4 | 1% | 29 | 14.5 | 101% |
| | Off-ramp to Columbia Pike EB | Ramp | 55 | 56 | 1 | 3% | 15 | 2.0 | 103% |
| | Off-ramp to Rotary Road | Ramp | 375 | 377 | 2 | 1% | 25 | 15.3 | 101% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,240 | 1,235 | -5 | 0% | 46 | 13.2 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 323 | 376 | 53 | 17% | 37 | 10.2 | 117% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,460 | 1,478 | 18 | 1% | 46 | 11.6 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 135 | 135 | 0 | 0% | 46 | 15.9 | 100% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,595 | 1,611 | 16 | 1% | 46 | 14.7 | 101% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| Southbound Washington Boulevard | Mainline north of on-ramp from I-395 HOV | Basic | 1,595 | 1,605 | 10 | 1% | 46 | 11.6 | 101% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 1,865 | 1,881 | 16 | 1% | 33 | 18.7 | 101% |
| | On-ramp from Route 110 SB | Ramp | 1,455 | 1,454 | -1 | 0% | 42 | 34.5 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,320 | 3,301 | -19 | -1% | 43 | 19.2 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 645 | 640 | -5 | -1% | 41 | 15.8 | 99% |
| | Off-ramp to Columbia Pike | Ramp | 550 | 580 | 30 | 5% | 26 | 15.6 | 105% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike | Basic | 2,125 | 2,117 | -8 | 0% | 45 | 23.6 | 100% |
| | On-ramp from Columbia Pike | Ramp | 323 | 376 | 53 | 17% | 43 | 8.7 | 117% |
| | Mainline south of on-ramp from Columbia Pike | Merge | 2,448 | 2,495 | 47 | 2% | 35 | 32.2 | 102% |

2025 Build Travel Time Comparison

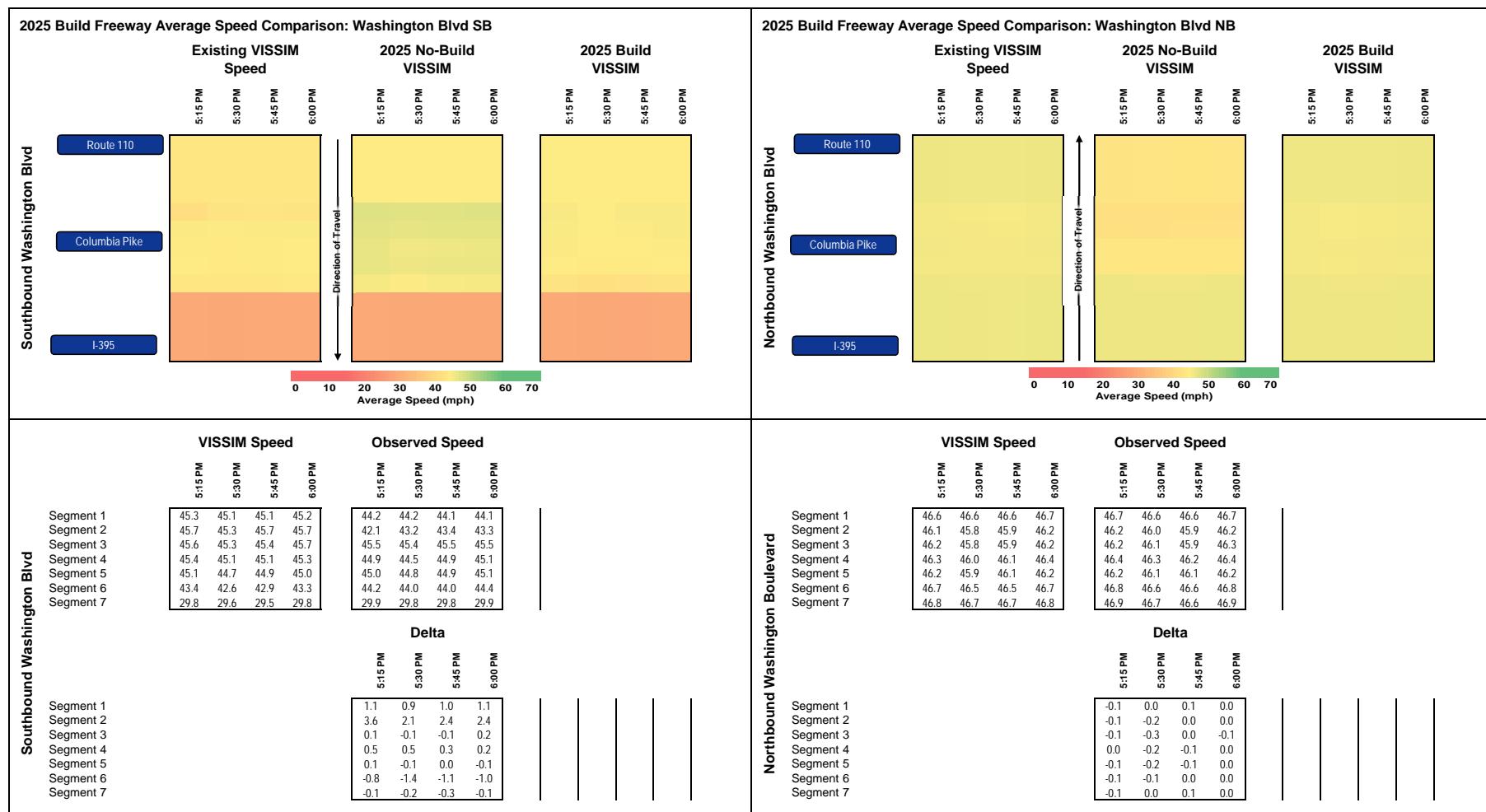
PM Peak Hour (5:00 PM - 6:00 PM)

| Segment ID | Route | Peak Period Travel Time | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|--------------------------------------|----------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | Build to No Build Difference (MM:SS) | Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:02 | 02:43 | -00:19 | -10% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 05:11 | 03:29 | -01:42 | -33% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:43 | 02:17 | -00:26 | -16% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 03:57 | 02:09 | -01:48 | -46% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:27 | 02:13 | -00:14 | -10% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:28 | 02:14 | -00:14 | -9% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 01:10 | 01:09 | -00:01 | -1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:57 | 01:10 | 01:11 | 00:01 | 1% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 03:08 | 02:48 | -00:20 | -11% |



Columbia Pike/Washington Boulevard Interchange – IMR Update

Speed Comparisons



2045 Build AM Intersection MOEs

AM Peak Hour (7:45 AM - 8:45 AM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | | | | | |
|---|---|--------------|----------|----------------------|-----|-------------------------|-------|------------------|-----|----------------|------|-------------------------|------|-----------------------------|-----|-------------------------|-----|-----|---|--------------------|------|------|------|------|------|------|------|
| | | | | LT | 165 | 159 | 387 | -6 | -3 | -4% | -1% | 28.7 | 31.5 | 25.8 | 47 | 51 | 288 | 294 | C | C | 96% | 99% | | | | | |
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 155 | 390 | 154 | 387 | -1 | -1 | -1% | -1% | 41.7 | 47 | 20.1 | 11 | 14 | 113 | 121 | D | A | 96% | 99% | | | | | |
| | | | TH | 70 | | 74 | | 4 | 4 | 6% | 7.6 | 51 | | | | 288 | 294 | | | A | C | 106% | 106% | | | | |
| | | | RT | 43 | | 43 | | -2 | -3 | -4% | -2% | 8.3 | 44 | | 14 | 121 | | | | | E | B | 96% | 99% | | | |
| | | SB | LT | 80 | 125 | 79 | 122 | -1 | -3 | -1% | -2% | 11 | 14 | | 289 | | | | | | | | 100% | 100% | | | |
| | | | RT | 5 | | 5 | | 0 | 0 | 0% | 0% | 44 | 44 | | 289 | | | | | | | | 105% | 105% | | | |
| | | | U | 50 | 851 | 50 | 878 | 0 | 27 | 0% | 3% | 57.6 | 57.1 | 18.3 | 44 | 44 | 289 | 298 | | | | | 100% | 100% | | | |
| | | EB | LT | 546 | | 572 | | 26 | 26 | 5% | 5% | 16.1 | 16.6 | | 44 | 44 | 289 | 298 | | | | | 100% | 103% | | | |
| | | | TH | 250 | | 251 | | 1 | 1 | 0% | 0% | 14.8 | 14.8 | | 37 | 37 | 298 | | | | | | | 100% | 100% | | |
| | | | RT | 219 | 234 | 215 | 231 | -4 | -3 | -2% | -1% | 20.7 | 18.4 | 18.2 | 16 | 16 | 129 | 133 | | | | | 98% | 99% | | | |
| | | WB | U | 10 | | 11 | | 1 | 1 | 10% | 10% | 12.4 | 12.4 | | 18 | 18 | 133 | | | | | | | 110% | 110% | | |
| | | | TH | 250 | | 251 | | 0 | 0 | 0% | 0% | 12.4 | 12.4 | | | | | | | | | | | 101% | 101% | | |
| | | | RT | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| | | Intersection | | | | 1,600 | 1,618 | | 18 | 1% | 20.2 | | | | | | | | | | | | | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 5 | 10 | 0 | 0 | 0% | 0% | 13.3 | 6.0 | 9.7 | 0 | 0 | 90 | 90 | B | A | 100% | 100% | | | | | |
| | | | RT | 5 | | 5 | | 0 | 0 | 0% | 0% | 29.8 | 27.6 | 29.7 | 22 | 22 | 227 | 227 | | | | | 99% | 99% | | | |
| | | | LT | 180 | 185 | 179 | 184 | -1 | -1 | -1% | -1% | 12.3 | 13 | | 203 | | | | | | | | | 100% | 100% | | |
| | | SB | RT | 5 | | 5 | | 0 | 0 | 0% | 0% | 6.3 | 6.4 | | 19 | 19 | 203 | 231 | | | | | | 104% | 104% | | |
| | | | LT | 5 | | 5 | | 0 | 28 | 0% | 4% | 12.3 | 13 | | 231 | | | | | | | | | 80% | 80% | | |
| | | | TH | 656 | 666 | 685 | 694 | 29 | 28 | -20% | -20% | 7.2 | 5 | 5.0 | 140 | 140 | 145 | 145 | | | | | | 120% | 120% | | |
| | | EB | RT | 5 | | 4 | | 1 | 1 | 20% | 20% | 4.7 | 5.2 | 5.0 | 6 | 6 | 140 | 145 | | | | | | 98% | 99% | | |
| | | | LT | 224 | 429 | 220 | 426 | -4 | -3 | -2% | -1% | 4.7 | 5.2 | 5.0 | 6 | 6 | 140 | 145 | | | | | | 100% | 100% | | |
| | | | RT | 200 | | 200 | | 0 | 0 | 0% | 0% | | | | | | | | | | | | | 102% | 102% | | |
| | | Intersection | | | | 1,290 | 1,314 | | 24 | 2% | 9.2 | | | | | | | | | | | | | | | | |
| 3 | Columbia Pike & Ops Center | NB | LT | 20 | 20 | 20 | 20 | 0 | 0 | 0% | 0% | 5.3 | 5.3 | | 0 | 0 | 28 | 28 | | | | | | 100% | 100% | | |
| | | | TH | 841 | 841 | 869 | 869 | 28 | 28 | 3% | 3% | 2.3 | 2.3 | | 0 | 0 | 0 | 0 | | | | | | 103% | 103% | | |
| | | | WB | TH | 429 | 429 | 427 | 427 | -2 | -2 | 0% | 0% | 0.3 | 0.3 | | 0 | 0 | 0 | 0 | | | | | | 100% | 100% | |
| | | Intersection | | | | 1,290 | 1,316 | | 26 | 2% | 1.7 | | | | | | | | | | | | | | 102% | 102% | |
| | | EB | LT | 234 | 588 | 230 | 581 | -4 | -7 | -2% | -1% | 22.0 | 4.8 | 11.6 | 29 | 34 | 171 | 178 | | | | | | | 98% | 99% | |
| | | | RT | 354 | | 351 | | -3 | -7 | -1% | -1% | 4.8 | 55 | | 178 | | | | | | | | | | 100% | 100% | |
| | | | U | 5 | | 5 | | 0 | 28 | 0% | 0% | 27.5 | 55 | | 437 | | | | | | | | | | 104% | 104% | |
| | | WB | TH | 429 | 861 | 430 | 889 | 1 | 28 | 0% | 3% | 23.9 | 55 | 18.0 | 55 | 55 | 437 | | | | | | | | 106% | 106% | |
| | | | RT | 427 | | 454 | | 27 | 30 | 6% | 9% | 12.3 | 16 | 18.0 | 416 | 416 | 437 | | | | | | | | 87% | 87% | |
| | | | U | 15 | | 13 | | -2 | 30 | -13% | -13% | 21.0 | 16 | 15.1 | 151 | 151 | 151 | | | | | | | | 123% | 123% | |
| | | Intersection | LT | 135 | 340 | 166 | 370 | 31 | 30 | 23% | 23% | 19.8 | 16 | 14.8 | 151 | 151 | 151 | | | | | | | | 101% | 101% | |
| | | | TH | 190 | | 191 | | 1 | 1 | 1% | 1% | 10.1 | 8 | 8 | 88 | 88 | 151 | | | | | | | | 103% | 103% | |
| | | | LT | 95 | 100 | 97 | 103 | 2 | 3 | 2% | 3% | 31.2 | 22.8 | 30.8 | 6 | 6 | 94 | 94 | | | | | | 102% | 103% | | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 5 | | 6 | | 1 | 3 | 20% | 3% | 22.8 | 15.4 | 13.1 | 5 | 1 | 96 | 96 | | | | | | 120% | 120% | | |
| | | | TH | 10 | 15 | 10 | 15 | 0 | 0 | 0% | 0% | 8.3 | 8.3 | | 1 | 1 | 68 | 68 | | | | | | 100% | 100% | | |
| | | | RT | 5 | | 5 | | 0 | 0 | 0% | 0% | | | | 0 | 0 | 13 | 38 | | | | | | 100% | 101% | | |
| | | SB | U | 5 | 469 | 5 | 473 | 0 | 4 | 0% | 1% | 2.1 | 0.6 | 0.6 | 0 | 0 | 0 | 38 | | | | | | | 106% | 106% | |
| | | | LT | 464 | | 468 | | 4 | 4 | 1% | 1% | 3.2 | 3.2 | | 0 | 0 | 0 | 38 | | | | | | | 99% | 99% | |
| | | | TH | 315 | 350 | 37 | 348 | -4 | -2 | 6% | -1% | 21.0 | 10.8 | 11.8 | 13 | 13 | 142 | 142 | | | | | | | 106% | 106% | |
| | | Intersection | | | | 934 | 939 | 5 | 5 | 1% | 8.3 | | | | | | | | | | | | | | 101% | 101% | |
| | | EB | LT | 30 | 357 | 33 | 355 | 3 | -2 | 10% | -1% | 22.1 | 20.2 | 18.4 | 21 | 21 | 149 | 149 | | | | | | | 110% | 99% | |
| | | | TH | 262 | | 259 | | -3 | -2 | -1% | -1% | 9.0 | 9.0 | | 16 | 16 | 156 | | | | | | | | 97% | 97% | |
| | | | RT | 65 | | 63 | | -2 | -3 | -3% | -3% | | | | | | | | | | | | | | | | |
| | | WB | LT | 321 | 502 | 325 | 506 | 4 | 4 | 1% | 1% | 14.9 | 7.5 | 12.0 | 18 | 18 | 149 | 149 | | | | | | | | 101% | 101% |
| | | | TH | 156 | | 154 | | -2 | 4 | -1% | -1% | 3.2 | 3.2 | | 17 | 17 | 158 | | | | | | | | 108% | 108% | |
| | | | RT | 25 | | 27 | | 2 | 4 | 8% | 8% | 32.6 | 51 | 28.8 | 51 | 60 | 269 | 269 | | | | | | | | 101% | 101% |
| | | Intersection | LT | 202 | 686 | 205 | 681 | -6 | -5 | -1% | -1% | 28.4 | 51 | 28.8 | 51 | 60 | 269 | 282 | | | | | | | | 99% | 99% |
| | | | TH | 379 | | 373 | | -6 | -5 | -2% | -2% | 22.6 | 60 | | 60 | 60 | 282 | | | | | | | | 98% | 98% | |
| | | | RT | 105 | | 103 | | -2 | -2 | -4% | -4% | 54.6 | 40.6 | 29.6 | 27 | 27 | 156 | 156 | | | | | | | | 96% | 96% |
| | | WB | LT | 70 | 255 | 67 | 244 | -2 | -11 | -4% | -4% | 40.6 | 9.9 | 29.6 | 27 | 27 | 156 | 156 | | | | | | | | 95% | 95% |
| | | | TH | 61 | | 59 | | -6 | -6 | -5% | -5% | 9.9 | 14.7 | 22.1 | 1 | 1 | 33 | 33 | | | | | | | | 99% | 99% |
| | | | RT | 124 | | 118 | | -6 | -14 | -1% | -1% | 22.1 | 14.7 | 22.1 | 1 | 1 | 33 | 33 | | | | | | | | 80% | 80% |
| | | Intersection | | | | 1,800 | 1,786 | | -14 | -1% | -1% | 22.1 | 14.7 | 22.1 | 0 | 0 | 28 | 30 | | | | | | | | 90% | 90% |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 5 | 10 | 4 | 9 | -1 | -1 | -20% | -10% | 22.7 | 5.5 | 13.1 | 0 | 0 | 28 | 30 | | | | | | 100% | 100% | | |
| | | | RT | 5 | | 5 | 0 | 0 | 0 | 0% | 0% | 5.5 | 0 | | 0 | 0 | 30 | 30 | | | | | | | 100% | 100% | |
| | | | LT | 5 | 10 | 4 | 8 | -1 | | | | | | | | | | | | | | | | | | | |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | VISSIM Throughput (vph) | | Difference (vph) | Difference (%) | Average Delay (sec/veh) | Average Queue Length (feet) | Max Queue Length (feet) | LOS | % of Demand Served | | |
|----|--|--------------|--------------|----------------------|-------------------------|-------|------------------|----------------|-------------------------|-----------------------------|-------------------------|-----|--------------------|------|-----|
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | SB | RT | 5 | 10 | 4 | -1 | -2 | -20% | 14.7 | 1 | 37 | 37 | | |
| | | | U | 10 | 765 | 10 | 0 | 0 | 0% | 26.7 | 61 | 286 | A | | |
| | | | LT | 30 | | 31 | 1 | 3% | 29.5 | 61 | 286 | C | 100% | | |
| | | | TH | 575 | | 566 | -9 | -2% | 28.5 | 61 | 286 | C | 103% | | |
| | | EB | RT | 150 | 634 | 148 | -2 | -1% | 32.1 | 61 | 286 | C | 98% | | |
| | | | U | 65 | | 61 | -4 | -6% | 16.0 | 16 | 151 | B | 99% | | |
| | | | LT | 285 | | 282 | -3 | -1% | 17.2 | 16 | 151 | B | 99% | | |
| | | | TH | 234 | | 231 | -3 | -1% | 11.3 | 11 | 190 | B | 99% | | |
| | | | RT | 50 | | 47 | -3 | -6% | 10.9 | 11 | 190 | B | 94% | | |
| | | Intersection | | 1,419 | 1,393 | | -26 | -2% | 22.4 | | | | C | 98% | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 447 | 5 | 0 | 0% | 58.7 | 37 | 183 | E | 100% | | |
| | | | LT | 65 | | 66 | 1 | 2% | 75.6 | | 183 | | E | 102% | |
| | | | TH | 302 | | 298 | -4 | -1% | 49.2 | | 183 | | D | 100% | |
| | | | RT | 75 | | 76 | 1 | 1% | 19.6 | 12 | 148 | | B | 101% | |
| | | SB | LT | 1,533 | 2,957 | 1,489 | -44 | -3% | 48.6 | 311 | 980 | D | 97% | | |
| | | | TH | 1,110 | | 1,094 | -16 | -1% | 33.1 | 311 | 980 | | C | 99% | |
| | | | RT | 314 | | 296 | -18 | -6% | 23.3 | 83 | 861 | | C | 94% | |
| | | EB | U | 5 | 650 | 5 | 0 | 0% | 41.1 | 96 | 438 | D | 100% | | |
| | | | LT | 30 | | 29 | -1 | -3% | 40.0 | 96 | 438 | | D | 97% | |
| | | | TH | 525 | | 525 | 0 | 0% | 52.0 | 96 | 438 | | D | 100% | |
| | | | RT | 90 | | 89 | -1 | -1% | 15.8 | 94 | 441 | | B | 99% | |
| | | WB | U | 5 | 872 | 5 | 0 | 0% | 47.0 | 52 | 218 | B | 100% | | |
| | | | LT | 85 | | 89 | 4 | 5% | 46.4 | 52 | 218 | | D | 105% | |
| | | | TH | 250 | | 250 | 0 | 0% | 43.3 | 52 | 218 | | D | 100% | |
| | | | RT | 532 | | 525 | -7 | -1% | 4.1 | 1 | 128 | | A | 99% | |
| | | Intersection | | 4,926 | 4,841 | | -85 | -2% | 38.1 | | | | D | 98% | |
| 10 | Columbia Pike/Pentagon Memorial | NB | RT | 12 | 12 | 12 | 12 | 0 | 0% | 5.3 | 0 | 27 | A | 100% | |
| | | | TH | 750 | 745 | 748 | -5 | -1% | 0% | 5.3 | 0 | 27 | A | 99% | |
| | | EB | RT | 48 | 48 | 793 | 0 | -5 | -1% | 1.1 | 0 | 0 | A | 100% | |
| | | | TH | 340 | 340 | 369 | 29 | 29 | 0% | 0.2 | 0 | 0 | A | 109% | |
| | | | Intersection | 1,150 | 1,174 | | 24 | 2% | 0.9 | | | | A | 102% | |
| 11 | Columbia Pike/Washington Blvd Exits | SB | LT | 90 | 310 | 92 | 2 | 30 | 2% | 29.2 | 27 | 151 | C | 102% | |
| | | | RT | 220 | 248 | 28 | -28 | 13% | 10% | 25.7 | 27 | 151 | C | 113% | |
| | | EB | TH | 574 | 572 | 755 | -2 | -7 | 0% | 22.5 | 70 | 333 | C | 100% | |
| | | | RT | 188 | 183 | 755 | -5 | -3% | -1% | 27.5 | 70 | 333 | C | 97% | |
| | | | WB | LT | 110 | 230 | -1 | 0 | -1% | 32.1 | 21 | 174 | C | 99% | |
| | | WB | TH | 120 | 121 | 230 | 1 | 0 | 1% | 12.1 | 21 | 174 | B | 101% | |
| | | | Intersection | 1,302 | 1,325 | | 23 | 2% | 24.1 | | | | C | 102% | |
| 12 | S. Joyce St and Ops Complex Entrance | NB | TH | 588 | 588 | 582 | 582 | -6 | -6 | -1% | 4.3 | 0 | 14 | A | 99% |
| | | | TH | 502 | 506 | 620 | 4 | 58 | 1% | 4.3 | 1 | 115 | A | 101% | |
| | | | RT | 60 | 114 | 54 | 90% | 10% | 0.5 | 0.8 | 2 | 163 | A | 190% | |
| | | Intersection | | 1,150 | 1,202 | | 52 | 5% | 2.5 | | | | A | 110% | |

2045 Build Freeway MOEs

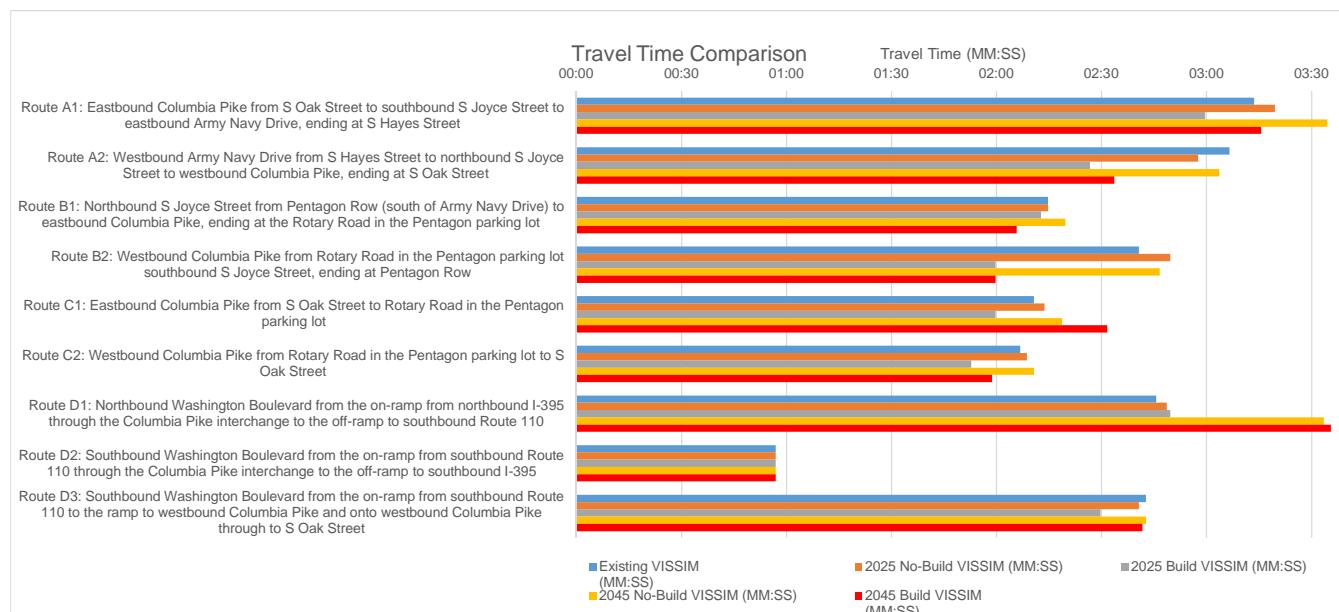
AM Peak Hour (7:45 AM - 8:45 AM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 2,690 | 2,556 | -134 | -5% | 18 | 48.5 | 95% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 625 | 590 | -35 | -6% | 28 | 20.7 | 94% |
| | Off-ramp to Columbia Pike EB | Ramp | 105 | 102 | -3 | -3% | 13 | 4.1 | 97% |
| | Off-ramp to Rotary Road | Ramp | 520 | 489 | -31 | -6% | 24 | 20.3 | 94% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 2,065 | 1,898 | -167 | -8% | 15 | 63.4 | 92% |
| | On-ramp from Columbia Pike EB | Ramp | 298 | 293 | -5 | -2% | 45 | 6.4 | 98% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 2,065 | 2,063 | -2 | 0% | 14 | 61.8 | 100% |
| | On-ramp from Columbia Pike WB | Ramp | 190 | 190 | 0 | 0% | 35 | 5.4 | 100% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 2,450 | 2,218 | -232 | -9% | 13 | 71.4 | 91% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | 755 | 746 | -9 | -1% | 26 | 29.3 | 99% |
| | Mainline north of on-ramp from I-395 HOV | Basic | 3,205 | 2,895 | -310 | -10% | 8 | 116.1 | 90% |
| Southbound Washington Boulevard | Mainline north of on-ramp from Route 110 SB | Basic | 880 | 909 | 29 | 3% | 48 | 6.2 | 103% |
| | On-ramp from Route 110 SB | Ramp | 455 | 453 | -2 | 0% | 48 | 9.4 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 1,335 | 1,348 | 13 | 1% | 52 | 6.5 | 101% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | - | - | - | - | - | - | 109% |
| | Off-ramp to Columbia Pike | Ramp | 310 | 339 | 29 | 9% | 51 | 6.5 | 100% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike | Basic | 1,025 | 1,026 | 1 | 0% | 53 | 9.7 | 98% |
| | On-ramp from Columbia Pike | Ramp | 298 | 293 | -5 | -2% | 45 | 6.4 | 100% |
| | Mainline south of on-ramp from Columbia Pike | Merge | 1,323 | 1,318 | -5 | 0% | 50 | 11.3 | |

2045 Build Travel Time Comparison

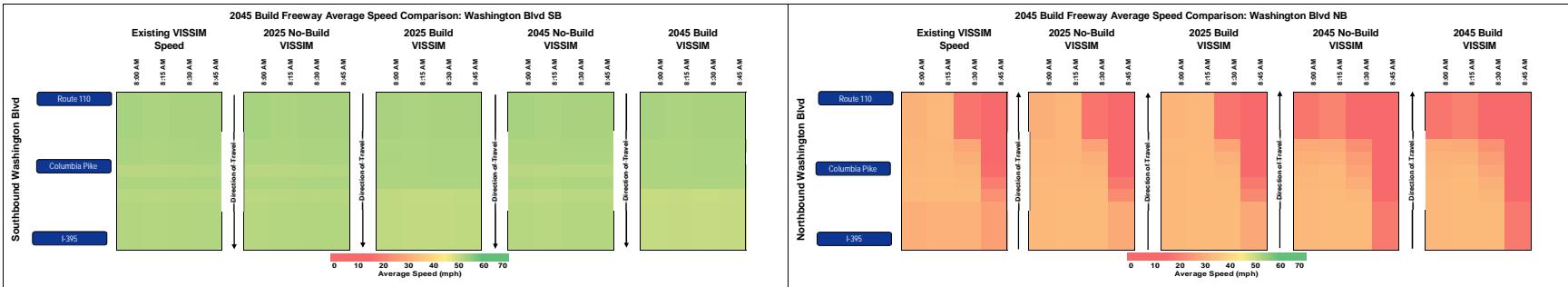
AM Peak Hour (7:45 AM - 8:45 AM)

| Segment ID | Route | Peak Period Travel Time | | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|------------------------------|---------------------------|--------------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | 2045 Build VISSIM (MM:SS) | No-Build To Build Difference (MM:SS) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 03:14 | 03:20 | 03:00 | 03:35 | 03:16 | -00:19 -10% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 03:07 | 02:58 | 02:27 | 03:04 | 02:34 | -00:30 -16% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:15 | 02:15 | 02:13 | 02:20 | 02:06 | -00:14 -10% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 02:41 | 02:50 | 02:00 | 02:47 | 02:00 | -00:47 -29% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:11 | 02:14 | 02:00 | 02:19 | 02:32 | 00:13 10% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:07 | 02:09 | 01:53 | 02:11 | 01:59 | -00:12 -9% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 02:46 | 02:49 | 02:50 | 03:34 | 03:36 | 00:02 1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 00:57 | 00:57 | 00:57 | 00:57 | 00:57 | 00:00 0% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:43 | 02:41 | 02:30 | 02:43 | 02:42 | -00:01 -1% |



Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs



2045 Build Intersection MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | | | | | | |
|---|---|--------------|--------------|----------------------|-------|-------------------------|-------|------------------|-------|----------------|----|-------------------------|------|-----------------------------|------|-------------------------|------|------|------|--------------------|-----|-----|-----|------|------|------|------|--|
| | | | | LT | 415 | 565 | 408 | 84 | 566 | 4 | 4 | -7 | 1 | -2% | 5% | 0% | 39.9 | 43.4 | 36.7 | 96 | 101 | 394 | 400 | D | D | 98% | 100% | |
| 1 | Columbia Pike and S. Orme St / Washington Blvd NB off-ramp (west) | NB | LT | 415 | 565 | 408 | 84 | 566 | 4 | 4 | -7 | 1 | -2% | 5% | 0% | 39.9 | 43.4 | 36.7 | 96 | 101 | 394 | 400 | D | D | 98% | 100% | | |
| | | | TH | 80 | | 74 | | 74 | | 4 | | | | 5% | 6% | 11.0 | | | | 101 | | 394 | 400 | D | B | 105% | 106% | |
| | | | RT | 70 | | | | | | 4 | | | | 6% | | | | | | | | | | A | B | 99% | 99% | |
| | | SB | LT | 35 | | 165 | 33 | | 162 | -2 | | -3 | | -6% | -2% | | 45.5 | 8.9 | 16.4 | 10 | 14 | 125 | 133 | D | B | 94% | 94% | |
| | | | RT | 130 | | | 129 | | | -1 | | | | -1% | | | 8.9 | | | 14 | | 133 | | D | B | 107% | 102% | |
| | | EB | LT | 45 | | 549 | 48 | | 560 | 3 | | 11 | | 7% | 2% | | 35.8 | 11.2 | 12.4 | 25 | 25 | 175 | 184 | A | B | 101% | 101% | |
| | | | TH | 364 | | | 371 | | | 7 | | | | 2% | | | 11.2 | | | 25 | | 175 | | A | B | 120% | 100% | |
| | | | RT | 140 | | | 141 | | | 1 | | | | 1% | | | 7.6 | | | 19 | | 184 | | C | C | 105% | 105% | |
| | | WB | U | 5 | | 791 | 6 | | 793 | 1 | | 2 | | 20% | 0% | | 28.4 | 29.8 | 30.0 | 97 | 97 | 503 | 507 | C | C | 100% | 100% | |
| | | | TH | 766 | | | 766 | | | 0 | | | | 0% | | | 29.8 | | | 97 | 100 | 503 | 507 | C | D | 105% | 105% | |
| | | | RT | 20 | | | 21 | | | 1 | | | | 5% | | | 40.3 | | | 100 | | 507 | | C | C | 101% | 101% | |
| | | Intersection | | | | 2,070 | | | 2,081 | | | | 11 | | 1% | | 26.0 | | | | | | | | | | | |
| 2 | Columbia Pike and VDOT Driveway | NB | LT | 5 | 10 | 4 | 9 | 5 | 0 | -1 | -1 | | -20% | -10% | | 20.5 | 6.6 | 12.7 | 0 | 1 | 85 | 87 | C | A | 80% | 90% | | |
| | | | RT | 5 | | 5 | | 0 | | | | | 0% | | | 6.6 | | | 1 | | 87 | | C | B | 100% | 100% | | |
| | | SB | LT | 275 | 290 | 275 | | 289 | 0 | | -1 | | 0% | 0% | | 26.2 | | 26.0 | 37 | 37 | 317 | 317 | C | C | 100% | 93% | | |
| | | | RT | 15 | | 14 | | | -1 | | | | -7% | | | 23.4 | | | 37 | | 317 | | C | C | 80% | 80% | | |
| | | EB | LT | 5 | | 4 | | | -1 | | | | -20% | | | 26.0 | | | 12 | | 168 | | A | A | 102% | 102% | | |
| | | | TH | 464 | 474 | 475 | | 484 | 11 | | 10 | | 2% | 2% | | 7.1 | | 7.3 | 12 | 20 | 168 | 197 | A | A | 100% | 100% | | |
| | | | RT | 5 | | 5 | | | 0 | | | | 0% | | | 8.7 | | | 20 | | 197 | | A | B | 140% | 140% | | |
| | | WB | LT | 5 | | 7 | | | 2 | | | | 40% | | | 9.4 | | | 38 | | 370 | 375 | B | B | 100% | 100% | | |
| | | | TH | 771 | 1,016 | 773 | | 1,016 | 2 | | 0 | | 0% | 0% | | 12.8 | | 14.2 | 38 | 42 | | | B | B | 98% | 98% | | |
| | | | RT | 240 | | 236 | | | -4 | | | | -2% | | | 18.7 | | | 42 | | 375 | | B | B | 100% | 100% | | |
| | | Intersection | | | | 1,790 | | | 1,798 | | | | 8 | | 0% | | 14.2 | | | | | | | | | | | |
| 4 | Columbia Pike and S. Joyce St | NB | LT | 514 | 909 | 501 | 885 | -13 | -24 | | | -3% | -3% | | 21.8 | | 15.6 | 73 | 78 | 245 | 252 | C | A | 97% | 97% | | | |
| | | | RT | 395 | | 384 | | -11 | | | | -3% | | | 7.6 | | | 78 | | 252 | | C | C | 100% | 100% | | | |
| | | | TH | 238 | 759 | 350 | 882 | 2 | 0 | | | 0% | 0% | | 23.4 | | 17.6 | 54 | 54 | 413 | 413 | C | B | 147% | 147% | | | |
| | | EB | TH | 519 | | 530 | | 112 | 11 | 123 | | 47% | 16% | | 26.4 | | | 54 | 54 | 413 | | C | B | 102% | 102% | | | |
| | | | U | 2 | | 2 | | 0 | | | | 2% | | | 11.7 | | | 33 | | 392 | | C | B | 100% | 100% | | | |
| | | | RT | 15 | | 15 | | 0 | | | | 0% | | | 22.6 | | | 39 | 39 | 318 | 318 | C | B | 106% | 106% | | | |
| | | WB | LT | 315 | 830 | 334 | 860 | 15 | 30 | | | 6% | 4% | | 19.2 | | 13.1 | 39 | 39 | | | A | A | 102% | 102% | | | |
| | | | TH | 500 | | 511 | | 19 | | | | 2% | | | 8.9 | | | 17 | | 137 | | A | A | 105% | 105% | | | |
| | | | Intersection | 2,498 | | 2,627 | | 129 | | | | 5% | | | 15.5 | | | | | | | | | | | | | |
| 6 | Columbia Pike and S. Rotary Road | NB | LT | 55 | 60 | 55 | 61 | 0 | 1 | | | 0% | 2% | | 12.4 | | 12.1 | 3 | 3 | 76 | 76 | B | A | 100% | 102% | | | |
| | | | RT | 5 | | 6 | | 1 | | | | 20% | | | 9.6 | | | 2 | | 73 | | B | B | 120% | 120% | | | |
| | | SB | LT | 35 | | 35 | 104 | 0 | -1 | | | 0% | -1% | | 14.1 | | | 8.2 | | 9.7 | 11 | 11 | 98 | A | A | 100% | 99% | |
| | | | RT | 105 | 140 | | | -1 | | | | -1% | | | 8.2 | | | 7 | | 11 | 98 | | A | A | 147% | 147% | | |
| | | EB | U | 5 | | 6 | 327 | 1 | 27 | | | 20% | 9% | | 2.0 | | 0.3 | 0 | 0 | 0 | | | A | A | 102% | 102% | | |
| | | | RT | 295 | | 321 | | 26 | | | | 9% | | | 0.3 | | | 0 | | 25 | | A | A | 109% | 109% | | | |
| | | | TH | 20 | 460 | 22 | 459 | 2 | -1 | | | 10% | 0% | | 22.4 | | 11.9 | 18 | 17 | 147 | 147 | C | B | 110% | 100% | | | |
| | | Intersection | | | | 960 | | 986 | 26 | | | 3% | | | 7.8 | | | | | | | | | | | | | |
| | | WB | LT | 227 | | 209 | | -18 | -78 | | | -8% | -6% | | 37.2 | | 26.3 | 47 | 47 | 229 | 237 | D | C | 101% | 99% | | | |
| | | | TH | 565 | 1,242 | 529 | 1,164 | -36 | -24 | | | -6% | -5% | | 26.8 | | | 47 | | 229 | | D | B | 100% | 95% | | | |
| | | | RT | 450 | | 426 | | -9 | | | | -5% | | | 10.3 | | | 43 | | 237 | | D | B | 98% | 103% | | | |
| | | Intersection | | | | 3,166 | | 3,081 | -85 | | | -3% | | | 31.9 | | | | | | | | | | | | | |
| 7 | S. Joyce St and Army Navy Drive | SB | LT | 202 | | 197 | | 830 | 9 | 1 | | -2% | 0% | | 24.2 | | 18.3 | 39 | 39 | 332 | 340 | C | B | 103% | 99% | | | |
| | | | TH | 332 | 829 | 341 | | 830 | 9 | | | 3% | | | 17.0 | | | 39 | 42 | 332 | | B | B | 99% | 99% | | | |
| | | | RT | 295 | | 292 | | -3 | | | | -1% | | | 15.9 | | | 42 | | 340 | | B | B | 104% | 104% | | | |
| | | EB | LT | 100 | | 104 | | 438 | 4 | -4 | | 4% | 1% | | 37.9 | | 21.1 | 23 | 23 | 174 | 188 | D | B | 101% | 99% | | | |
| | | | TH | 182 | 442 | 183 | | 438 | 1 | | | 1% | -1% | | 19.3 | | | 23 | 29 | 174 | 188 | D | B | 94% | 94% | | | |
| | | | RT | 160 | | 151 | | -9 | | | | -6% | | | 11.7 | | | 29 | | 188 | | D | D | 95% | 95% | | | |
| | | WB | LT | 227 | | 209 | | -36 | -24 | | | -8% | -6% | | 49.5 | | 48.8 | 231 | 232 | 650 | 651 | D | E | 92% | 94% | | | |
| | | | TH | 565 | 1,242 | 529 | 1,164 | -36 | -24 | | | -6% | -5% | | 57.1 | | | 231 | | 650 | | D | D | 94% | 94% | | | |
| | | | RT | 450 | | 426 | | -9 | | | | -5% | | | 38.0 | | | 232 | | 651 | | C | C | 95% | 97% | | | |

Columbia Pike/Washington Boulevard Interchange – IMR Update

Intersection MOEs

| # | Intersection | Approach | Movement | Balanced Count (vph) | | VISSIM Throughput (vph) | | Difference (vph) | | Difference (%) | | Average Delay (sec/veh) | | Average Queue Length (feet) | | Max Queue Length (feet) | | LOS | | % of Demand Served | | | |
|----|--|--------------|--------------|----------------------|-------|-------------------------|-------|------------------|------|----------------|------|-------------------------|------|-----------------------------|------|-------------------------|-------|-------|-----|--------------------|------|------|------|
| | | | | LT | 195 | | 188 | | -7 | | -4% | | 32.9 | | 19.4 | | 34 | | 168 | | C | B | 96% |
| 8 | Army Navy Drive and Pentagon City Mall Parking Lot | NB | TH | 5 | 470 | 6 | 467 | 1 | -3 | 20% | -1% | 21.6 | | 19.4 | | 34 | | 168 | | 174 | | 99% | |
| | | | RT | 270 | | 273 | | 3 | | 1% | | 10.1 | | | | | 34 | | | | | | |
| | | | LT | 45 | | 43 | | -2 | | -4% | | 24.4 | | 25.5 | | 10 | | 86 | | | 120% | | |
| | | SB | TH | 5 | 95 | 5 | 93 | 0 | -2 | 0% | -2% | 23.7 | | | | | 10 | | 86 | | 86 | | |
| | | | RT | 45 | | 45 | | 0 | | 0% | | 26.8 | | | | | 10 | | | | | | 101% |
| | | | U | 10 | | 9 | 501 | -1 | | -10% | -2% | 34.6 | | 24.6 | | 36 | | 192 | | | 96% | | |
| | | EB | LT | 10 | | 9 | | -1 | | -10% | | 35.3 | | | | | 36 | | | | 100% | | |
| | | | TH | 429 | | 418 | | -11 | | -2% | | 23.9 | | | | | 36 | | | | 98% | | |
| | | | RT | 65 | | 65 | | 0 | | 0% | | 25.8 | | | | | 36 | | | | 100% | | |
| | | | U | 65 | 1,352 | 60 | | -5 | | -8% | -6% | 13.6 | | 19.9 | | 11 | | 132 | | | 92% | | |
| | | WB | LT | 225 | | 208 | 1,268 | -17 | | -8% | | 16.1 | | | | | 11 | | 478 | | | 92% | |
| | | | TH | 992 | | 931 | | -61 | | -6% | | 21.6 | | | | | 64 | | | | | 94% | |
| | | | RT | 70 | | 69 | | -1 | | -1% | | 13.8 | | | | | 64 | | | | | 99% | |
| | | | Intersection | | 2,431 | 2,329 | | -102 | -4% | | 21.0 | | | | | | | | | | 96% | | |
| 9 | Army Navy Drive and S. Hayes St | NB | U | 5 | 911 | 4 | 916 | -1 | 5 | -20% | 1% | 86.0 | | 42.0 | | 126 | | 431 | | 431 | | 80% | |
| | | | LT | 175 | | 181 | | 6 | | 3% | | 88.0 | | | | | 126 | | | | 103% | | |
| | | | TH | 471 | | 463 | | -8 | | -2% | | 42.8 | | | | | 63 | | | | 98% | | |
| | | | RT | 260 | | 268 | | 8 | | 3% | | 8.7 | | | | | 11 | | | | 103% | | |
| | | SB | LT | 656 | 1,779 | 608 | 1,655 | -48 | -124 | -7% | -7% | 79.1 | | 348 | | 1,247 | | 1,247 | | | 93% | | |
| | | | TH | 808 | | 755 | | -53 | | -7% | | 78.5 | | | | | 348 | | | | 93% | | |
| | | | RT | 315 | | 292 | | -23 | | -7% | | 60.8 | | | | | 218 | | | | 93% | | |
| | | | U | 5 | | 5 | 809 | 0 | | 0% | | 29.3 | | | | | 74 | | | | 100% | | |
| | | EB | LT | 195 | | 190 | 795 | -5 | | -3% | -2% | 41.4 | | 31.8 | | 74 | | 296 | | | 97% | | |
| | | | TH | 499 | | 489 | | -10 | | -2% | | 31.7 | | | | | 74 | | | | 98% | | |
| | | | RT | 110 | | 111 | | 1 | | 1% | | 15.7 | | | | | 69 | | | | 101% | | |
| | | WB | U | 5 | 2,001 | 5 | | 0 | | 0% | | 135.5 | | 158.0 | | 1,104 | | 1,502 | | | 100% | | |
| | | | LT | 165 | | 156 | | -9 | | -5% | | 148.5 | | | | | 1,104 | | | | 95% | | |
| | | | TH | 867 | | 780 | | -77 | | -9% | | 173.6 | | | | | 1,04 | | | | 91% | | |
| | | | RT | 974 | | 872 | | -102 | | -10% | | 145.9 | | | | | 1,018 | | | | 90% | | |
| | | Intersection | | 5,500 | 5,179 | | -321 | -6% | | 91.8 | | | | | | | | | | F | | D | |
| 10 | Columbia Pike/Pentagon Memorial | NB | RT | 60 | 60 | 60 | 60 | 0 | 0 | 0% | 0% | 4.6 | | 4.6 | | 1 | | 50 | | 50 | | 100% | |
| | | | TH | 633 | | 736 | 749 | 103 | | 16% | 16% | 1.5 | | | | | 0 | | 0 | | | 116% | |
| | | | RT | 15 | | 13 | | -2 | | -13% | | 0.2 | | | | | 0 | | | | | 87% | |
| | | EB | TH | 830 | 830 | 860 | 860 | 30 | 30 | 4% | 4% | 1.9 | | 1.9 | | 0 | | 81 | | | 104% | | |
| | | | Intersection | | 1,538 | 1,669 | | 131 | | 9% | | 1.8 | | | | | | | | | | | 109% |
| 11 | Columbia Pike/Washington Blvd Exits | SB | LT | 90 | 600 | 89 | 629 | -1 | 29 | -1% | 5% | 29.7 | | 31.9 | | 56 | | 56 | | 256 | | 105% | |
| | | | RT | 510 | | 540 | | 30 | | 6% | | 32.3 | | | | | 56 | | | | 111% | | |
| | | | TH | 450 | 693 | 498 | 795 | 48 | 102 | 11% | 15% | 11.6 | | 12.2 | | 45 | | 367 | | | 115% | | |
| | | EB | RT | 243 | | 297 | | 54 | | 22% | | 13.3 | | | | | 45 | | | | 122% | | |
| | | | LT | 140 | 460 | 142 | 458 | 2 | | 1% | 0% | 30.5 | | 18.1 | | 32 | | 209 | | | 101% | | |
| | | WB | TH | 320 | | 316 | | -4 | | -2 | | 12.6 | | | | | 32 | | | | 99% | | |
| | | | Intersection | | 1,753 | 1,882 | | 129 | 7% | | 20.2 | | | | | | | | | | C | | 107% |
| 12 | S. Joyce St and Ops Complex Entrance | NB | TH | 909 | 909 | 886 | 886 | -23 | -23 | -3% | -3% | 10.1 | | 10.1 | | 3 | | 169 | | | 97% | | |
| | | | TH | 829 | | 834 | | 1 | | 0% | | 0.5 | | | | | 1 | | 116 | | | 104% | |
| | | SB | RT | 5 | | 34 | | 29 | | 580% | 4% | 2.2 | | | | | 1 | | 156 | | | 680% | |
| | | Intersection | | 1,743 | 1,750 | | 7 | 0% | | 5.4 | | | | | | | | | | A | | 100% | |

2045 Build Freeway MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

| Facility | Segment | Type | Balanced Count (vph) | VISSIM Throughput (vph) | Difference (vph) | Difference (%) | Average Speed (mph) | Average Density (vpmpl) | % Demand Served |
|---------------------------------|---|---------|----------------------|-------------------------|------------------|----------------|---------------------|-------------------------|-----------------|
| Northbound Washington Boulevard | Mainline south of Columbia Pike | Diverge | 1,910 | 1,902 | -8 | 0% | 43 | 14.8 | 100% |
| | Off-ramp to Columbia Pike (EB and WB combined) | Ramp | 480 | 482 | 2 | 0% | 29 | 16.2 | 100% |
| | Off-ramp to Columbia Pike EB | Ramp | 60 | 61 | 1 | 1% | 15 | 2.2 | 101% |
| | Off-ramp to Rotary Road | Ramp | 420 | 422 | 2 | 0% | 25 | 17.2 | 100% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike EB | Basic | 1,430 | 1,426 | -4 | 0% | 46 | 15.4 | 100% |
| | On-ramp from Columbia Pike EB | Ramp | 383 | 439 | 56 | 15% | 38 | 11.4 | 115% |
| | Mainline between on-ramp from Columbia Pike EB and on-ramp from Columbia Pike WB | Merge | 1,670 | 1,684 | 14 | 1% | 45 | 13.2 | 101% |
| | On-ramp from Columbia Pike WB | Ramp | 145 | 144 | -1 | -1% | 46 | 18.3 | 99% |
| | Mainline between on-ramp from Columbia Pike WB and on-ramp from I-395 HOV | Merge | 1,815 | 1,827 | 12 | 1% | 45 | 16.8 | 101% |
| | Ramp from I-395 HOV NB to Washington Blvd NB | Ramp | - | - | - | - | - | - | - |
| | Mainline north of on-ramp from I-395 HOV | Basic | 1,815 | 1,819 | 4 | 0% | 46 | 13.2 | 100% |
| | Mainline north of on-ramp from Route 110 SB | Basic | 2,065 | 2,081 | 16 | 1% | 33 | 20.8 | 101% |
| Southbound Washington Boulevard | On-ramp from Route 110 SB | Ramp | 1,605 | 1,605 | 0 | 0% | 42 | 38.3 | 100% |
| | Mainline between on-ramp from Route 110 SB and off-ramps to Columbia Pike WB / I-395 HOV SB | Weave | 3,670 | 3,649 | -21 | -1% | 42 | 21.9 | 99% |
| | Ramp from Washington Blvd SB to I-395 HOV SB | Ramp | 740 | 734 | -6 | -1% | 39 | 18.7 | 99% |
| | Off-ramp to Columbia Pike | Ramp | 600 | 634 | 34 | 6% | 25 | 17.2 | 106% |
| | Mainline between off-ramp to Columbia Pike and on-ramp from Columbia Pike | Basic | 2,330 | 2,324 | -6 | 0% | 44 | 26.1 | 100% |
| | On-ramp from Columbia Pike | Ramp | 383 | 439 | 56 | 14% | 41 | 10.6 | 114% |
| | Mainline south of on-ramp from Columbia Pike | Merge | 2,713 | 2,761 | 48 | 2% | 33 | 36.7 | 102% |

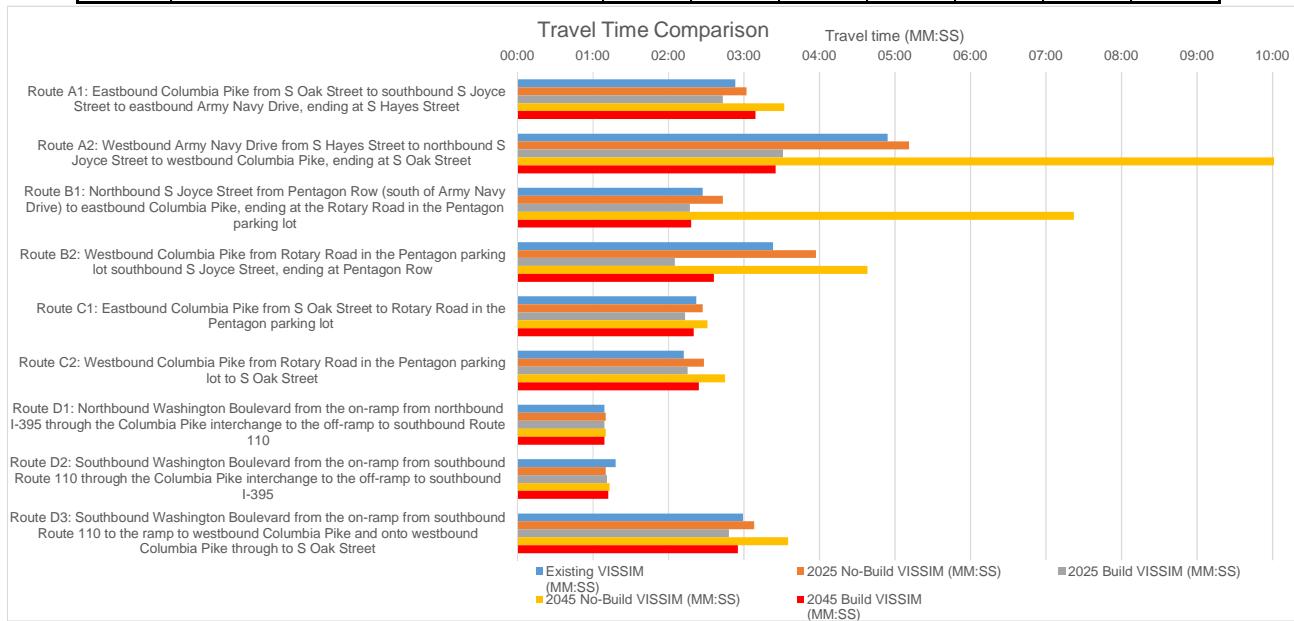
Columbia Pike/Washington Boulevard Interchange – IMR Update

Travel Times

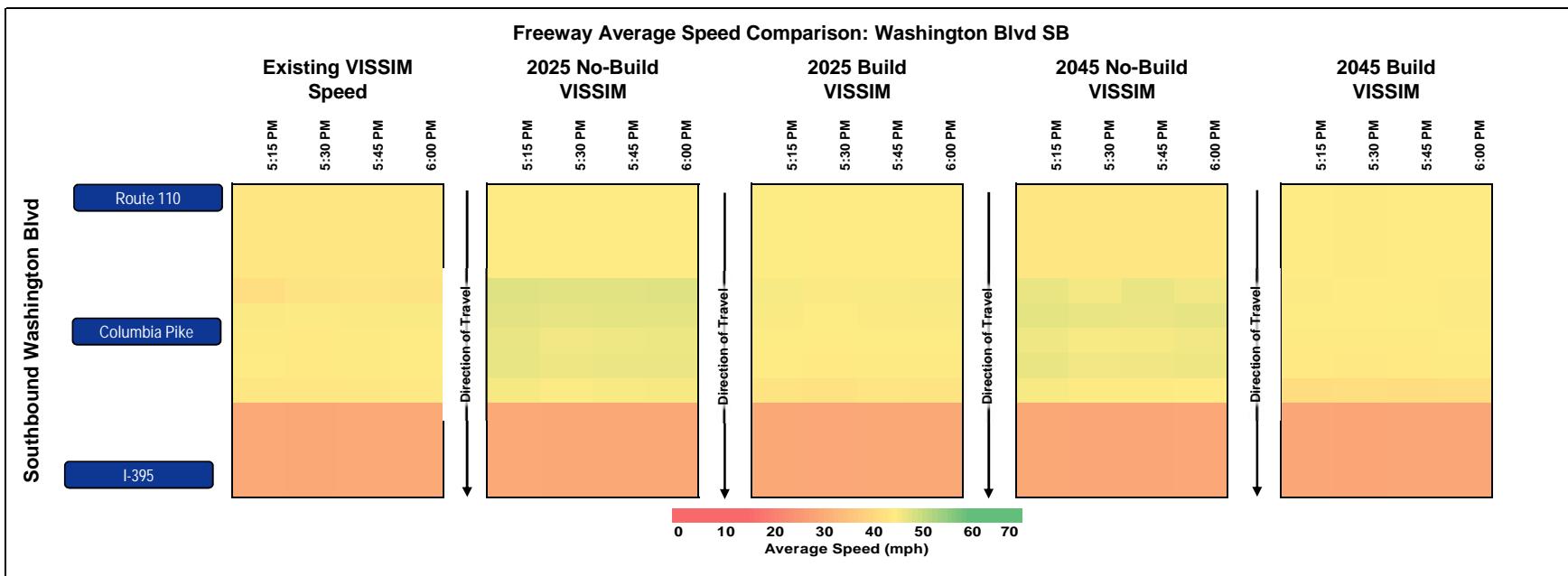
2045 Build Travel Time Comparison

PM Peak Hour (5:00 PM - 6:00 PM)

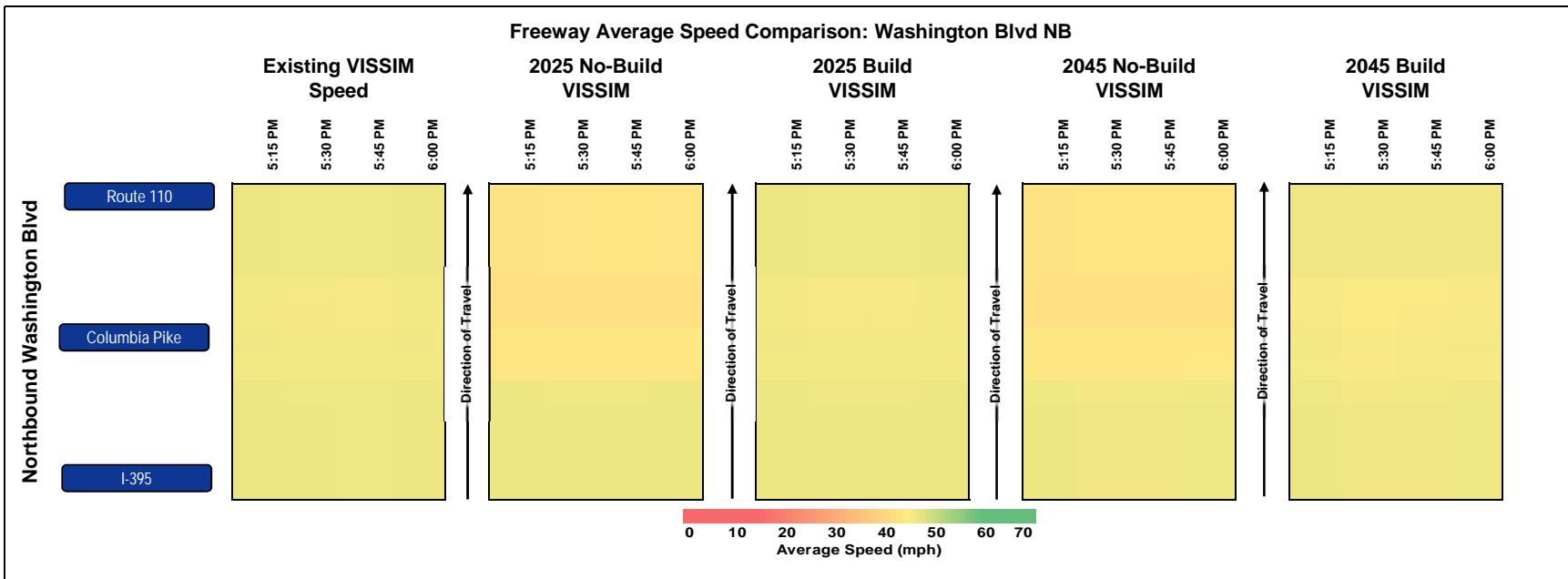
| Segment ID | Route | Peak Period Travel Time | | | | | | |
|------------|--|-------------------------|------------------------------|---------------------------|------------------------------|---------------------------|--------------------------------------|----------------------------------|
| | | Existing VISSIM (MM:SS) | 2025 No-Build VISSIM (MM:SS) | 2025 Build VISSIM (MM:SS) | 2045 No-Build VISSIM (MM:SS) | 2045 Build VISSIM (MM:SS) | No-Build To Build Difference (MM:SS) | No-Build To Build Difference (%) |
| 1 | Route A1: Eastbound Columbia Pike from S Oak Street to southbound S Joyce Street to eastbound Army Navy Drive, ending at S Hayes Street | 02:53 | 03:02 | 02:43 | 03:32 | 03:09 | -00:23 | -11% |
| 2 | Route A2: Westbound Army Navy Drive from S Hayes Street to northbound S Joyce Street to westbound Columbia Pike, ending at S Oak Street | 04:54 | 05:11 | 03:31 | 10:14 | 03:25 | -06:49 | -67% |
| 3 | Route B1: Northbound S Joyce Street from Pentagon Row (south of Army Navy Drive) to eastbound Columbia Pike, ending at the Rotary Road in the Pentagon parking lot | 02:27 | 02:43 | 02:17 | 07:22 | 02:18 | -05:04 | -69% |
| 4 | Route B2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot southbound S Joyce Street, ending at Pentagon Row | 03:23 | 03:57 | 02:05 | 04:38 | 02:36 | -02:02 | -44% |
| 5 | Route C1: Eastbound Columbia Pike from S Oak Street to Rotary Road in the Pentagon parking lot | 02:22 | 02:27 | 02:13 | 02:31 | 02:20 | -00:11 | -7% |
| 6 | Route C2: Westbound Columbia Pike from Rotary Road in the Pentagon parking lot to S Oak Street | 02:12 | 02:28 | 02:15 | 02:45 | 02:24 | -00:21 | -13% |
| 7 | Route D1: Northbound Washington Boulevard from the on-ramp from northbound I-395 through the Columbia Pike interchange to the off-ramp to southbound Route 110 | 01:09 | 01:10 | 01:09 | 01:10 | 01:09 | -00:01 | -1% |
| 8 | Route D2: Southbound Washington Boulevard from the on-ramp from southbound Route 110 through the Columbia Pike interchange to the off-ramp to southbound I-395 | 01:18 | 01:10 | 01:11 | 01:13 | 01:12 | -00:01 | -1% |
| 9 | Route D3: Southbound Washington Boulevard from the on-ramp from southbound Route 110 to the ramp to westbound Columbia Pike and onto westbound Columbia Pike through to S Oak Street | 02:59 | 03:08 | 02:48 | 03:35 | 02:55 | -00:40 | -19% |



Speed Comparisons



Speed Comparisons





MEMORANDUM

TO: Tom Shifflett, FHWA Eastern Federal Lands Highway Division
Steve Bates, P.E., VDOT Northern Virginia District Location and Design Engineer
Ivan Horodyskyj, P.E., VDOT Northern Virginia District Traffic Engineer
Amir Shahpar, P.E., VDOT Modeling Manager / Senior Planner
Hui Wang P.E, Arlington County, Bureau Chief TE&O
Josh Nicholas, Arlington County, Sr. ITS & Traffic Signal Engineer
Andy Anton, Arlington County, Engineer - ITS & Traffic Signals Team

FROM: John Martin, P.E., Project Manager
David Samba, P.E., PTOE, IMR Update Task Leader
Geoff Giffin, P.E., PTOE
Anthony Gallo, P.E.

DATE: November 11, 2019

SUBJECT: Arlington National Cemetery (ANC) Defense Access Road (DAR) Project
Columbia Pike/Washington Boulevard –Interchange Modification Report (IMR) Update
Future Traffic Volumes and Preliminary Traffic Analysis Memorandum

This memorandum summarizes the development and traffic impacts of future AM and PM peak hour traffic volumes for the Columbia Pike/Washington Boulevard Interchange Modification Report (IMR) Update. Volumes have been developed for 2025 and 2045 forecast years for No-Build and Build conditions. No-Build conditions volumes have been developed using a methodology agreed upon with project stakeholders from a series of coordination meetings in September 2019. These future volumes account for the effects of the planned development of Amazon's headquarters in the Pentagon City/Crystal City neighborhoods and incorporate developments already underway in Arlington County's approval process.

Build conditions volumes represent a reassignment of No-Build conditions volumes to account for (1) changes in access to the Arlington National Cemetery (ANC) operations center complex, (2) the relocation of the Columbia Pike/S. Joyce Street intersection and removal of direct access from Southgate Road to this intersection as a part of the Columbia Pike realignment, and (3) the anticipated Pentagon 9/11 Memorial Visitors Education Center (VEC), (4) the design and construction of Nash Street.

This memorandum concludes by presenting draft traffic analysis results after incorporating the forecasted volumes in AM and PM peak hour VISSIM models. Comparisons are provided across existing conditions, 2025 No-Build, 2025 Build, 2045 No-Build and 2045 Build scenarios for intersection delay and level of service, network travel times, and speeds along Washington Boulevard.

No-Build Volume Development Methodology

Future No-Build AM and PM peak hour volumes in the study area were developed based on available data from Arlington County and using a methodology agreed upon by project stakeholders. The available data included a recently-completed study for one of the developments associated with the Amazon

Appendix L

Enhanced Interchange Safety Analysis Tool (ISATe) Worksheets

| Output Summary | | | | | | | | |
|--|---|---|---------------------------|------------|-------|------|-------|-------|
| General Information | | | | | | | | |
| Project description: | Columbia Pike/Washington Boulevard No Build | | | | | | | |
| Analyst: | ZTY | Date: | 12/6/2019 | Area type: | Urban | | | |
| First year of analysis: | 2019 | | | | | | | |
| Last year of analysis: | 2037 | | | | | | | |
| Crash Data Description | | | | | | | | |
| Freeway segments | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Ramp segments | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Ramp terminals | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Estimated Crash Statistics | | | | | | | | |
| Crashes for Entire Facility | | Total | K | A | B | C | PDO | |
| Estimated number of crashes during Study Period, crashes: | | 314.0 | 1.5 | 4.7 | 29.2 | 53.1 | 225.5 | |
| Estimated average crash freq. during Study Period, crashes/yr: | | 16.5 | 0.1 | 0.2 | 1.5 | 2.8 | 11.9 | |
| Crashes by Facility Component | | Nbr. Sites | Total | K | A | B | C | PDO |
| Freeway segments, crashes: | | 6 | 284.6 | 1.2 | 3.7 | 24.1 | 46.3 | 209.3 |
| Ramp segments, crashes: | | 4 | 29.5 | 0.3 | 1.0 | 5.1 | 6.9 | 16.2 |
| Crossroad ramp terminals, crashes: | | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Crashes for Entire Facility by Year | | Year | Total | K | A | B | C | PDO |
| Estimated number of crashes during the Study Period, crashes: | | 2019 | 15.2 | 0.1 | 0.2 | 1.4 | 2.6 | 10.8 |
| | | 2020 | 15.4 | 0.1 | 0.2 | 1.5 | 2.6 | 10.9 |
| | | 2021 | 15.5 | 0.1 | 0.2 | 1.5 | 2.7 | 11.1 |
| | | 2022 | 15.7 | 0.1 | 0.2 | 1.5 | 2.7 | 11.2 |
| | | 2023 | 15.8 | 0.1 | 0.2 | 1.5 | 2.7 | 11.3 |
| | | 2024 | 16.0 | 0.1 | 0.2 | 1.5 | 2.7 | 11.4 |
| | | 2025 | 16.1 | 0.1 | 0.2 | 1.5 | 2.7 | 11.5 |
| | | 2026 | 16.2 | 0.1 | 0.2 | 1.5 | 2.8 | 11.6 |
| | | 2027 | 16.4 | 0.1 | 0.2 | 1.5 | 2.8 | 11.8 |
| | | 2028 | 16.5 | 0.1 | 0.2 | 1.5 | 2.8 | 11.9 |
| | | 2029 | 16.7 | 0.1 | 0.2 | 1.5 | 2.8 | 12.0 |
| | | 2030 | 16.8 | 0.1 | 0.3 | 1.6 | 2.8 | 12.1 |
| | | 2031 | 17.0 | 0.1 | 0.3 | 1.6 | 2.9 | 12.2 |
| | | 2032 | 17.1 | 0.1 | 0.3 | 1.6 | 2.9 | 12.3 |
| | | 2033 | 17.3 | 0.1 | 0.3 | 1.6 | 2.9 | 12.4 |
| | | 2034 | 17.4 | 0.1 | 0.3 | 1.6 | 2.9 | 12.6 |
| | | 2035 | 17.5 | 0.1 | 0.3 | 1.6 | 2.9 | 12.7 |
| | | 2036 | 17.7 | 0.1 | 0.3 | 1.6 | 2.9 | 12.8 |
| | | 2037 | 17.8 | 0.1 | 0.3 | 1.6 | 3.0 | 12.9 |
| | | 2038 | | | | | | |
| | | 2039 | | | | | | |
| | | 2040 | | | | | | |
| | | 2041 | | | | | | |
| | | 2042 | | | | | | |
| Distribution of Crashes for Entire Facility | | | | | | | | |
| Crash Type | Crash Type Category | Estimated Number of Crashes During the Study Period | | | | | | |
| | | Total | K | A | B | C | PDO | |
| Multiple vehicle | Head-on crashes: | 0.7 | 0.0 | 0.0 | 0.1 | 0.2 | 0.3 | |
| | Right-angle crashes: | 4.3 | 0.0 | 0.1 | 0.4 | 0.8 | 3.1 | |
| | Rear-end crashes: | 147.7 | 0.5 | 1.5 | 10.1 | 19.1 | 116.4 | |
| | Sideswipe crashes: | 53.1 | 0.1 | 0.4 | 2.4 | 4.6 | 45.6 | |
| | Other multiple-vehicle crashes: | 5.5 | 0.0 | 0.1 | 0.5 | 0.8 | 4.1 | |
| | Total multiple-vehicle crashes: | 211.3 | 0.7 | 2.1 | 13.4 | 25.5 | 169.6 | |
| Single vehicle | Crashes with animal: | 1.1 | 0.0 | 0.0 | 0.1 | 0.1 | 1.0 | |
| | Crashes with fixed object: | 75.4 | 0.6 | 1.9 | 11.3 | 19.8 | 41.7 | |
| | Crashes with other object: | 8.2 | 0.0 | 0.1 | 0.6 | 1.2 | 6.2 | |
| | Crashes with parked vehicle: | 1.5 | 0.0 | 0.0 | 0.2 | 0.4 | 0.8 | |
| | Other single-vehicle crashes | 16.5 | 0.2 | 0.6 | 3.5 | 6.0 | 6.2 | |
| | Total single-vehicle crashes: | 102.7 | 0.9 | 2.6 | 15.8 | 27.6 | 55.9 | |
| | Total crashes: | 314.0 | 1.5 | 4.7 | 29.2 | 53.1 | 225.5 | |

| Output Summary | | | | | | | | |
|--|--|---|---------------------------|------------|-------|------|-------|-------|
| General Information | | | | | | | | |
| Project description: | Columbia Pike Washington Boulevard Build | | | | | | | |
| Analyst: | ZTY | Date: | 12/6/2019 | Area type: | Urban | | | |
| First year of analysis: | 2019 | | | | | | | |
| Last year of analysis: | 2037 | | | | | | | |
| Crash Data Description | | | | | | | | |
| Freeway segments | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Ramp segments | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Ramp terminals | Segment crash data available? | Yes | First year of crash data: | 2014 | | | | |
| | Project-level crash data available? | No | Last year of crash data: | 2018 | | | | |
| Estimated Crash Statistics | | | | | | | | |
| Crashes for Entire Facility | | Total | K | A | B | C | PDO | |
| Estimated number of crashes during Study Period, crashes: | | 322.1 | 1.2 | 4.4 | 28.4 | 63.6 | 224.5 | |
| Estimated average crash freq. during Study Period, crashes/yr: | | 17.0 | 0.1 | 0.2 | 1.5 | 3.3 | 11.8 | |
| Crashes by Facility Component | | Nbr. Sites | Total | K | A | B | C | PDO |
| Freeway segments, crashes: | | 6 | 269.7 | 1.1 | 3.5 | 22.9 | 44.0 | 198.1 |
| Ramp segments, crashes: | | 2 | 8.7 | 0.1 | 0.2 | 1.0 | 2.2 | 5.2 |
| Crossroad ramp terminals, crashes: | | 1 | 43.8 | 0.0 | 0.7 | 4.4 | 17.4 | 21.2 |
| Crashes for Entire Facility by Year | | Year | Total | K | A | B | C | PDO |
| Estimated number of crashes during the Study Period, crashes: | | 2019 | 15.5 | 0.1 | 0.2 | 1.4 | 3.0 | 10.8 |
| | | 2020 | 15.6 | 0.1 | 0.2 | 1.4 | 3.1 | 10.9 |
| | | 2021 | 15.8 | 0.1 | 0.2 | 1.4 | 3.1 | 11.0 |
| | | 2022 | 16.0 | 0.1 | 0.2 | 1.4 | 3.1 | 11.1 |
| | | 2023 | 16.1 | 0.1 | 0.2 | 1.4 | 3.2 | 11.2 |
| | | 2024 | 16.3 | 0.1 | 0.2 | 1.4 | 3.2 | 11.3 |
| | | 2025 | 16.5 | 0.1 | 0.2 | 1.5 | 3.3 | 11.4 |
| | | 2026 | 16.6 | 0.1 | 0.2 | 1.5 | 3.3 | 11.6 |
| | | 2027 | 16.8 | 0.1 | 0.2 | 1.5 | 3.3 | 11.7 |
| | | 2028 | 17.0 | 0.1 | 0.2 | 1.5 | 3.4 | 11.8 |
| | | 2029 | 17.1 | 0.1 | 0.2 | 1.5 | 3.4 | 11.9 |
| | | 2030 | 17.3 | 0.1 | 0.2 | 1.5 | 3.4 | 12.0 |
| | | 2031 | 17.4 | 0.1 | 0.2 | 1.5 | 3.4 | 12.2 |
| | | 2032 | 17.6 | 0.1 | 0.2 | 1.5 | 3.5 | 12.3 |
| | | 2033 | 17.8 | 0.1 | 0.2 | 1.6 | 3.5 | 12.4 |
| | | 2034 | 17.9 | 0.1 | 0.2 | 1.6 | 3.5 | 12.5 |
| | | 2035 | 18.1 | 0.1 | 0.2 | 1.6 | 3.6 | 12.7 |
| | | 2036 | 18.3 | 0.1 | 0.2 | 1.6 | 3.6 | 12.8 |
| | | 2037 | 18.5 | 0.1 | 0.3 | 1.6 | 3.6 | 12.9 |
| | | 2038 | | | | | | |
| | | 2039 | | | | | | |
| | | 2040 | | | | | | |
| | | 2041 | | | | | | |
| | | 2042 | | | | | | |
| Distribution of Crashes for Entire Facility | | | | | | | | |
| Crash Type | Crash Type Category | Estimated Number of Crashes During the Study Period | | | | | | |
| | | Total | K | A | B | C | PDO | |
| Multiple vehicle | Head-on crashes: | 1.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.5 | |
| | Right-angle crashes: | 14.5 | 0.0 | 0.2 | 1.5 | 5.2 | 7.5 | |
| | Rear-end crashes: | 162.4 | 0.5 | 1.8 | 11.8 | 28.1 | 120.2 | |
| | Sideswipe crashes: | 53.4 | 0.1 | 0.4 | 2.3 | 4.9 | 45.7 | |
| | Other multiple-vehicle crashes: | 5.6 | 0.0 | 0.1 | 0.4 | 0.9 | 4.2 | |
| | Total multiple-vehicle crashes: | 236.9 | 0.6 | 2.5 | 16.2 | 39.5 | 178.2 | |
| Single vehicle | Crashes with animal: | 1.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.9 | |
| | Crashes with fixed object: | 61.6 | 0.4 | 1.4 | 8.8 | 17.3 | 33.8 | |
| | Crashes with other object: | 7.8 | 0.0 | 0.1 | 0.6 | 1.2 | 5.9 | |
| | Crashes with parked vehicle: | 1.3 | 0.0 | 0.0 | 0.2 | 0.4 | 0.7 | |
| | Other single-vehicle crashes | 13.4 | 0.1 | 0.4 | 2.6 | 5.3 | 5.0 | |
| | Total single-vehicle crashes: | 85.2 | 0.6 | 1.9 | 12.2 | 24.1 | 46.4 | |
| | Total crashes: | 322.1 | 1.2 | 4.4 | 28.4 | 63.6 | 224.5 | |